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## II. SUMMARY

### A. PROJECT SUMMARY

#### 1. Project Site Location

The site of the proposed project is located in the Western Coachella Valley within an unincorporated portion of Riverside County. **Figure II-1** depicts the location of NorthStar in a regional context. **Figure II-2** depicts the exterior boundary of the project site, displays the general on and off-site topography and presents the location of the proposed project in relation to key elements of the surrounding street system. As shown, the project site is located north of Interstate 10 and east of the Cook Street Interchange. Access into the site is provided via Varner Road which is situated parallel to the southern boundary of the project site.

#### 2. Project Site Boundaries and Surrounding Land Uses

The 455.75 acre project site incorporates portions of Sections 27, 34 and 35 of Township 4 South, Range 6 East, San Bernardino Base and Meridian. The assessor's parcel numbers comprising the site include 653-300-048; 653-410-041, 042, 043, 045, 046; 653-420-026, 027, 028; 653-430-007; and 653-440-023, 025, 026.

**Figure II-3** (Plan View and Oblique Aerial of the Project Site) displays the current distribution of land uses within the project site boundaries and around the project vicinity. **This figure shows a plan view of the project site prior to grading, as well as an oblique aerial view of the project site during grading activities. As shown in the figure, the Classic Club golf course is an existing land use in both views. currently exists, Club House facility and parking lot is located south of the course on Classic Club Drive. a majority of the site has been mass graded<sup>4</sup>.**

Surrounding land uses include the Coachella Valley Preserve (*which is situated within the Open Space – Conservation Habitat land use designation in the Riverside County General Plan and will remain in a vacant/natural state*) to both the east and northeast, Cook Street to the west and Varner Road to the south. Interstate 10 (a 140-foot wide six lane major arterial with special Caltrans right-of-way requirements) is located immediately south of Varner Road. The City of Palm Desert, the Cal State University San Bernardino Desert Campus and additional commercial and industrial uses are situated across Interstate 10, further south of the project site.

#### 3. Project Site History

- 1981** The County of Riverside approved the "Oasis" project (Specific Plan No. 151). The project was a mixed-use residential (1522 mobile home lots) and commercial development (12 acres) that included a 27-hole golf course and maintenance facility
- 1988** A name change occurred and the "NorthStar" Specific Plan was amended to facilitate a similar mixed-use concept as the "Oasis", but modified to include single-family detached residential dwellings instead of mobile homes. The commercial area was also changed to accommodate a business park.

<sup>4</sup>-It should also be noted that the golf course is scheduled to be open for play in late 2005, early 2006.



- 1989** A land trade with the U.S. Fish and Wildlife Service was completed realigning the property line between the site and the Coachella Valley Preserve to the north. The transaction served, in part, to meet the project’s biological resource mitigation and fee requirements.
- 1998** The County of Riverside approved a 2<sup>nd</sup> amendment to Specific Plan No. 151, referred to as the “NorthStar Commerce Center and Golf Club”. The mixed-use development concept remained, but the plan was modified to include additional business park, commercial and recreational oriented land uses. Amendment No. 2 also resulted in the elimination of all permanent dwelling units.
- 2003** The County of Riverside approved a mass grading permit (~~BGR-03-197~~)BGR031397, consistent with Specific Plan 151 Amendment No. 2 and on the environmental clearances associated with the action.
- 2005** The County of Riverside approved a Golf Course Plot Plan (PP19242), consistent with prior approvals associated with Specific Plan No. 151 Amendment No. 2.
- 2005** The County of Riverside approved two additional Plot Plans (PP19740 and PP 20512) which allowed for the construction of an 81,000 square foot golf clubhouse, and two comfort stations. Each plot plan is consistent with Specific Plan No. 151 Amendment No. 2.

*Concurrent with Amendment No. 2 and subsequent plot plans was the approval of several related discretionary actions. Most of those actions (in one way or another) brought the project into conformity and consistency with relevant documents related to law, land use and policy. Among the related approvals were Comprehensive General Plan Amendment No. 443, Zone Change No. 6346. and associated plot plans (19242, 20512, 19740).*

- 2006** The County of Riverside approved General Plan Amendment No. 707, Specific Plan No. 343 (replacing Specific Plan 151), and Change of Zone No. 7002. The amendment increased the number of acres and the number of square feet for office commercial uses; decreased the number of acres, but increased the number of square feet for industrial uses, decreased the number of acres dedicated to recreational uses and added a residential component to the plan.

#### **4. Project Description**

The “NorthStar” Specific Plan No. 343 **Amendment No. 42**, reflects current and projected market conditions, facilitates a greater diversity of land uses and enables the integration of land use types into a cohesive “upscale” mixed use community. The NorthStar project proposes 455.75 gross acres of multi-phased development with a unique blend of the following land uses:

- 18-hole Golf Course
- Golf Clubhouse
- Golf View Hotel
- Golf View Villas
- Resort Timeshare Units
- **Arena and Event Center**
- Golf View Condominiums
- Mixed Use Retail Village
- Industrial Park (Research & Development)
- Executive Office
- Community Commercial

**Table II-1** provides a statistical summary of the aforementioned land uses within the proposed NorthStar Specific Plan. See **Figure IV-1** for land uses and **Figure IV-2** for a conceptual illustration.

**TABLE IV-1  
LAND USE SUMMARY  
NORTHSTAR SPECIFIC PLAN**

PLANNING AREA	LAND USE DESCRIPTION	LAND AREA (ACRES)	D.U. /ACRE	DWELLING UNIT TOTAL	MAXIMUM FLOOR AREA (SQ. FT.)
1	18-hole Golf Course	240.00	NIA	NIA	NIA
2	Golf Clubhouse	5.90	NIA	NIA	81,000
3	Golf View Hotel	17.60	NIA	NIA	350 (key), 25,000 square foot spa, 32,000 square feet of meeting rooms
4	Golf View Villas	7.30	7.4	54	NIA
5	Resort Timeshare Units	9.95	21.7	216	NIA
6A & 6B	Golf View Condominiums	<del>33.20</del> 30.68	16.6	550	NIA
7	Mixed Use Retail Village	36.20	NIA*	150	400,000
8	Industrial Park (Research & Development)	<del>69.60</del> 30.72	NIA	NIA	<del>1,200,000</del> 381,035
9	Executive Office	16.00	NIA	NIA	230,000
10	Community Commercial	20.00	NIA	NIA	100,000
11	Arena & Event Center Hockey Training Facility	41.4	NIA	NIA	260,000 35,000
TOTAL	NIA	455.75	NIA	970	<del>2,068,000</del> 1,544,035 sq. ft. and 350 Key Hotel

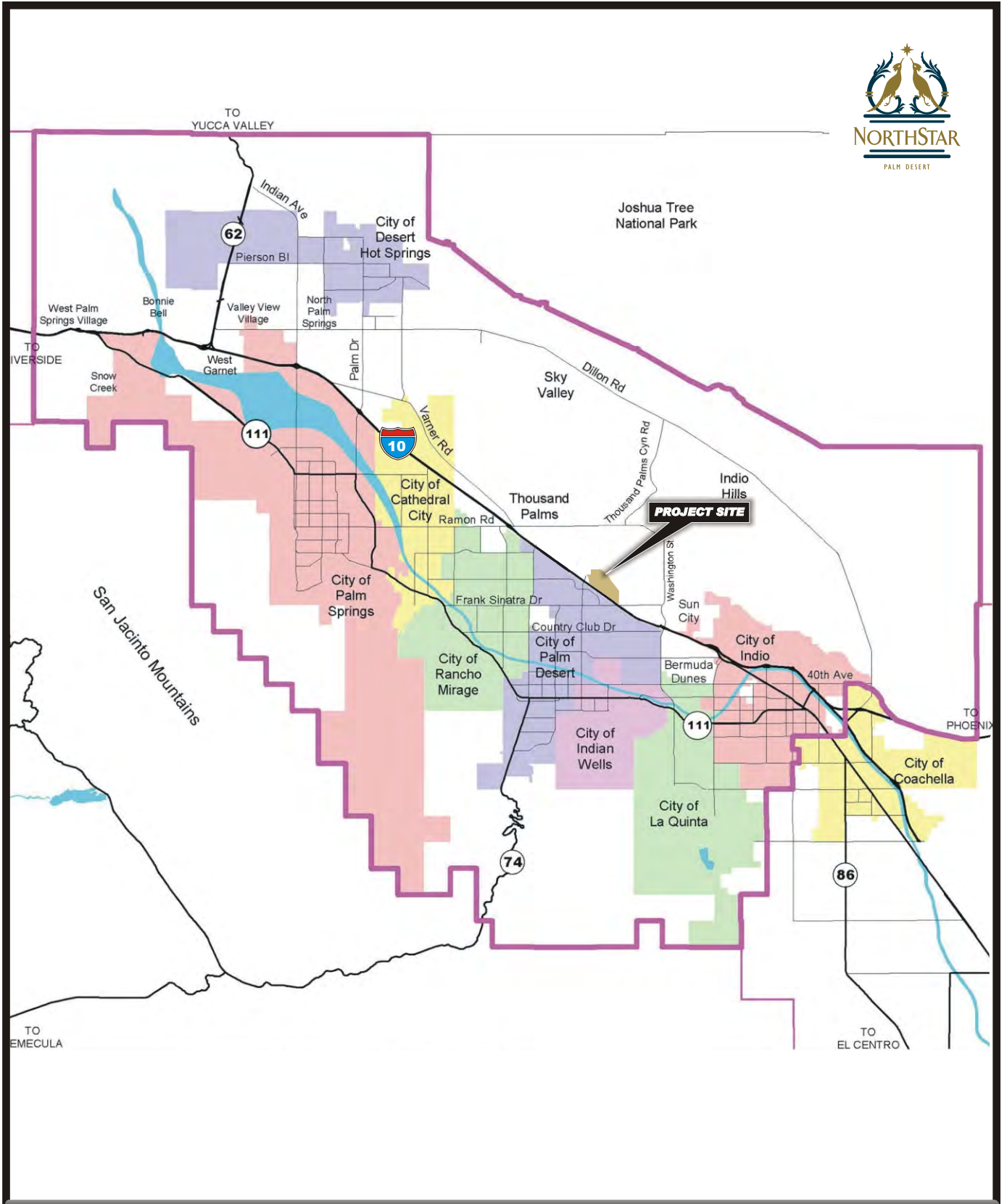
## 5. General Plan Consistency

The North Star Specific Plan is in the Western Coachella Valley Area Plan and consists of 455.75 acres that will contain the following land uses: Commercial, Residential, Tourist Commercial, Entertainment, Office, Recreation, and Open Space. The Specific Plan will be consistent with the Western Coachella Valley Area Plan and the overall Riverside County General Plan.

Key Policies that the Northstar Specific Plan is consistent with the Riverside County general Plan are the following: Land Use Policy 2.1b which calls for a range of differing communities, Land Use Policy 2.1d which calls for the Specific Plan being placed near a

community center, Land Use Policy 3.1d which requires a street and trail network for pedestrians, bicyclists, and others using non-motorized forms of transportation, Land Use Policy 8.1 which recommends a balance of land uses to contribute to fiscal viability of the County, Land Use Policy 18.1 which requires compliance with the California Water-Efficient Landscape Ordinance, Land Use Policy S3.3 which requires compliance with the Building Code for safety from adverse effects of rain, earthquakes, and subsidence, LU 30.6 which prohibits the development of industrial uses that use, store, produce, or transport toxins, generate unacceptable levels of noise or air pollution, or result in other impacts, LU 30.7 which requires that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use, LU 30.8 which requires that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area, LU 32.5 which recommends that community centers be located along transit lines and/or major circulation facilities in order to enhance accessibility and promote transit ridership, and LU 32.6 which requires that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use.

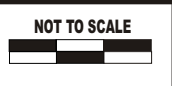
In addition to the Riverside County General Plan the NorthStar Specific Plan is also consistent with the Western Coachella Valley Area Plan with the following Policies: WCVAP 16.2 which requires adherence to the lighting requirements of the Riverside County Ordinance Regulating Light Pollution for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory, WCVAP 18.2 which requires the implementation the Trails and Bikeway System, Figure 8 of the County General Plan, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element, WCVAP 19.1 which requires protection of the scenic highways in the Western Coachella Valley from change that would diminish the aesthetic value of adjacent properties in accordance with policies in the Scenic Corridors sections of the Land Use, Multipurpose Open Space, and Circulation Elements, WCVAP 23.1 which requires adherence to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas, WCVAP 23.2 which requires that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Coachella Valley Water District or the Riverside County Flood Control and Water Conservation District for review, and WCVAP 23.4 which mandates protection of life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.



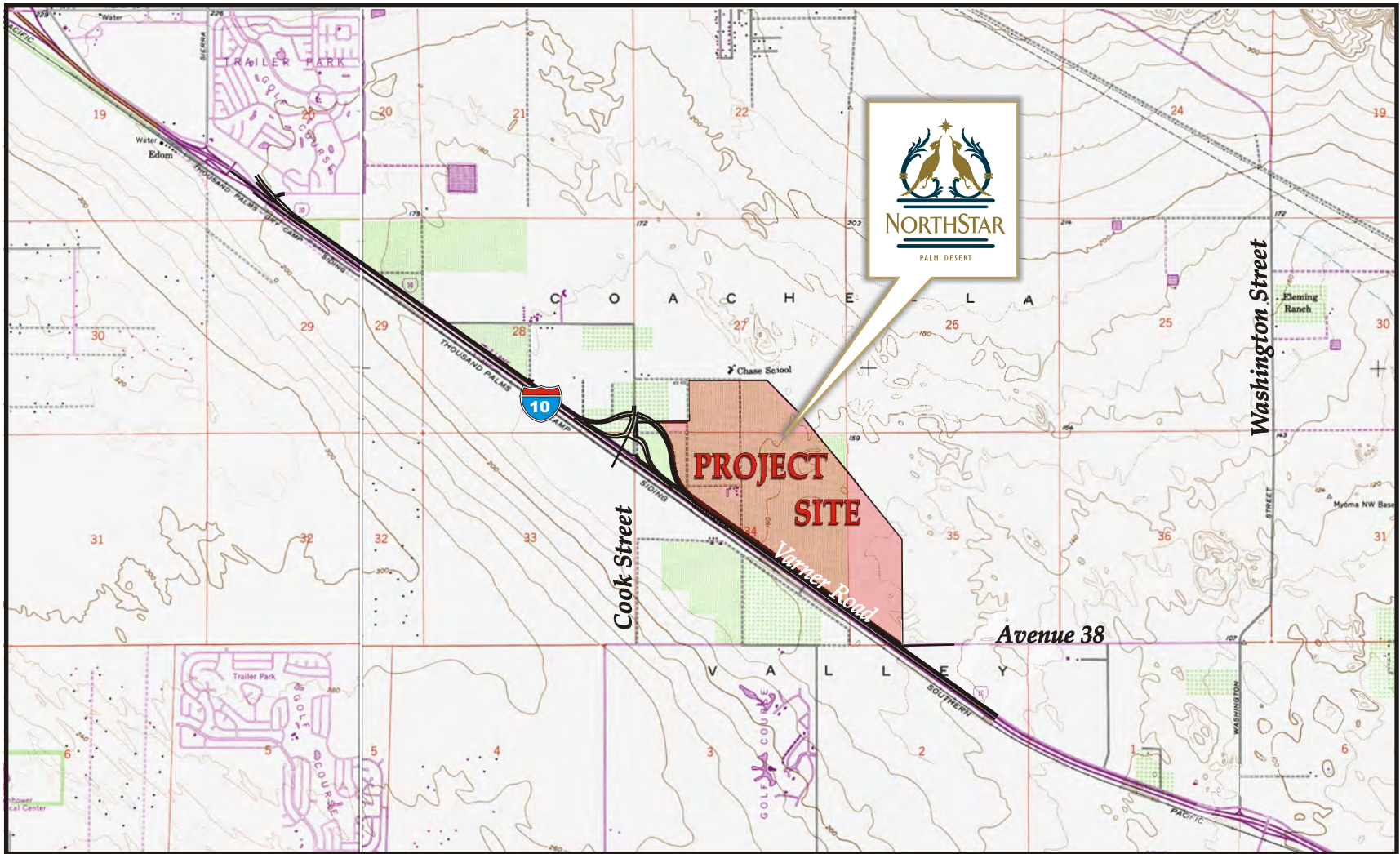
**REGIONAL LOCATION MAP**



**NORTHSTAR**  
40421.03.000 SPECIFIC PLAN



**Figure II-1**



**PROJECT VICINITY LOCATION MAP**

The Keith Companies | **TKC**

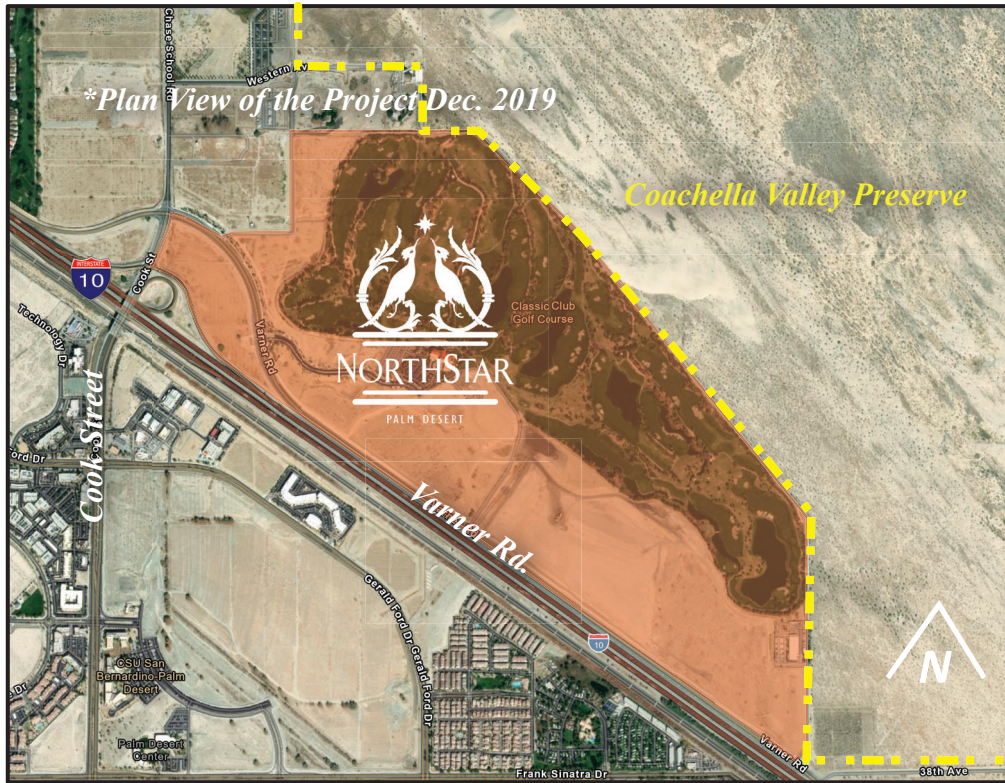
**NORTHSTAR**  
40421.03.000 SPECIFIC PLAN



NOT TO SCALE  
[Scale bar]



**Figure II-2**



**PLAN VIEW AND OBLIQUE AERIAL OF THE PROJECT SITE**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN

NOT TO SCALE

**Figure II-3**

## IV. SPECIFIC PLAN

### A. PROJECT-WIDE DEVELOPMENT PLANS AND STANDARDS

This chapter of the document (Chapter IV, Section A) presents the NorthStar design philosophy and master development concept, and provides planning standards for application to the overall project. This chapter begins with the land use plan and a brief description of each major land use element is included. In support of the land use plan, associated master plans and standards are then discussed relating to the circulation, landscaping, drainage, water/sewer, phasing, grading, maintenance, and special events components.

This portion of the document is augmented by Section B (Chapter IV) which provides a more focused and detailed analysis (descriptive summary) of each individual planning area within the project in terms of planning standards and design standards/guidelines.

#### 1. Conceptual Land Use Plan

##### a) *Project Objectives*

The Land Use Plan has been developed to achieve the following goals: 1) provide a comprehensive land use plan that identifies development scenarios which designate the distribution, location, and extent of land uses; 2) address the land use issues associated with development of the NorthStar Specific Plan in sufficient detail to ensure that the subject site develops in a manner consistent with the intent of the General Plan; protects the public health, safety and general welfare; complements zoning and land uses on adjacent properties and is suitable and appropriate for the subject property; 3) incorporate project design standards which encourage creativity and excellence; 4) develop a mixed-use project with world class residential, commercial, **sports and entertainment, industrial**, and resort components; and 5) develop a project that ensures the public's health, safety and welfare;

##### b) *Project Description*

The proposed project is intended to facilitate development of the site and implement the County of Riverside General Plan. The land use plan of the proposed project defines the general location of each type of development allowed on the site, and the conceptual site illustration within the various planning areas. The maximum intensity allowed for development of the site is intended to achieve a functional integration of the proposed uses. In addition, the location and designation of development allowed within the different planning areas are intended to create **an integrated** design concept which will promote a unique identity and prominence for the site.

In order to present the project in a comprehensive manner, the site **is** divided into ~~10~~ **11** areas of development (Planning Areas). This **process framework** allows for a precise discussion of the planning and design approach, taking into consideration constraints on and surrounding each planning area. Planning Areas are discussed in detail in Section B (Land Use Planning and Design Standards by Planning Area) of this chapter.

The land use descriptions which follow are illustrated in **Figure IV-1**, Conceptual land Use Plan and **Figure IV-2**, Conceptual Master Plan while **Table IV-1**, Land Use Summary, shows the various land use designations, acreages, and number of dwelling units as appropriate. The proposed project includes the following land uses:

**TABLE IV-1  
LAND USE SUMMARY  
NORTHSTAR SPECIFIC PLAN**

PLANNING AREA	LAND USE DESCRIPTION	LAND AREA (ACRES)	D.U. /ACRE	DWELLING UNIT TOTAL	MAXIMUM FLOOR AREA (SQ. FT.)
1	18-hole Golf Course	240.00	NIA	NIA	NIA
2	Golf Clubhouse	5.90	NIA	NIA	81,000
3	Golf View Hotel	17.60	NIA	NIA	350 (key), 25,000 square foot spa, 32,000 square feet of meeting rooms
4	Golf View Villas	7.30	7.4	54	NIA
5	Resort Timeshare Units	9.95	21.7	216	NIA
6A & 6B	Golf View Condominiums	<del>33.20</del> 30.68	16.6	550	NIA
7	Mixed Use Retail Village	36.20	NIA*	150	400,000
8	Industrial Park (Research & Development)	<del>69.60</del> 30.72	NIA	NIA	<del>1,200,000</del> 381,035
9	Executive Office	16.00	NIA	NIA	230,000
10	Community Commercial	20.00	NIA	NIA	100,000
11	Arena & Event Center Hockey Training Facility	41.4	NIA	NIA	260,000 35,000
TOTAL	NIA	455.75	NIA	970	<del>2,068,000</del> 1,544,035 sq. ft. and 350 Key Hotel

\* Due to the integration of residential uses into this mixed use planning area, a density per acre is not applicable.

**c) Project Wide Development Standards**

Project-wide development standards shall be applied to ensure overall design coordination of the various planning areas within the NorthStar Specific Plan. The standards outlined below serve to ensure the orderly development of the land use plan on a community wide basis. The discussion following in Section B (Chapter IV) provides a detailed discussion of standards that apply specifically to each of the individual planning areas.

- 1) The NorthStar Resort will develop with a maximum of 970 dwelling units; 500,000 square feet of commercial retail space (Mixed Use Retail Village and Community Commercial); 18 holes of golf with 81,000 square foot clubhouse, golf practice facilities; a 260,000 square foot Arena and Event Center with a 35,000 square foot hockey training facility, 350-key resort hotel with 25,000 square feet of spa area and 20,000 square feet of meeting rooms; 230,000 square feet of executive office space; and 381,035 square feet of research and development space within the industrial park.





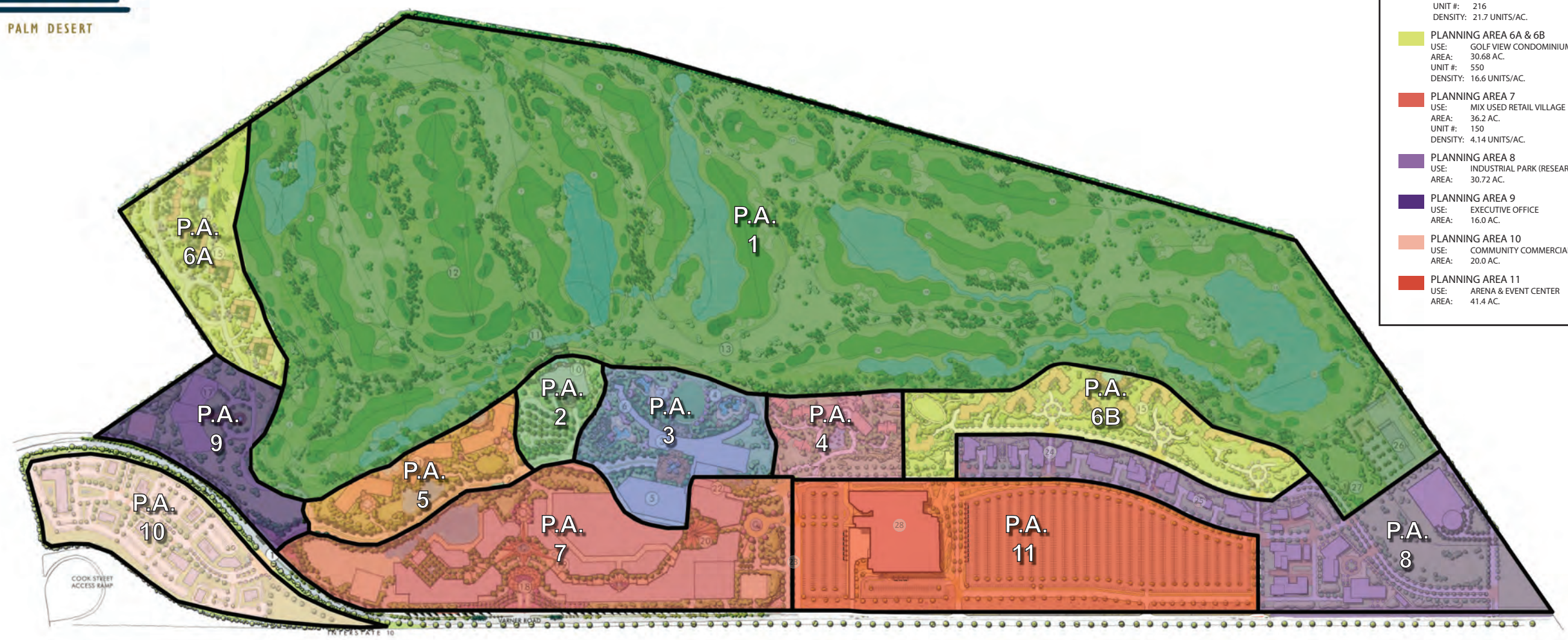
**APN's**

695-100-001	*695-100-008
695-100-002	*695-100-009
695-100-004	*695-100-010
695-100-005	*695-100-012
695-100-006	*695-100-014
695-100-007	*695-100-015
695-100-011	
695-100-017	
695-070-001	

\* APN's associated with Specific Plan Amendment

**LAND USE SUMMARY**

<span style="color: green;">■</span>	<b>PLANNING AREA 1</b> USE: CHAMPIONSHIP GOLF COURSE AREA: 240 AC.
<span style="color: lightgreen;">■</span>	<b>PLANNING AREA 2</b> USE: GOLF CLUBHOUSE FACILITIES AREA: 5.9 AC.
<span style="color: blue;">■</span>	<b>PLANNING AREA 3</b> USE: DELUXE GOLF-VIEW HOTEL AREA: 17.6 AC.
<span style="color: pink;">■</span>	<b>PLANNING AREA 4</b> USE: RESORT GOLF-VIEW VILLAS AREA: 7.3 AC. UNIT #: 54 DENSITY: 7.4 UNITS/AC.
<span style="color: orange;">■</span>	<b>PLANNING AREA 5</b> USE: RESORT TIMESHARE UNITS AREA: 9.95 AC. UNIT #: 216 DENSITY: 21.7 UNITS/AC.
<span style="color: yellow;">■</span>	<b>PLANNING AREA 6A &amp; 6B</b> USE: GOLF VIEW CONDOMINIUMS AREA: 30.68 AC. UNIT #: 550 DENSITY: 16.6 UNITS/AC.
<span style="color: red;">■</span>	<b>PLANNING AREA 7</b> USE: MIX USED RETAIL VILLAGE AREA: 36.2 AC. UNIT #: 150 DENSITY: 4.14 UNITS/AC.
<span style="color: purple;">■</span>	<b>PLANNING AREA 8</b> USE: INDUSTRIAL PARK (RESEARCH & DEVELOPMENT) AREA: 30.72 AC.
<span style="color: darkpurple;">■</span>	<b>PLANNING AREA 9</b> USE: EXECUTIVE OFFICE AREA: 16.0 AC.
<span style="color: peachpuff;">■</span>	<b>PLANNING AREA 10</b> USE: COMMUNITY COMMERCIAL AREA: 20.0 AC.
<span style="color: darkred;">■</span>	<b>PLANNING AREA 11</b> USE: ARENA & EVENT CENTER AREA: 41.4 AC.

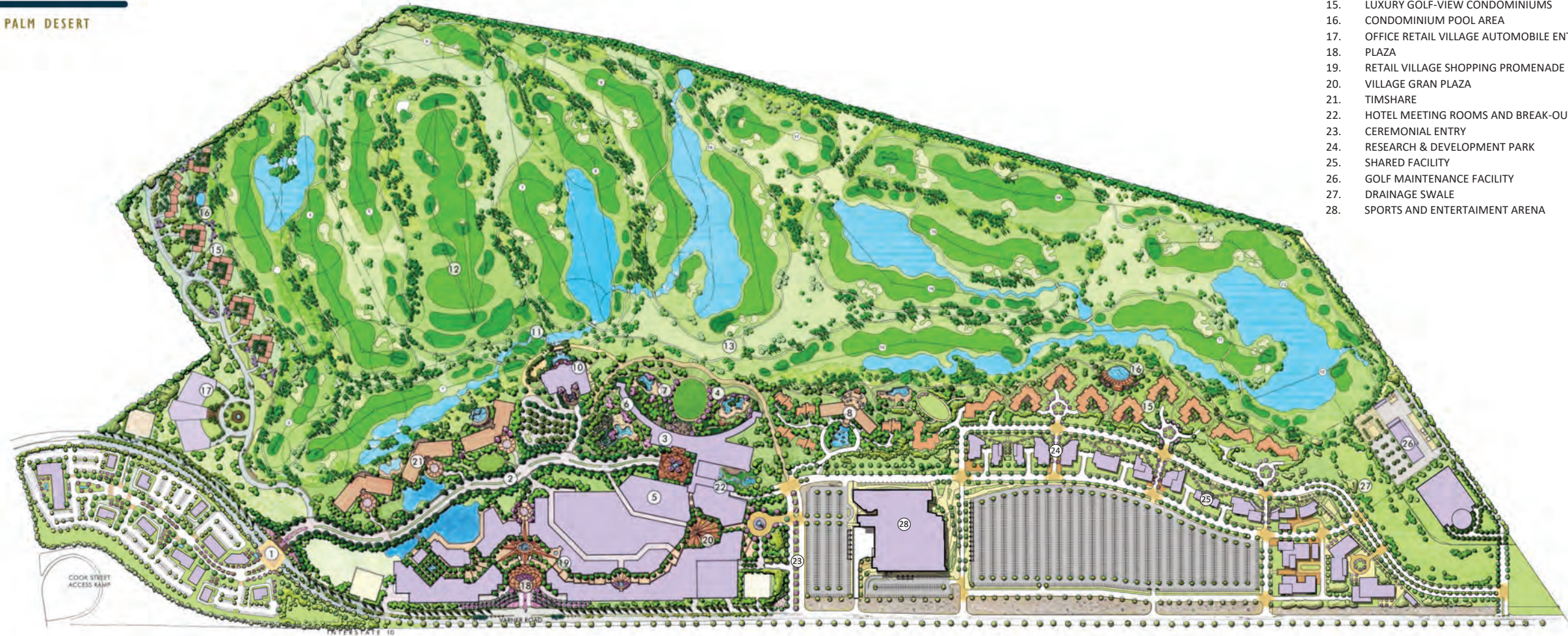


# CONCEPTUAL LAND USE PLAN

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



**Figure IV-1**

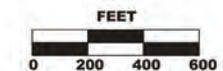


**KEY TO THE PLAN**

- 1. RESORT ENTRY GATEWAY
- 2. RESORT ENTRY DRIVE AND GARDENS
- 3. RESORT HOTEL
- 4. HOTEL POOLS AND GARDENS
- 5. HOTEL PARKING STRUCTURE
- 6. RESORT SPA
- 7. SPA, POOL, SUNDECK, AND TREATMENT GARDENS
- 8. GRAND ESTATE VILLA
- 9. GOLF VILLAS
- 10. GOLF CLUBHOUSE
- 11. PRACTICE PUTTING GREENS
- 12. TEACHING AND PRACTICE DRIVING RANGE
- 13. FINISHING HOLES VIEWING STANDS AND SKYBOXES
- 14. TOURNAMENT ENTRY AREA FROM OFF-SITE PARKING
- 15. LUXURY GOLF-VIEW CONDOMINIUMS
- 16. CONDOMINIUM POOL AREA
- 17. OFFICE RETAIL VILLAGE AUTOMOBILE ENTRY PLAZA
- 18. PLAZA
- 19. RETAIL VILLAGE SHOPPING PROMENADE
- 20. VILLAGE GRAN PLAZA
- 21. TIMSHARE
- 22. HOTEL MEETING ROOMS AND BREAK-OUT COURTYARD
- 23. CEREMONIAL ENTRY
- 24. RESEARCH & DEVELOPMENT PARK
- 25. SHARED FACILITY
- 26. GOLF MAINTENANCE FACILITY
- 27. DRAINAGE SWALE
- 28. SPORTS AND ENTERTAINMENT ARENA

**CONCEPTUAL MASTER PLAN**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



**Figure IV-2**

- 2) Land uses and development standards will be in accordance with the County of Riverside development codes except as specifically modified by this Specific Plan.
- 3) All development within the project site boundaries will be consistent with this Specific Plan and subsequent amendments on file with the County of Riverside Planning Department.
- 4) Prior to the issuance of a building permit for any land use associated with the NorthStar project, the applicant shall first obtain clearance from the County of Riverside Planning Department verifying that all pertinent sections of this Specific Plan have been satisfied.
- 5) Lots created pursuant to this Specific Plan shall be in conformance with the development regulations contained in Chapter IV.
- 6) Mitigation measures for environmental resources shall be implemented as identified in the certified Environmental Impact Report Mitigation Monitoring Program.
- 7) Development area boundaries shall follow the land use plan. Minor adjustments to these boundaries resulting from final road alignments, site specific development plans and/or technical or engineering refinements will not require a Specific Plan Amendment.
- 8) For the security and safety of future guests and residents, the applicant and/or developer shall incorporate the following design concepts within each individual development proposal:
  - a. Adequate circulation for pedestrians, vehicles, police patrols and other emergency vehicles.
  - b. Lighting of streets, walkways and bikeways.
  - c. Appropriate fencing including location, height and materials.
- 9) As final design occurs, planning areas may be built out at less than the density allocated, creating a remainder of un-built dwelling units. The developer may, subject to the approval of the Planning Director, draw upon the accumulated pool of residual dwelling units for use in other residential planning areas.
- 10) The Planning Director shall have both the authority to determine substantial conformance with the provisions of this Specific Plan and the authority to allow changes of 10% or less.
- 11) Unless modified by the NorthStar Specific Plan, development of the property shall be in accordance with the mandatory requirements of all Riverside County ordinances including Ordinance Nos. 348 and 460; and shall conform substantially to the adopted Specific Plan as filed in the office of the Riverside County Planning Department, unless otherwise amended.
- 12) Construction of this project may be done progressively in phases provided a plan is submitted with appropriate fees to the Riverside County Planning Department and approved prior to issuance of any building permits.
- 13) The project proponent will work with the County and others to explore the possibility of providing affordable housing.

## 2. Circulation Plan

### a) *Circulation Plan Description*

The Circulation Plan for the NorthStar project is multimodal and includes vehicular, pedestrian, and bicycle systems. The plan is designed to provide optimal circulation efficiency as well as safety for guests and residents. Project roadways will be constructed according to the specifications and standards set forth in this document. The internal circulation system has been designed to serve the various project areas, parking structures and multiple building pads. The championship golf course and resort hotel setting and the Arena and Event center will also necessitate bus accommodation. The last section of the circulation plan will discuss methods of dealing with tours (especially in relationship to special events).

#### ❖ *Vehicular*






The vehicular circulation plan has been developed to achieve the following: 1) provide appropriate vehicular access to all development areas within the project site; 2) create optimally sized streets which accommodate project traffic volumes while minimizing paved areas; 3) provide sufficient access for firefighting and other emergency vehicles; and 4) enhance the visual character of the site by providing well-designed, landscaped boulevards and streets; and 5) provide a functional on-site roadway system which provides for the safe and efficient movement of traffic.

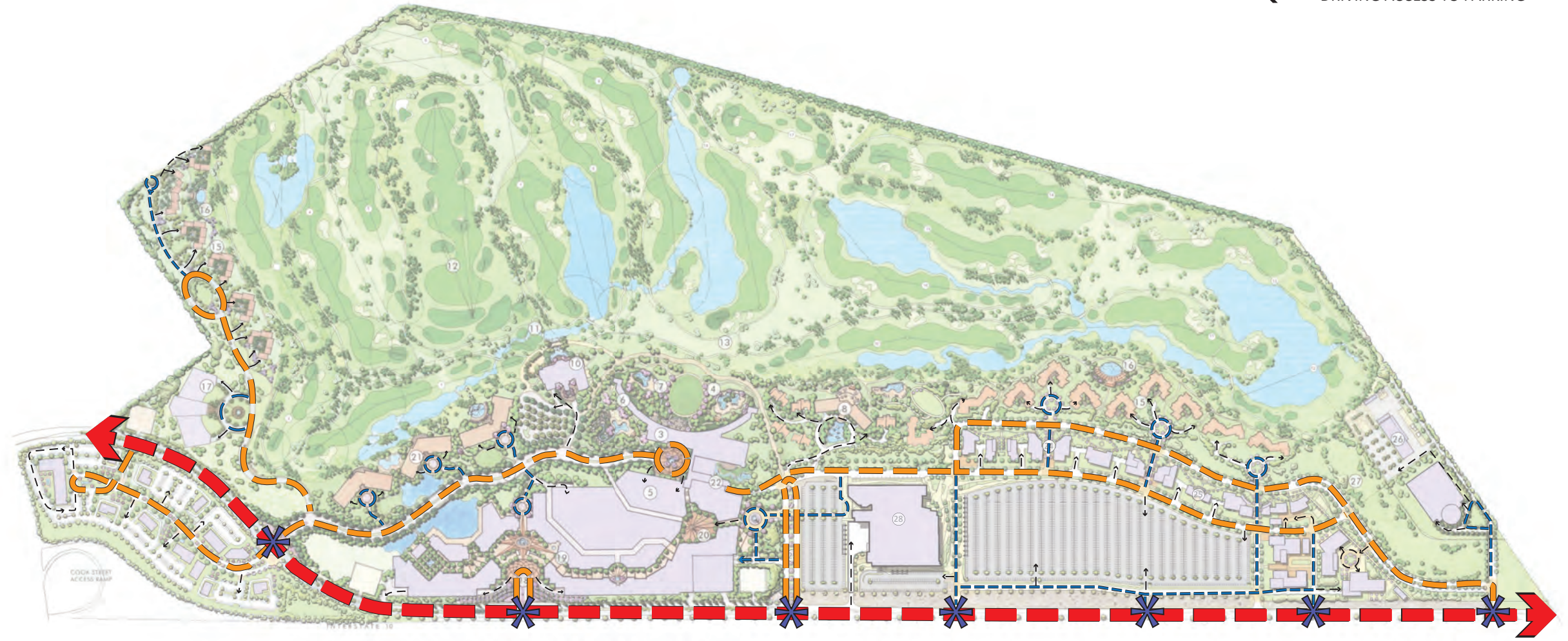
**Figure IV-3**, Conceptual Vehicular Plan, illustrates the street system for the proposed project. Access into the site is provided via Varner Road which is situated parallel to both the southern boundary of the project site and the northern boundary of Interstate 10. Varner Road intersects Cook Street (immediately west of the property) and Washington Street (approximately three miles to the east). The County of Riverside designates Varner Road as a Major Highway (118' right of way). Although depicted in the Riverside County General Plan as a Secondary Highway (100' right of way), the Varner Road cross section parallel to I-10 (**Figure IV-4**) has been modified by the Riverside County Transportation department staff to accommodate projected growth associated with the project site and surrounding area. Said portion of Varner Road will consist of the following:

- 118' Right of Way.
- 10' landscaped buffer parallel to I-10.
- 76' of travel way (curb to curb) with two travel lanes in each direction and a painted median.
- 32' landscaped area (including a 5' sidewalk and a 10' bike path) between the travel way and the NorthStar property. The sidewalk will be 5' from curb and the bike path will abut the property.
- The bike path will be included in the right-of-way rather than in the easement.

In areas where Varner Road abuts Planning Area No. 10 (Community Commercial at NorthStar), a sidewalk and landscaped buffer will be incorporated on both sides, more typical of a standard street cross section.

LEGEND

-  POTENTIAL SIGNALIZED INTERSECTION
-  MAJOR HIGHWAY
-  PRIMARY CIRCULATION ROAD
-  SECONDARY CIRCULATION ROAD
-  DRIVING ACCESS TO PARKING



# CONCEPTUAL VEHICULAR DIAGRAM

NORTHSTAR  
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AMENDMENT NO. 2

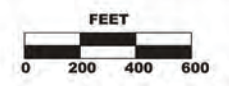
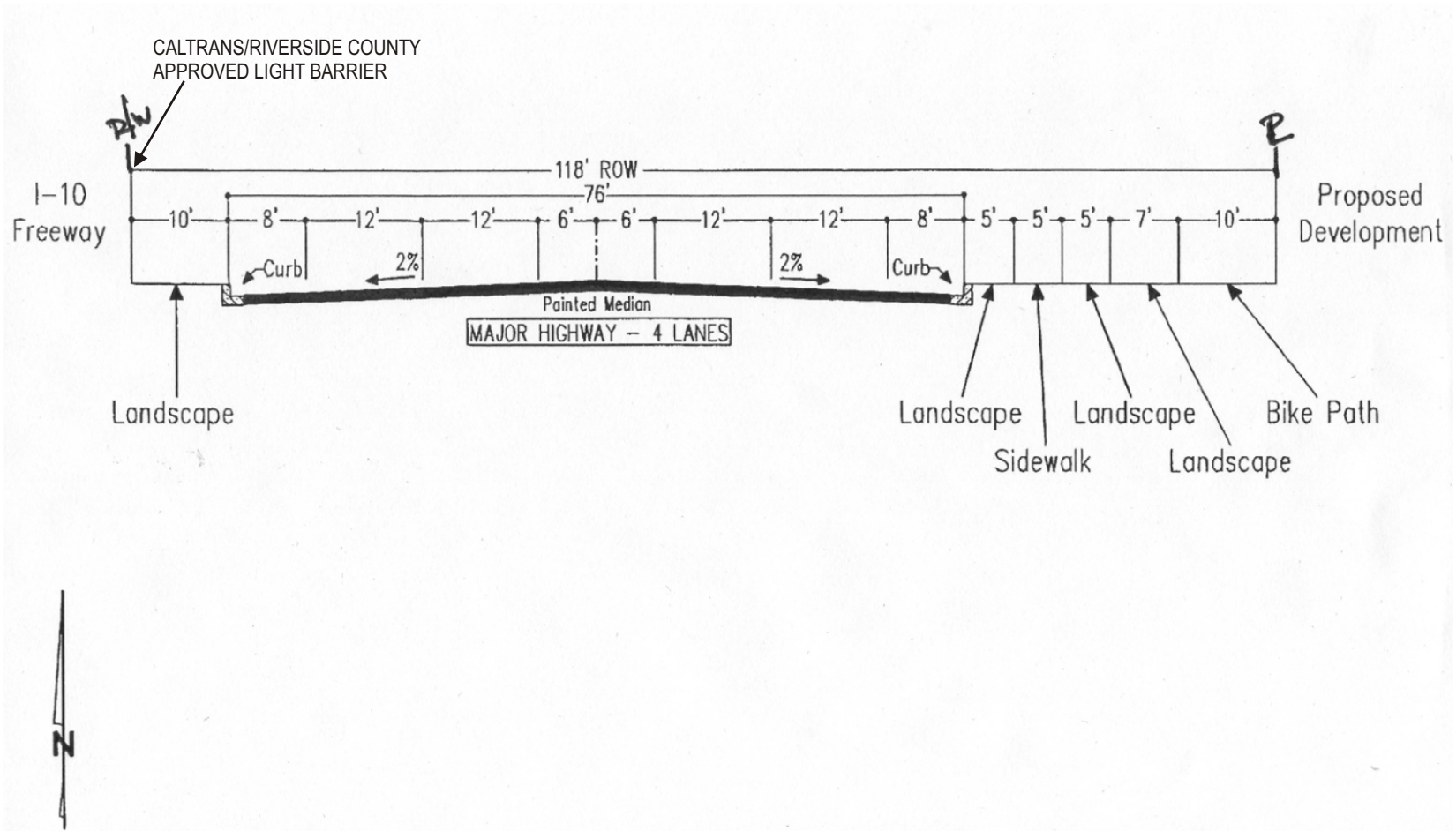


Figure IV-3



Kunzman Associates

Source: County of Riverside

2971B/201

## PROPOSED VARNER ROAD CROSS SECTION

The Keith Companies | **TKC**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN



NOT TO SCALE



**Figure IV-4**

As shown on **Figure IV-3** (Conceptual Vehicular Diagram), access into Planning Area No. 1 through Planning Area No. 9 and Planning Area No. 11 of the NorthStar project site will be provided via signalized intersections along Varner Road. **Seven signalized intersections along Varner Road are allowed as warranted.** Access points will be internally linked to offer multiple options for entering or leaving the site. **These seven primary** access points have been strategically placed along the southern boundary of the project site (from west to east). The internal circulation pattern is predominantly east/west with primary streets servicing the major development components and secondary roads serving specific uses and individual properties. Primary access into the commercial area (Planning Area 10) will align with the golf course/clubhouse entry and provide one major signalized entry into both properties. Additional access points into the commercial area might be established as the project develops, but will be limited to right in/right out only.

#### ❖ *Pedestrian*

The proposed pedestrian oriented circulation plan is intended to create a unified system that encourages pedestrian use. Pedestrian circulation is accomplished by a system of sidewalks and walkways which provide connectivity throughout the entire project site. They are incorporated into the design because the proximity between on-site land uses make walking a feasible and desirable transportation mode. **Figure IV-5** (Conceptual Pedestrian Circulation Diagram) depicts conceptual pedestrian circulation for the entire site.

The pedestrian circulation system has been developed to achieve the following: 1) provide a system of **ADA compliant** sidewalks and walkways which link together the entire NorthStar project site; 2) maximize safety and functionality by separating vehicular routes from pedestrian paths; 3) create a pleasant walking environment by providing elements of visual interest (i.e. vistas, rest stops, fountains, etc.); and 4) accommodate the needs of all pedestrians (including special needs groups such as children or the handicapped).

#### ❖ *Bicycle*

Bicycling is increasingly being seen as an integral component of urban multi-modal trips. A seamless transportation system with convenient and reliable opportunities to use more than one mode in a single trip provides a wider range of cost effective travel options. **Figure IV-5** shows the conceptual bicycle circulation system for the proposed project. Bicycle circulation will accommodate and encourage alternative modes of transportation for patrons, residents and employees of the NorthStar project. In addition to internal NorthStar project site bike paths, the County has required a 10-foot wide softscape Class I bike path to be constructed along Varner Road.

The bicycle circulation system has been developed to achieve the following: 1) assure safe and convenient bicycle access to specified areas within the NorthStar project site; 2) promote the use of bicycles as a viable and attractive alternative to cars; 3) compliance with Riverside County bikeway policies and standards; 4) provide adequate parking facilities for bicycles; 5) provide access to regional bicycle trails/paths; 6) maximize safety and functionality by separating (where possible) vehicular routes from bike paths; and 7) provide an enjoyable experience for the cyclist by creating an aesthetically pleasing bike way system.



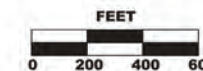
**LEGEND**

- SHOPPING PROMENADE
- PEDESTRIAN SIDEWALK
- PRIMARY PARK WALKWAY
- SECONDARY PARK WALKWAY
- PUBLIC PEDESTRIAN SIDEWALK AND CLASS I BIKE PATH
- BIKE PATH
- PUBLIC PEDESTRIAN SIDEWALK

*\*The Conceptual Pedestrian Circulation Diagram depicts major pedestrian circulation systems. Minor pedestrian paths/sidewalks are not shown. They will be refined as part of the Plot Plan submitted.*

**CONCEPTUAL PEDESTRIAN CIRCULATION DIAGRAM**

NORTHSTAR  
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AMENDMENT NO. 2



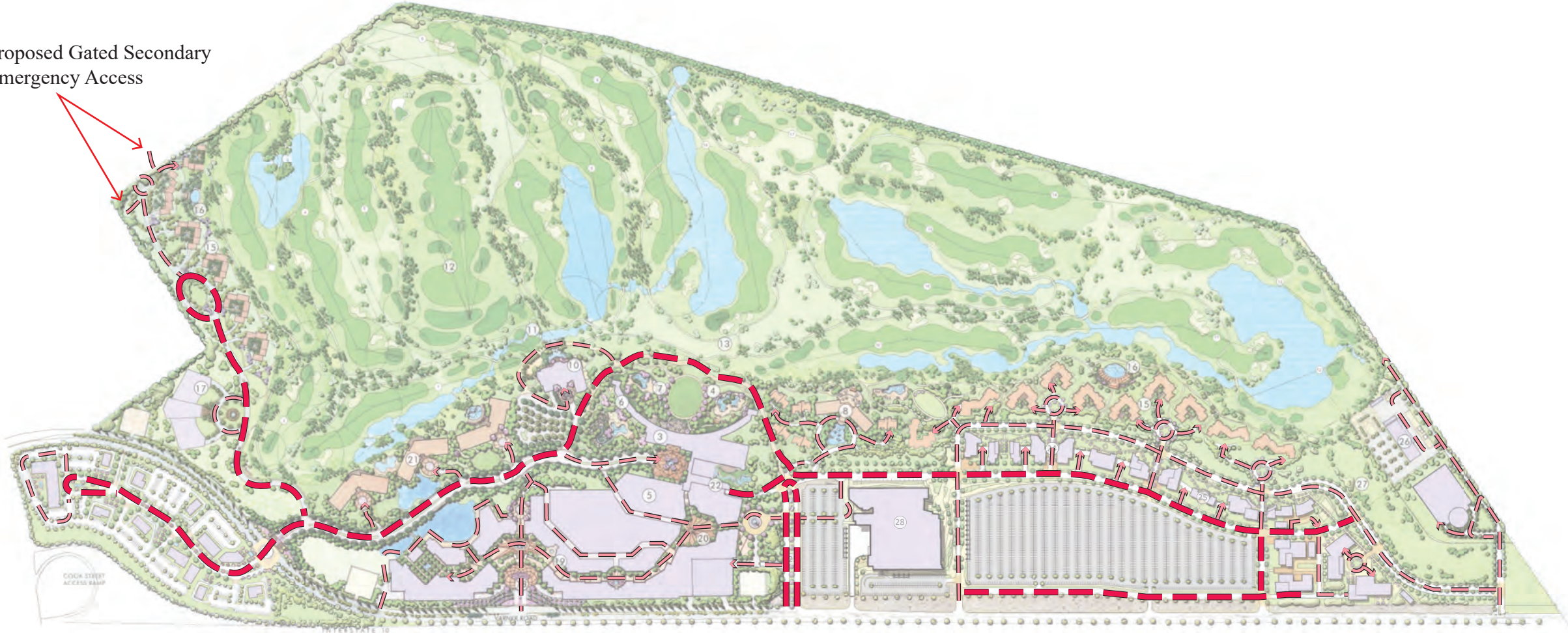
**Figure IV-5**



LEGEND

- PRIMARY EMERGENCY ROUTE
- SECONDARY EMERGENCY SPUR

Proposed Gated Secondary  
Emergency Access



# CONCEPTUAL EMERGENCY DIAGRAM



NORTHSTAR  
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AMENDMENT NO. 2

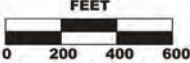


Figure IV-6

### ❖ *Emergency Access*

The circulation system as a whole has been designed in accordance with Riverside County Fire Department access requirements. The fire department was consulted during the initial design stages to obtain criterion for minimum street width (24 feet/two travel lanes) to accommodate fire equipment during emergency response conditions. As shown in **Figure IV-6** (Conceptual Emergency Access Diagram), emergency access is provided by all proposed project roadways as well as gated emergency access roads not accessible to the general public. The roadway system will provide a means of ingress for emergency vehicles while also allowing escape routes for use by project residents and guests. The proposed project will enhance emergency access to the site of the proposed project through multiple access points and the construction of all-weather paved roadways. The Emergency Access Plan has been designed to: 1) provide suitable access for fire fighting and other emergency vehicles; and 2) provide a minimum of two emergency access points to all areas within the development.

### ❖ *Transit*

As the population of the Coachella Valley grows, the traffic volumes are likely to increase. To help reduce vehicular trips and congestion, alternative modes of transportation to and from the site are necessary. Utilization of the public transportation system will potentially reduce the amount of traffic associated with the NorthStar project. Bus stops will be strategically planned at key locations to provide sufficient accessibility to local and regional transit systems. Sunline Transit currently provides no service along Varner Road. When service becomes available, plot plans will be coordinated with Sunline Transit.

The transit component of the circulation plan has been developed to accomplish the following: 1) locate bus stops and shelters at strategic locations to maximize use and consistency with local transit system location criterion; 2) integrate the system into the Coachella Valley Sunline Transit Agency System; and 3) design bus stops/shelters which are safe, provide adequate shelter from the elements and are aesthetically consistent with the overall project design theme.

### ❖ *Tour and Shuttle Buses*

The NorthStar project is designed to attract tourists and accommodate **not only multi-day golf tournaments but also allow for indoor (Arena) and outdoor entertainment and sporting uses.** Given the foregoing, project implementation will necessitate tour/shuttle bus usage **between the Indian Wells Tennis Garden, CSUSB/UCR and Xavier College Preparatory High School (Xavier HS) campuses and the NorthStar project site.** Section 9 (Special Events Plan) of this document, includes a Special Event Plan that describes the availability of temporary and permanent on-site parking and off-site overflow parking opportunities. ~~strategy, that e-how a program containing three circulation/parking scenarios intended—and manage offsite overflow parking—~~In addition, ~~c~~Circulation plans for the Arena and overall project site ~~have been formulated to~~can accommodate tour/shuttle bus needs.

The tour/shuttle bus system has been developed to accomplish the following: 1) accommodate tour/shuttle buses for special events and typical day-to-day operations; 2) locate centralized parking areas for special events and identify pick-up and circulation components; and 3) ensure the safe transport of individuals between parking areas and destinations within the project.

**b) Circulation Plan Development Standards**

The following general standards shall be applied in the implementation of the NorthStar Circulation Plan

- 1) The Conceptual Circulation Plan provides an efficient traffic design which meets the needs of the project and is complimentary to the regional circulation system. The on-site systems depicted in **Figure IV-3** thru **IV-6**, will serve as the composite circulation network of the NorthStar project. All roadway improvements will be phased in accordance with this plan and any other County requirements.
- 2) Circulation and infrastructure improvements described in this document are conceptual in nature. Final alignments and sizing will be determined at the time of final submittal when detailed engineering analysis will be performed.
- 3) The NorthStar project shall comply with the on-site street improvement recommendations and mitigation measures outlined in the traffic analysis prepared for the NorthStar EIR.
- 4) The Circulation plans shall provide for bicycle and pedestrian paths that encourage the use of non-vehicular modes of transportation.
- 5) All landscaping treatments associated with the NorthStar circulation network shall be consistent with the NorthStar landscape plan, based on the Streetscape Treatments illustrated by **Figures IV-17** and **IV-21** located in the Landscape Plan section of this document.
- 6) In accordance with the western Coachella Valley Area Plan, Trails and Bikeway System, a 10-foot-wide softscape Class I bike path shall be constructed along Varner Road as approved by the Transportation Department, Planning Department and the Parks and Recreation Department. The project shall annex to the landscaping and bike Maintenance District No. 89-1 Consolidated.
- 7) The proposed project is within the boundaries of the Coachella Valley Transportation Uniform Mitigation Fee District. Prior to the issuance of any building permits, the project proponent shall pay the mitigation fees in effect at the time building permits are issued.
- 8) The proposed project will be a substantial traffic attractor. As such, the project proponents may incorporate demand management programs (as may be appropriate) to comply with the goals and objectives of the County, including:
  - a. Design provisions to accommodate transit service.
  - b. The provision of on-site park-and-ride facilities.
  - c. The provision of a Transportation Management District.
- 9) Bicycle racks shall be provided in convenient locations to facilitate bicycle access to the project area. The bicycle rack shall be shown on project landscaping and improvement plans, and shall be installed in accordance with those plans.

### 3. Drainage Plan

#### a) Drainage Plan Description

The Drainage Plan has been developed to achieve the following goals: 1) protect all structures and other physical improvements from 100-year flood damage; 2) result in no net increase in runoff volumes and no net increase in storm flowrate to downstream drainage areas; 3) provide all-weather thoroughfares through public and private streets; and 4) design golf course areas to accommodate existing drainage patterns and provide basins for pollution abatement;

The entire NorthStar project site is within a designated 100-year flood plain. The applicable Flood Insurance Rate Map (FIRM) ~~September August 28 30, 2008 1988~~ August 28, 2008 published by the Federal Emergency Management Agency (~~September August 28 30, 2008 1988~~) identifies the site as within "Zone AO." Zone AO is defined as properties subject to flows from 2-3 ~~1-3~~ feet in depth. The velocities are considered non-erosive from ~~6-8 5-to-8~~ feet per second. Drainage areas and key flood control features for the project are identified in **Figure IV-7**, Conceptual Drainage Plan. The project will implement features to assure that the 100-year storm is safely managed to meet the Riverside County Flood Control District, Regional Water Quality Control District (RWQCD), National Pollutant Discharge Elimination System (NPDES) and Federal Emergency Management Agency (FEMA) Standards. The regional direction of flow is generally from the northwest to the southeast, with ~~some main riverine flows~~ water entering the site from the west. To address the flood conditions, the ~~existing proposed~~ golf course (Planning Area 1) has been designed with a series of meandering basins/channels to both retain and convey flows entering the site from the North and West. The riverine flows are the flows entering the golf course from the west. The ~~entire~~ riverine flow would be collected at the westerly edge of the site and conveyed via a channel to the golf course. Runoff collected from Varner Road will be retained on-site. Flows exceeding the capacity of the retention area will be conveyed toward the golf course. The water will be released at its historical ~~point-of discharge along near~~ the eastern ~~end~~ boundary ~~and~~ of the property (~~Classic Club & south of the Golf Maintenance Building~~).

On-site drainage originating from development will be directed to retention basins within the golf course and/or various planning areas.

#### b) Drainage Plan Development Standards

- 1) The drainage concept is illustrated in **Figure IV-7**, but is subject to refinement during final engineering design. The precise system layout, hydrology, and hydraulics will be determined during the final engineering phase of the improvement plan approval process.
- 2) Drainage, flood control facilities and improvements shall be provided in accordance with Riverside County Flood Control and Water Conservation District (RCFCWCD) ~~and CVWD~~.
- 3) In conjunction with future development approvals, design will be coordinated to ensure that there are no major diversions between drainage areas.
- 4) Best Management Practices (BMP) will be implemented to enhance pollutant removal during storms, and to improve the quality of storm water runoff. BMP refers to structural or non-structural (procedural, educational or maintenance techniques not involving construction) pollution control measures which reduce the amount of non-point source pollution entering natural surface waters. The former group includes those BMP's in which pollutants are

prevented from ever coming in contact with the storm water; the latter group consists of various methods of treating storm water.

- 5) The following non-structural BMP's are recommended:
  - a. Routine inspection of catch basins before and after the storm seasons, including cleaning to remove sediment and debris containing absorbed pollutants.
  - b. Definition and adherence to guidelines for fertilizer and pesticide usage, including proper application rates for the local area and soil type.
- 6) When structural BMP's are required, the following mitigation measures will be used depending upon site conditions and ultimate discharge requirements:
  - a. Control of hazardous waste during grading/construction (i.e. waste oil & grease) including confining the wastes to designated areas until they can be disposed of properly.
  - b. Control of all sediment transport through desilting basins during grading/construction operations.
- 7) All projects proposing construction activities including cleaning, grading, or excavation that results in the disturbance of at least five acres, 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 are not limited to: on-site retention; covered storage of all outside storage facilities; vegetated swales; and monitoring programs.
- 8) Berms, channels and swales shall be graded in a way as to be integrated into the graded or paved surfaces, and will be designed with smooth sides.
- 9) Swales shall not interfere with pedestrian walkways.
- 10) All on-site grading and paving shall be constructed to drain to the adjacent street and/or adequate drainage facilities.
- 11) Drainage Master Plan for project is coordinated with potential regional drainage master plan by CVWD.



LEGEND	
	Golf Course Lake
	Retention Basin
	Golf Course Conveyance & Retention
	Direction of Flow
LP	Low Point
HP	High Point
	Storm Drain
	Flood Diversion Channel



# CONCEPTUAL DRAINAGE PLAN

NORTHSTAR  
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AMENDMENT NO. 2



Figure IV-7

#### 4. Conceptual Landscape Plan

##### a) *Conceptual Landscape Plan Description*

Master planned landscape treatments will play a pivotal role in establishing an overall theme for the NorthStar project. Landscaping will provide unification and continuity among the various land uses. Landscape treatments are designed to reflect and enhance the character of the proposed development. The intent of the Conceptual Landscape Plan is to describe and illustrate how community unification can be achieved. The project will introduce thematic elements into the manmade environment and complement the natural beauty of the surrounding desert landscape. The landscape concept for the project is shown on **Figures IV-8 thru IV-10** and the proposed plant palette is listed in **Table IV-2**. Planting plans shall consider existing landscaping on adjacent and nearby properties and provide a logical transition to the on-site landscaping concepts with designs to prevent abrupt contrasts between properties.

##### ❖ *Plant Palette*

It is the intent of the Specific Plan to allow flexibility and diversity in planting design while defining an acceptable palette in order to reinforce the thematic identity of the proposed project. A limited selection of plant materials used in simple significant compositions is encouraged. Planting designs should be compatible with and complement adjacent plantings and should reinforce and enhance the individual architecture and design of each site. The plant palettes were developed with emphasis placed on plants which are suitable to the Coachella Valley and the Specific Plan design concept. Selections were made with respect to growth factors such as water, climate, soils, fire resistance, and maintenance concerns. Plants were selected to promote and compliment the project and provide it with its own resort identity. **The use of plant varieties, cultivars and subspecies of the master plant list are allowed for use in the landscape zones.**

**TABLE IV-2  
PLANT PALETTE**

BOTANICAL NAME	COMMON NAME	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ
		1	2	3	4	5	6	7	8	9	10	11	
<b>TREES</b>													
<i>Acacia stenophylla</i>	Shoestring Acacia	•										•	
<i>Cercidium floridum</i>	Blue Palo Verde		•					•	•			•	
<i>Cercidium x 'Desert Museum'</i>	Thornless Palo Verde												•
<i>Chilopsis linearis</i>	Desert Willow												•
<i>Chilopsis linearis Burgundy</i>	Burgundy Desert Willow		•	•	•	•							
<i>Chitalpa t. "Morning cloud"</i>	Morning Cloud Chitapla		•	•		•							
<i>Cupressus sempervirens</i>	Italian Cypress		•		•	•		•		•			
<i>Dalea spinosa</i>	Desert Smoke Tree												•
<i>Grevillea robusta</i>	Silk Oak	•						•	•	•	•		
<i>Geijera parviflora</i>	Australian Willow		•		•	•			•				
<i>Lagerstroemia indica</i>	Crape Myrtle		•		•								
<i>Olea europaea</i>	European Olive	•	•	•	•	•	•	•	•	•	•	•	
<i>Olnea tesota</i>	Desert Ironwood				•	•	•		•				
<i>Pinus eldarica</i>	Afghan Pine (Mondell Pine)	•	•	•	•	•	•	•	•	•	•	•	
<i>Pinus pinea</i>	Italian Stone Pine	•	•	•	•	•	•	•	•	•	•	•	
<i>Pithecellobium flexicaule</i>	Texas Ebony												•
<i>Populus nigra italica</i>													
<i>Quercus emoryi</i>	Emory Oak								•	•			
<i>Robina 'Purple Robe'</i>	Locust Tree	•	•	•	•	•	•	•	•	•	•	•	
<i>Rhus lancea</i>	African Sumac	•				•	•			•	•		
<i>Schinus molle</i>	California Pepper	•	•			•	•	•					
<i>Sophora secundiflora</i>	Texas Mountain Laurel												•
<b>PALM TREES</b>													
<i>Brahea armata</i>	Mexican Blue Palm												•
<i>Phonix canariensis</i>	Canary Island Date Palm												•
<i>Washingtonia robusta</i>	Mexican Fan Palm												•
<b>SHRUBS</b>													
<i>Acacia r. 'Desert Carpet'</i>	Trailing Acacia	•								•			
<i>Agave american</i>	Centry Plant												•



TABLE IV-2  
PLANT PALETTE

BOTANICAL NAME	COMMON NAME	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ
		1	2	3	4	5	6	7	8	9	10	11	
<i>Agave deserti</i>	Desert Agave												•
<i>Bougainvillea</i> 'Abearl'	Pink Pearl Bougainvillea		•	•	•	•	•	•	•	•	•	•	•
<i>Bougainvillea</i> 'La Jolla'	Bougainvillea												•
<i>Buxus koreana</i>	Korean Boxwood		•		•		•					•	
<i>Buddleia marrubifolia</i>	Wooly Butterfly Bush		•	•	•					•			•
<i>Caesalpinia</i> <i>pulcherrima</i>	Red Bird of Paradise	•	•	•	•	•	•	•					•
<i>Calliandra eriophylla</i>	Fairy Duster		•	•	•	•			•		•		•
<i>Cassia artemisioides</i>	Feathery Cassia	•	•	•	•		•			•			•
<i>Cassia nemophila</i>	Bushy Senna	•					•			•			
<i>Cortaderia selloana</i> 'Dwarf'	Dwarf Pampas Grass	•								•			
<i>Dalea</i> f. 'Sierra Negra'	Black Dalea	•		•	•		•			•			•
<i>Dasyilirion wheelerii</i>	Grey Desert Spoon		•										
<i>Euryops</i> p. 'Viridis'	Green Leaf Euryops	•					•			•	•		
<i>Lavandula x</i> <i>intermedia</i> 'Provence'	Lavender		•		•			•					
<i>Leucophyllum</i> <i>frutescens</i>	Texas Sage		•	•	•	•		•					•
<i>Leucophyllum</i> <i>frutescens</i> 'Compacta'	Compact Texas Ranger												•
<i>Muhlenbergia</i> c. 'Regal Mist'	Regal Mist Muhly	•	•	•	•	•	•			•			•
<i>Nerium oleander</i> 'Petite Pink'	Petite Pink Oleander	•			•	•	•				•		
<i>Nerium oleander</i> 'Turner's Carnival'	Turner's Carnival Oleander		•	•	•	•	•	•	•	•			•
<i>Nerium oleander</i> 'Turner's Shari-D'	Shari-D Oleander		•	•					•	•	•		•
<i>Plumbago auriculata</i>	Cape Plumbago		•				•						
<i>Pyracantha</i> 'Graberii'	Firethorn	•		•	•		•			•	•		•
<i>Rosmarinus</i> o. 'Lockwood de Forest'	Dwarf Rosemary	•		•	•			•	•	•			•
<i>Rosmarinus</i> o. 'Prostratus'	Creeping Rosemary		•	•	•								•

**TABLE IV-2  
PLANT PALETTE**

BOTANICAL NAME	COMMON NAME	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ	LZ
		1	2	3	4	5	6	7	8	9	10	11
<i>Rosmarinus o.</i> 'Tuscan Blue'	Tuscan Blue Rosemary	•	•	•	•	•	•	•	•	•	•	•
<i>Salvia greggii</i>	Autumn Sage		•	•	•	•	•	•		•	•	•
<i>Salvia greggii</i> 'Annie'	Red Texas Sage		•							•		
<i>Salvia greggii</i> 'Alba'	White Texas Sage		•							•		
<i>Salvia leucantha</i>	Mexican Bush Sage		•							•		
<i>Westringia fruitcosa</i>			•								•	
<b>PERENIALS, GRASSES &amp; GROWDCOVERS</b>												
<i>Aloe</i> 'Blue Elf'	Aloe											•
<i>Asclepias subulata</i>	Desert Milkweed											•
<i>Asclepias linearis</i>	Threadleaf Milkweed											•
<i>Bouteloua</i> <i>curtipendula</i>	Blue Grama Gass											•
<i>Chrysactinia</i> <i>mexicana</i>	Damianita											•
<i>Lantana sellowiana</i>	Trailing Lantana											•
<i>Muhlenbergia</i> <i>lindheimeri</i> 'Leni'	Autumn Glow Muhl											•
<i>Rosmarinus</i> <i>officinalis</i>	Trailing Rosemary											•

**LEGEND**

- LANDSCAPE ZONE 1 - GOLF COURSE
- LANDSCAPE ZONE 2 - GOLF CLUBHOUSE
- LANDSCAPE ZONE 3 - RESORT ENTRY
- LANDSCAPE ZONE 4 - RESORT HOTEL
- LANDSCAPE ZONE 5 - GOLF VIEW VILLAS & TIME SHARE
- LANDSCAPE ZONE 6 - GOLF VIEW CONDOMINIUMS
- LANDSCAPE ZONE 7 - MIXED USE RETAIL VILLAGE
- LANDSCAPE ZONE 8 - INDUSTRIAL PARK
- LANDSCAPE ZONE 9 - EXECUTIVE OFFICE
- LANDSCAPE ZONE 10 - COMMUNITY COMMERCIAL
- LANDSCAPE ZONE 11 - ARENA & EVENT CENTER

**NOTES TO THE PLAN**

All Landscape Zones described on the plan shall utilize plant materials listed in the Master Plan List shown on this page to give the overall project a sense of continuity. Each Landscape Zone will utilize a unique combination of materials to give it a distinct character that at the same time is unified with the overall project. A plant list for each zone is on the following page.

**MASTER PLANT LIST**

TREES		PALM TREES		SHRUBS		PERENNIALS, GRASSES & GROUNDCOVERS	
Acacia stenophylla	Shoestring Acacia	Brahea armata	Mexican Blue Palm	Acacia r. 'Desert Carpet'	Trailing Acacia	Aloe 'Blue Elf'	Aloe
Cercidium floridum	Blue Palo Verde	Phoenix canariensis	Canary Island Date Palm	Agave american	Century Plant	Asclepias subulata	Desert Milkweed
Cercidium x 'Desert Museum'	Thornless Palo Verde	Washingtonia robusta	Mexican Fan Palm	Agave deserti	Desert Agave	Asclepias linearis	Threadleaf Milkweed
Chilopsis linearis Burgundy	Desert Willow			Bougainvillea 'Abeart'	Pink Pearl Bougainvillea	Bouteloua curtipendula	Blue Grama Grass
Chilopsis linearis Burgundy	Burgundy Desert Willow			Bougainvillea 'La Jolla'	Bougainvillea	Chrysactinia mexicana	Damianita
Chitalpa t. 'Morning cloud'	Morning Cloud Chitalpa			Buxus koreana	Korean Boxwood	Lantana sellowiana	Trailing Lantana
Cupressus sempervirens	Italian Cypress			Buddleia marrubifolia	Woolly Butterfly Bush	Muhlenbergia lindheimeri 'Leni'	Autumn Glow Muhl
Dalea spinosa	Desert Smoke Tree			Caesalpinia pulcherrima	Red Bird of Paradise	Rosmarinus officinalis	Trailing Rosemary
Grevillea robusta	Silk Oak			Calliandra eriophylla	Fairy Duster		
Geijera parviflora	Australian Willow			Cassia artemisioides	Feathery Cassia		
Lagerstroemia indica	Crape Myrtle			Cassia nemophila	Bushy Senna		
Olea europaea	European Olive			Cortaderia selloana 'Dwarf'	Swarf Pampas Grass		
Olea tesota	Desert Ironwood			Dalea f. 'Sierra Negra'	Black Dalea		
Pinus edularica	Afghan Pine (Mondell Pine)			Dasyliiron wheelerii	Grey Desert Spoon		
Pinus pinea	Italian Stone Pine			Euryops p. 'Virdis'	Green Leaf Euryops		
Pithecellobium flexicaule	Texas Ebony			Lavandula x intermedia 'Provence'	Lavender		
Populus nigra italica	Lombardy Poplar			Leucophyllum frutescens	Texas Sage		
Quercus emoryi	Emory Oak			Leucophyllum frutescens 'Compacta'	Compact Texas Ranger		
Robinia 'Purple Robe'	Locust Tree			Muhlenbergia c. 'Regal Mist'	Regal Mist Muhly		
Rhus lancea	African Sumac			Nerium oleander 'Petite Pink'	Petite Pink Oleander		
Schinus molle	California Pepper			Nerium oleander 'Turner's Carnival'	Turner's Carnival Oleander		
Sophora secundiflora	Texas Mountain Laurel			Nerium oleander 'Turner's Shari-D'	Shari-D Oleander		
				Plumbago auriculata	Cape Plumbago		
				Pyracantha 'Graberii'	Firethorn		
				Rosmarinus o. 'Lockwood de Forest'	Dwarf Rosemary		
				Rosmarinus o. 'Prostratus'	Creeping Rosemary		
				Rosmarinus o. 'Tuscan Blue'	Tuscan Blue Rosemary		
				Salvia greggii	Autumn Sage		
				Salvia greggii 'Annie'	Red Texas Sage		
				Slavia greggii 'Alba'	White Texas Sage		
				Salvia leucantha	Mexican Bush Sage		



**CONCEPTUAL LANDSCAPE PLAN**

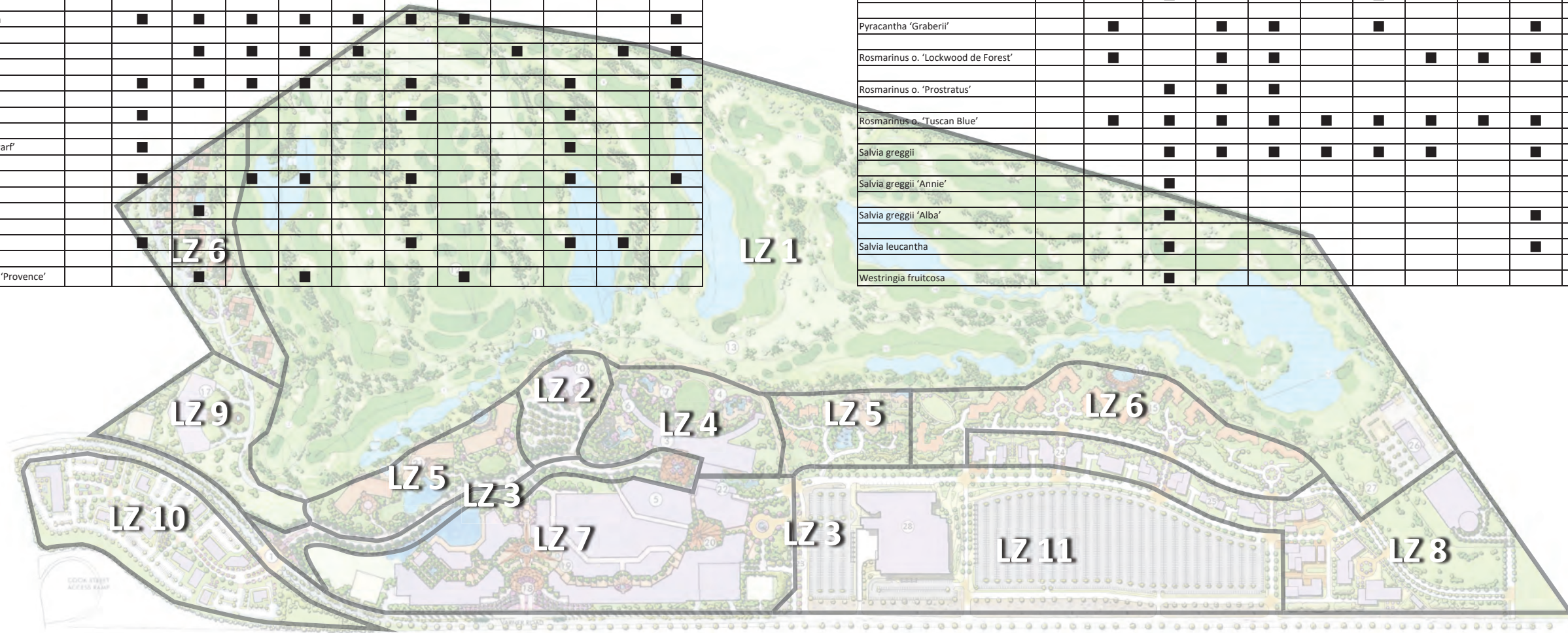
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**Figure IV-8**

LANDSCAPE ZONES	LZ1	LZ2	LZ3	LZ4	LZ5	LZ6	LZ7	LZ8	LZ9	LZ10	LZ11
<b>SHRUBS</b>											
Acacia r. 'Desert Carpet'	■								■		
Agave american			■								■
Agave deserti			■								■
Bougainvillea 'Abeart'		■	■	■	■	■	■	■	■	■	■
Bougainvillea 'La Jolla'			■								■
Buxus koreana		■		■		■				■	
Buddleia marrubifolia		■	■	■					■		■
Caesalpinia pulcherrima	■	■	■	■	■	■	■				■
Calliandra eriophylla		■	■	■	■		■			■	■
Cassia artemisiodes	■	■	■	■		■			■		■
Cassia nemophila	■					■			■		
Cortaderia seloana 'Dwarf'	■								■		
Dalea f. 'Sierra Negra'	■		■	■		■			■		■
Dasyllirion wheelerii		■									
Euryops p. 'Viridis'	■	LZ 6				■			■	■	
Lavandula x intermedia 'Provence'		■		■			■				

LANDSCAPE ZONES	LZ1	LZ2	LZ3	LZ4	LZ5	LZ6	LZ7	LZ8	LZ9	LZ10	LZ11
<b>SHRUBS</b>											
Leucophyllum frutescens		■	■	■	■				■		■
Leucophyllum frutescens 'Compacta'											■
Muhlenbergia c. 'Regal Mist'	■	■	■	■	■	■			■		■
Nerium oleander 'Petite Pink'	■			■	■	■				■	
Nerium oleander 'Turner's Carnival'		■	■	■	■	■	■	■	■		■
Nerium oleander 'Turner's Shari-D'		■	■				■	■	■	■	■
Plumbago auriculata		■				■					
Pyracantha 'Graberii'	■		■	■		■			■	■	■
Rosmarinus o. 'Lockwood de Forest'	■		■	■				■	■	■	■
Rosmarinus o. 'Prostratus'		■	■	■							■
Rosmarinus o. 'Tuscan Blue'	■	■	■	■	■	■	■	■	■	■	■
Salvia greggii		■	■	■	■	■	■		■	■	■
Salvia greggii 'Annie'		■								■	
Salvia greggii 'Alba'		■								■	
Salvia leucantha		■								■	
Westringia fruitcosa		■									■



# CONCEPTUAL LANDSCAPE PLAN - SHRUB MATRIX

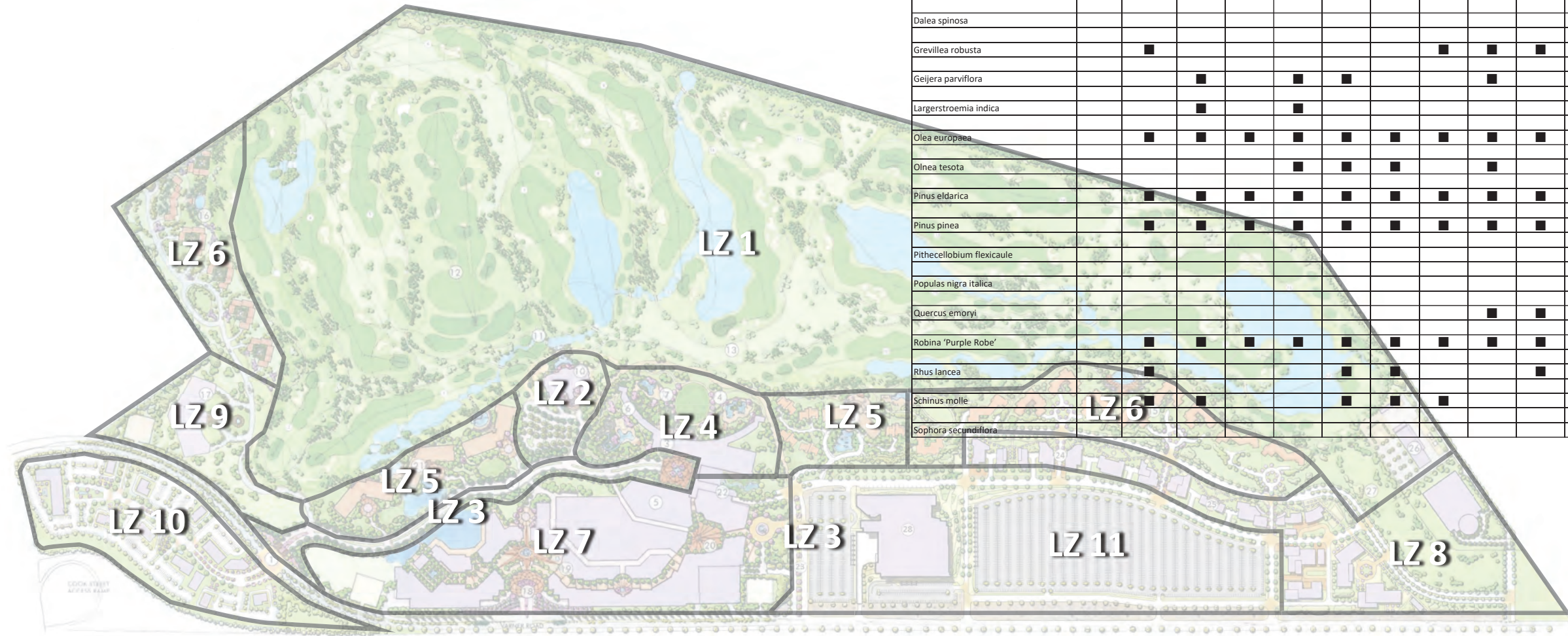
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Figure IV-9

LANDSCAPE ZONES	LZ1	LZ2	LZ3	LZ4	LZ5	LZ6	LZ7	LZ8	LZ9	LZ10	LZ11
PALM TREES											
Brahea armata			■								■
Phoenix canariensis			■								■
Washingtonia robusta			■								■

LANDSCAPE ZONES	LZ1	LZ2	LZ3	LZ4	LZ5	LZ6	LZ7	LZ8	LZ9	LZ10	LZ11
TREES											
Acacia stenophylla	■									■	
Cercidium floridum		■					■	■		■	
Cercidium x 'Desert Museum'			■								■
Chilopsis linearis			■								■
Chilopsis linearis Burgundy		■	■	■	■						■
Chitalpa t. "Morning cloud"		■	■		■						■
Cupressus sempervirens		■		■	■		■		■		
Dalea spinosa											■
Grevillea robusta	■						■	■	■	■	
Geijera parviflora		■		■	■			■			
Largerstroemia indica		■		■							
Olea europaea	■	■	■	■	■	■	■	■	■	■	■
Olnea tesota				■	■	■		■			
Pinus eldarica	■	■	■	■	■	■	■	■	■	■	■
Pinus pinea	■	■	■	■	■	■	■	■	■	■	■
Pithecellobium flexicaule											■
Populus nigra italica											
Quercus emoryi								■	■		
Robina 'Purple Robe'	■	■	■	■	■	■	■	■	■	■	■
Rhus lancea	■	■			■	■		■	■	■	
Schinus molle		■				■	■	■			
Sophora secundiflora											■



# CONCEPTUAL LANDSCAPE PLAN - TREE MATRIX

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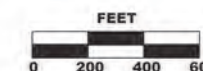


Figure IV-10



### ❖ Community Elements

The Conceptual Landscape Plan consists of community elements that form the basic structure of the plan. The objective is to reinforce the community identity through the control of master planned design elements. Collectively all elements will be coordinated with the selection of building and plant materials and will provide reinforcement of the overall project theme. These features will consist of project entries, streetscapes, walls and fences, monuments, signs and lighting.

### ❖ Project Entries

~~Six~~ **Eight** entries are proposed along Varner Road leading into the NorthStar project site. **Entry monuments shall be located within the project boundary outside the road ROW.** Each entry will be similar in design and will reinforce project continuity and project identification. As shown on **Figure IV-11** (Site Section Key Plan), the ~~six~~ **four main** -entries have been strategically placed along the southern boundary of the project site (from west to east) and are briefly described below:

#### NorthStar Main Resort Entry **(Figure IV-12)**

The Main Resort Entry is located at the western end of the project where NorthStar Resort Parkway intersects the project's main collector road (i.e. Varner Road). It flows through the "heart" of the project, terminating at the hotel. This primary project entry will provide the initial opportunity for identification of the project's "Resort" components. The structure, form, and character of the entry will be established by the following design elements:

- A project theme wall with plaster finish, cast stone cap and stone base;
  - Gateway pavilion features;
  - Median with project signage;
  - Two 12-foot lanes entering the project site;
  - Three 12-foot lanes exiting the project site;
  - Parkway and sidewalk on both sides of the street;
  - Canopy trees planted to reinforce the formal structure of the entry;
  - Accent trees to provide character and interest; and
  - Drought tolerant shrubs, groundcovers, and annuals to provide color and interest.
- The arrangement of these materials will reinforce and enhance the Project theme.

#### Retail Village Entry **(Figure IV-13)**

The next entry (as one travels east) is the retail village automobile entry plaza. This entry provides access to the mixed-use retail village and associated parking. The structure, form, and character of the entry will be established by the following design elements:

- A project theme wall with plaster finish, cast stone cap and stone base;
- Gateway pavilion features;
- Median with project signage;
- Two 12-foot lanes entering the project site;
- Three 12-foot lanes exiting the project site;
- Parkway and sidewalk on both sides of the street;
- Canopy trees planted to reinforce the formal structure of the entry;

- Accent trees to provide character and interest; and
- Drought tolerant shrubs, groundcovers, and annuals to provide color and interest. The arrangement of these materials will reinforce and enhance the Project theme.

Central Project Entry(Figure IV-14)

The Central Project Entry is located at the midpoint of the project site and will potentially serve as a drop-off point for spectators of indoor and outdoor entertainment and sporting events. ~~the Bob Hope Chrysler Classic.~~ The structure, form, and character of the entry will be established by the following design elements:

- A project theme wall with plaster finish, cast stone cap and stone base;
- Gateway pavilion features;
- Entry signage wall and/or water feature wall;
- ~~Three-Two 12-footingres/egress traffic lanes providing access into the project; one outer 14-foot lane and one 12-foot lane entering the project site;~~
- ~~A landscape -median 12-foot lanes exiting the project site;~~
- Parkway and sidewalk on both sides of the street;
- Canopy trees planted to reinforce the formal structure of the entry;
- Accent trees to provide character and interest; and
- Desert tolerant shrubs, groundcovers, and annuals to provide color and interest. The arrangement of these materials will reinforce and enhance the Project theme.

Industrial Park Entry (21)(Figure IV-15)

Access into the Industrial Park (at the eastern end of the project) will be provided through various entry points off Varner Road through approved ~~via two~~ signalized intersections. One primary access entry is located on the eastern corner of the planning area 8, along the southern boundary of Varner Road. Continuing in a westward direction, various entry points are established along Varner Road, including two roadways that will allow access to the northern portion of the planning area 8 through Planning Area 11. Another entry point is located between Planning Area 11 and Planning Area 7. ~~at two one separate locations off of Varner Road.~~ The concept ~~s for of the entries~~ ~~this entry are~~ is similar in design and will reinforce project continuity and project identification. The structure, form, and character of the entries will be established by the following design elements:

- Entry Pavilion and signage wall features;
- Landscaped Median;
- Two 12-foot lanes entering the project site;
- Two 12-foot lanes exiting the project site;
- Parkway and sidewalk on both sides of the street;
- Canopy trees planted to reinforce the formal structure of the entry;
- Accent trees to provide character and interest; and
- Desert tolerant shrubs, groundcovers, and annuals to provide color and interest. The arrangement of these materials will reinforce and enhance the Project theme.

Service Access Entry

~~The final entry point (at the eastern end of the project) will provide access to the maintenance facility and provide connectivity with the primary circulation road. For continuity, the Service access entry will maintain similar characteristics of the NorthStar project site but on a reduced, less dramatic scale.~~

Elevations from Varner Road are depicted on **Figure IV-16** illustrating the locations of all entry points previously discussed above.

❖ **Streetscapes**

The street landscape concept has been developed in response to the circulation hierarchy of the NorthStar project. **All development of roads and streets within the project are private.** The concept seeks to illustrate community characteristics and unify surrounding elements. As shown on **Figure IV-11**, (Site Section Key Plan) landscape design concepts and dimensions representing the typical roadway cross sections were prepared for the following areas of the NorthStar project:

NorthStar Resort Parkway Streetscape (Figure IV-17)

- A landscape buffer with pines and flowering accent trees on both sides of the street;
- Two 12-foot lanes entering the project;
- Two 12-foot lanes exiting the project;
- A median with olive theme trees in the center of the roadway; and
- A parkway and sidewalk on both sides of the street.

NorthStar Center Entry Streetscape (Figure IV-18)

- A landscape buffer with pines and flowering accent trees on both sides of the street;
- ~~Three~~ **Two** ingress/egress traffic ~~12-foot~~ lanes ~~entering~~ providing access to the project;
- ~~Three~~ **A** landscaped median ~~12-foot~~ lanes ~~exiting the project~~; and
- ~~Multi-event staging area and parkway~~; and
- A parkway and sidewalk on both sides of the street.

Industrial Park Streetscape (A) (Figure IV-19)

- A landscape buffer with pines and flowering accent trees on both sides of the street;
- Two 12-foot lanes entering the project;
- Two 12-foot lanes exiting the project;
- A landscaped Median; and
- A parkway and sidewalk on both sides of the street.



Industrial Park Streetscape (B)

(Figure IV-20)

- A landscape buffer with shade trees;
- Two 12-foot lanes going opposite directions (ingress/egress);
- A landscaped Median;
- A 5-foot sidewalk on both sides of the street; and
- Industrial Park warehouse buildings with vines growing on walls.

Industrial Park Streetscape (C)

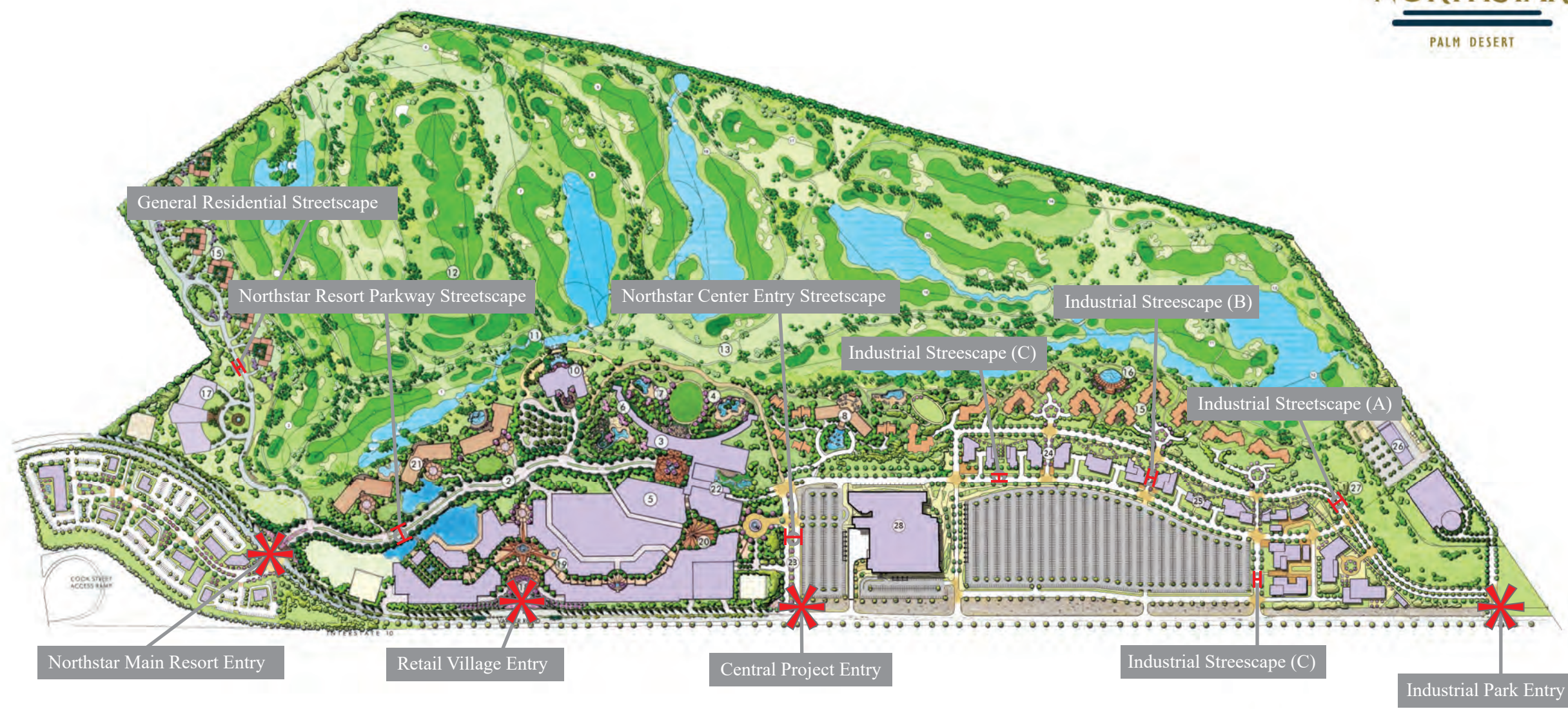
(Figure IV-20)

- Three 12-foot lanes going opposite directions (ingress/egress), includes a -12-foot center turn lane; and
- A 10-foot meandering walk and parkway on both sides of the street.

General Residential Streetscapes

(Figure IV-21)

- A landscape buffer (width varies / 15-foot minimum) on both sides of the street;
- ~~Two~~ Three 12-foot lanes going opposite directions (ingress/egress) and a 12-foot center turn lane; and
- A meandering walk and parkway on both sides of the street.



# SITE SECTION KEY PLAN

NORTHSTAR  
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AMENDMENT NO. 2



Figure IV-11



PROJECT THEME WALL WITH PLASTER FINISH,  
CAST STONE CAP, AND STONE BASE

GATEWAY  
PAVILION

PARKWAY  
& WALK

3-12' LANES  
EXITING

MEDIAN WITH  
PROJECT SIGNAGE

2-12' LANES  
ENTERING

PARKWAY &  
WALK

GATEWAY  
PAVILION

PROJECT THEME WALL WITH PLASTER FINISH,  
CAST STONE CAP, AND STONE BASE

# NORTHSTAR MAIN RESORT ENTRY

The Keith Companies | **TKC**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN



**Figure IV-12**



PROJECT THEME WALL WITH PLASTER FINISH,  
CAST STONE CAP, AND STONE BASE

GATEWAY  
PAVILION

PARKWAY &  
WALK

3-12' LANES  
EXITING

MEDIAN WITH  
PROJECT SIGNAGE

2-12' LANES  
ENTERING

PARKWAY &  
WALK

GATEWAY  
PAVILION

PROJECT THEME WALL WITH PLASTER FINISH,  
CAST STONE CAP, AND STONE BASE

## RETAIL VILLAGE ENTRY

The Keith Companies | **TKC**

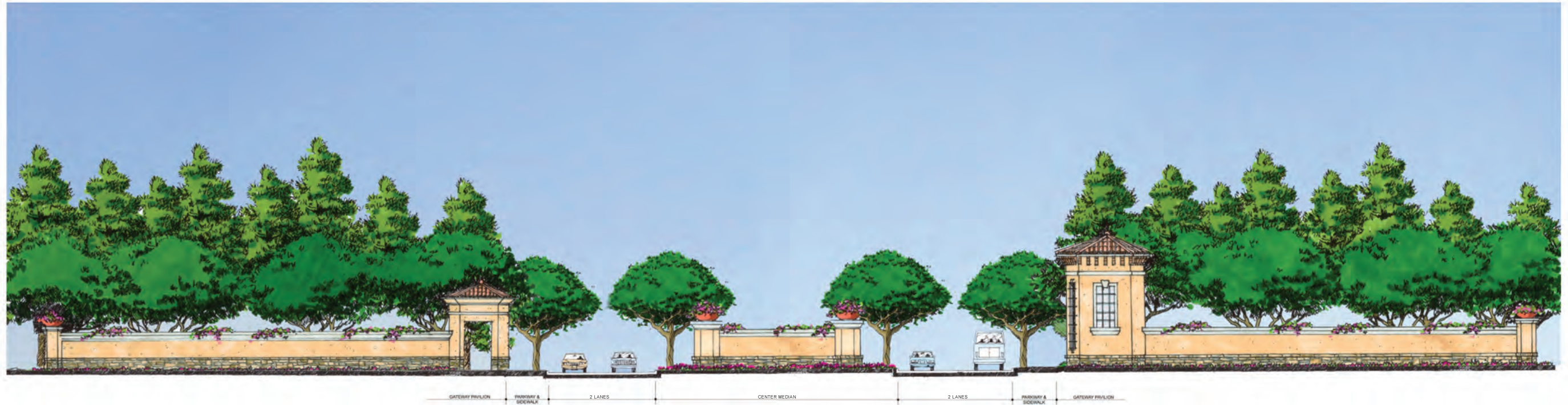
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40421.03.000 SPECIFIC PLAN



NOT TO SCALE



**Figure IV-13**



# CENTRAL PROJECT ENTRY

*Berger*  
H.N. AND FRANCES C.  
BERGER FOUNDATION

**EG** The  
Altum  
Group

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AMENDMENT NO. 2



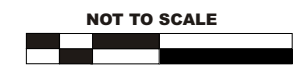
Figure IV-14



# INDUSTRIAL PARK ENTRY

The Keith Companies | **TKC**

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**Figure IV-15**




MAIN RESORT ENTRY/ACCESS
RETAIL VILLAGE ENTRY
RETAIL VILLAGE / LUXURY HOTEL BEYOND
CENTRAL PROJECT ENTR

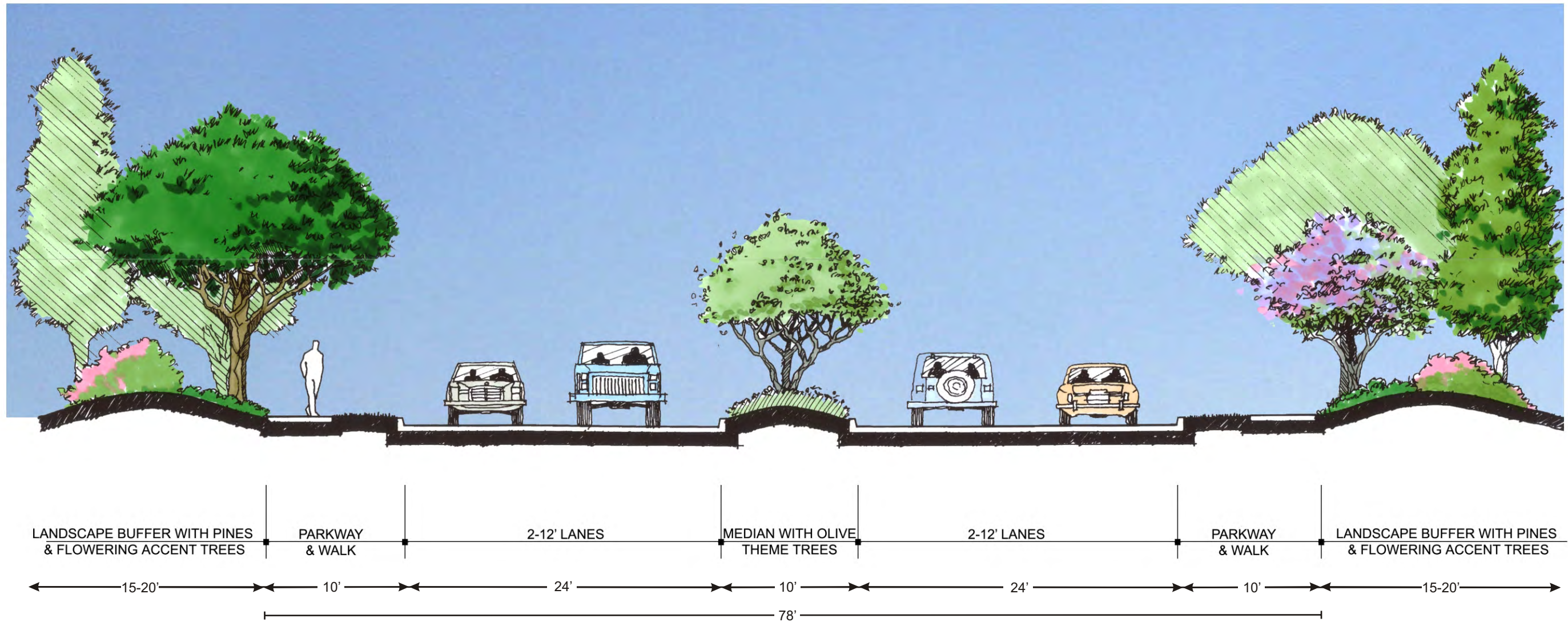


CT ENTRY / ACCESS
ARENA
ARENA PARKING/  
INDUSTRIAL VILLAGE BEYOND
INDUSTRIAL VILLAGE BEYOND
INDUSTRIAL VILLAGE
INDUSTRIAL VILLAGE  
AND SERVICE ACCESS

AD ELEVATION

  
Wimberly Allison Tong & Goo  
Architects, Design, Planning and Consulting  
034038 19 APRIL 2005

<h1 style="margin: 0;">VARNER ROAD ELEVATIONS</h1>	 
<p>NORTHSTAR 40421.03.000 SPECIFIC PLAN AMENDMENT NO. 2</p>	<p>NOT TO SCALE</p> 
	 <span style="font-size: 24px; font-weight: bold;">Figure IV-16</span>



# NORTHSTAR RESORT PARKWAY STREETSCAPE

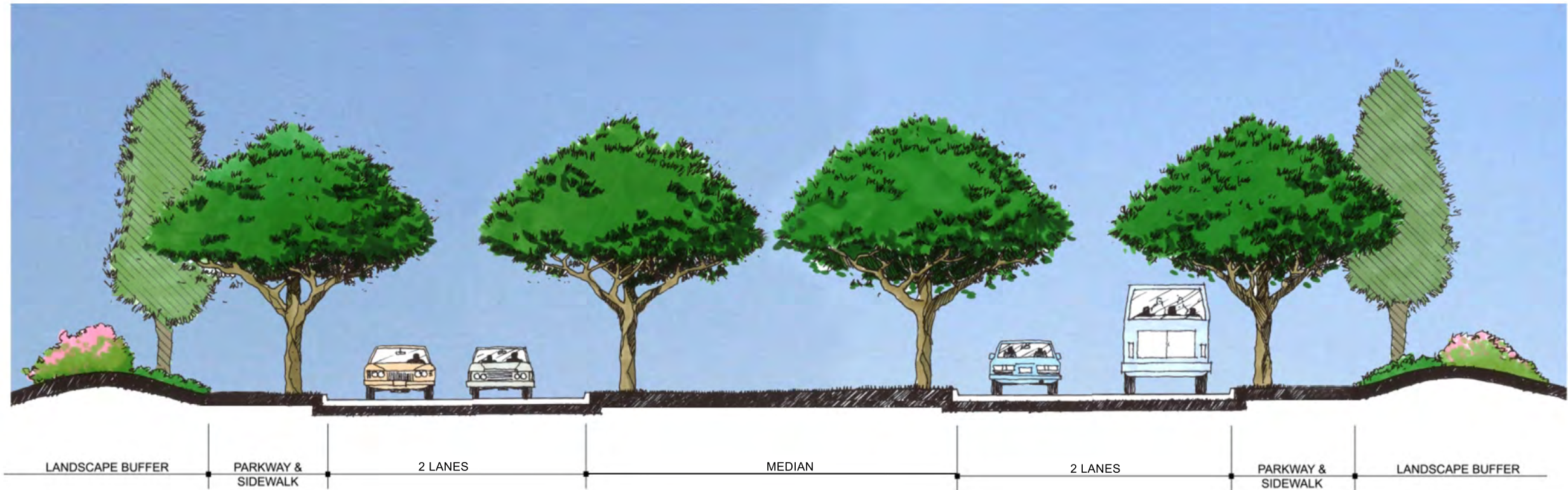


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Figure IV-17





# NORTHSTAR CENTER ENTRY STREETScape

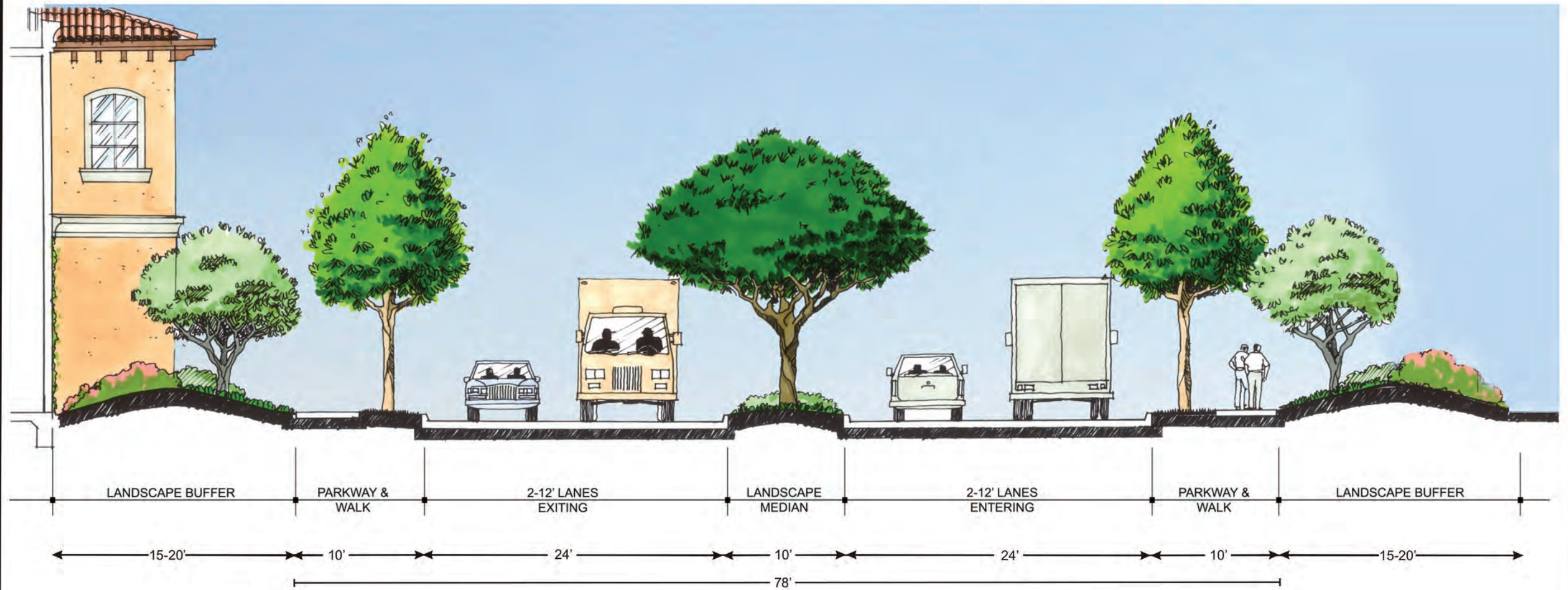
*Berger*  
H.N. AND FRANCES C.  
BERGER FOUNDATION

**EG** The  
Altum  
Group

NORTHSTAR  
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AMENDMENT NO. 2



**Figure IV-18**



# INDUSTRIAL PARK STREETScape (A)



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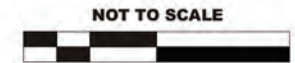
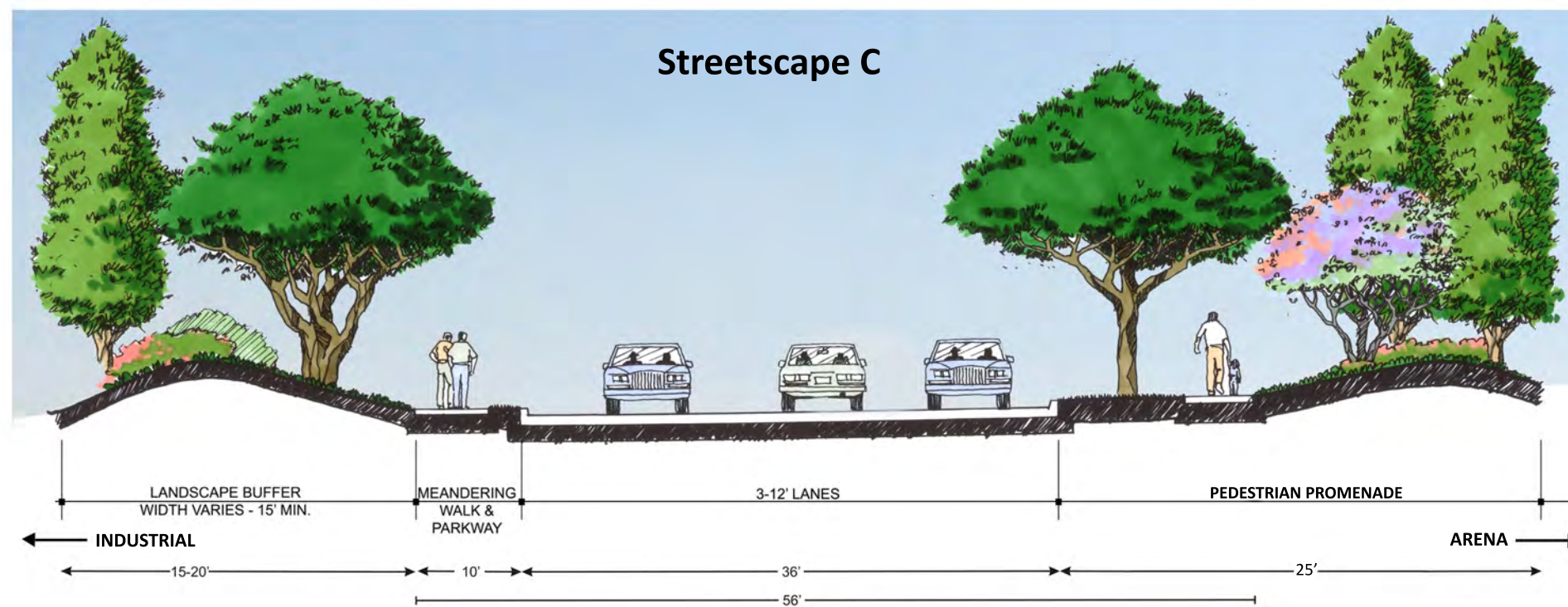
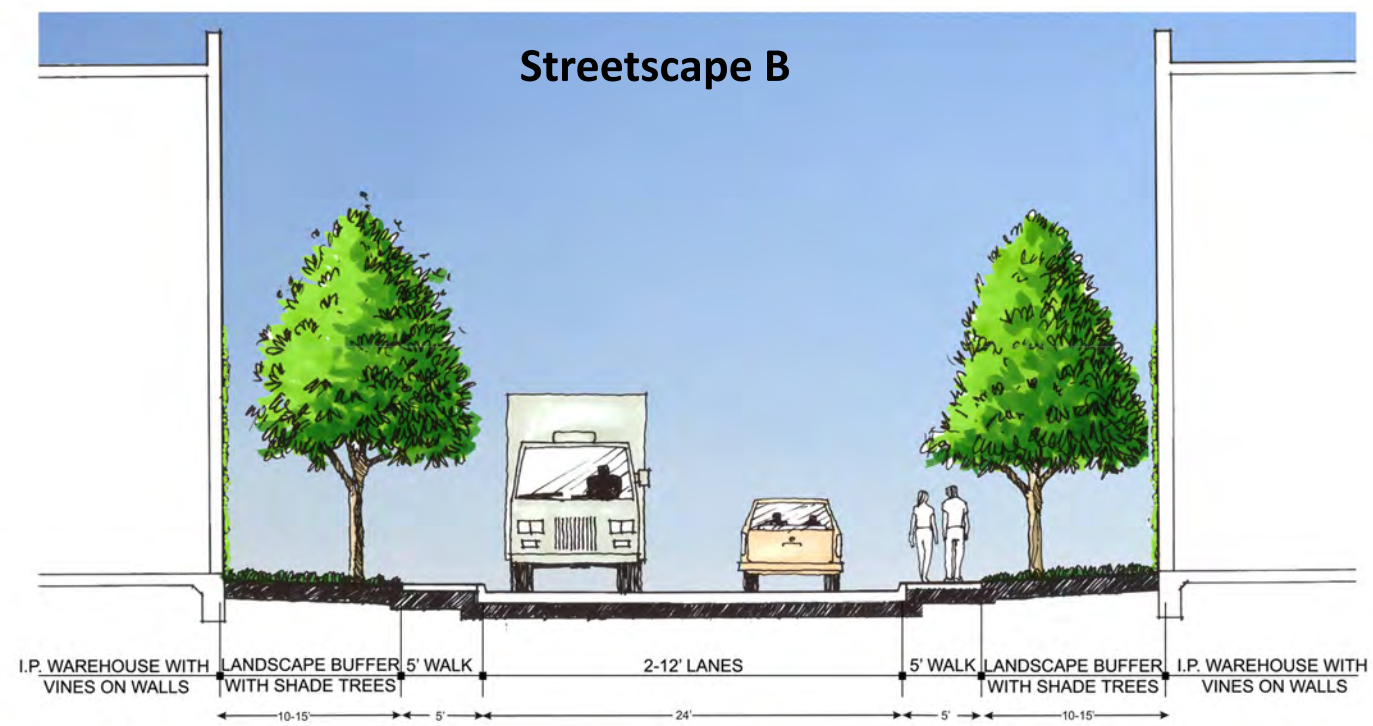


Figure IV-19



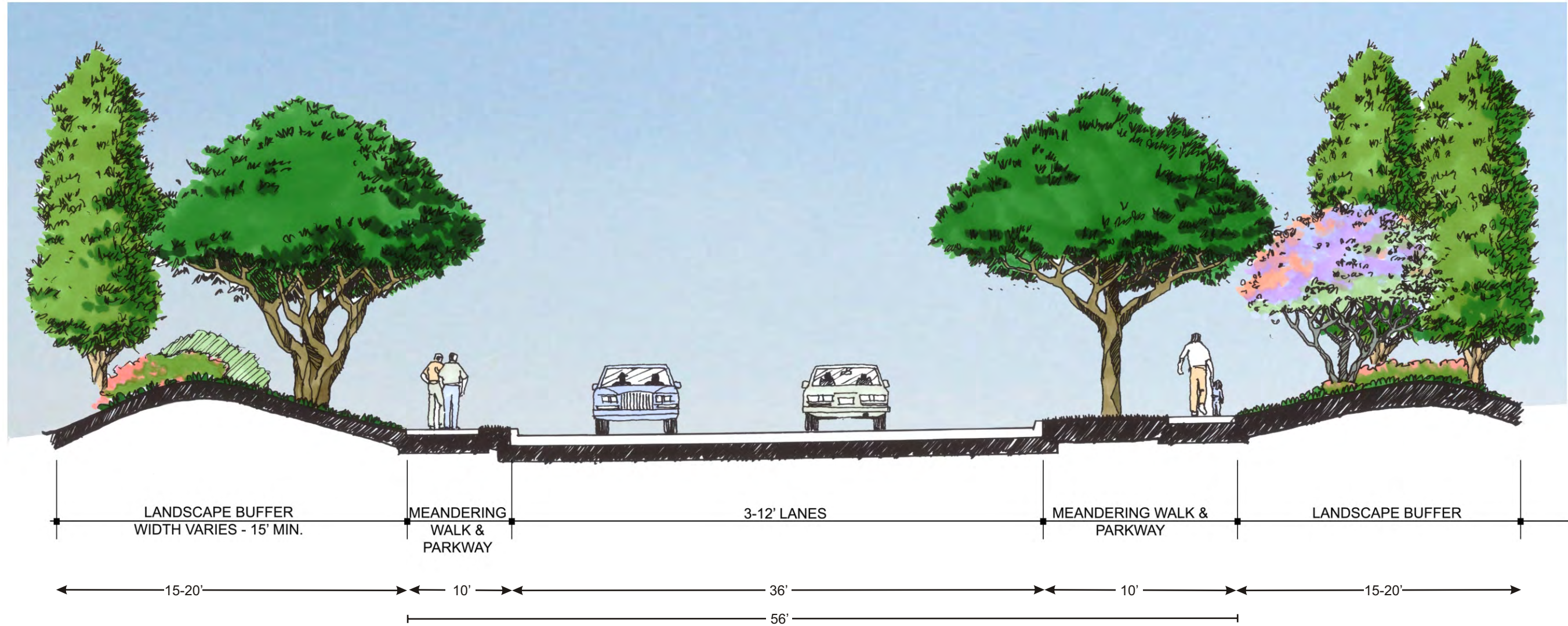
# INDUSTRIAL PARK STREETScape (B & C)



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Figure IV-20



## GENERAL RESIDENTIAL STREETSCAPE

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NOT TO SCALE

**Figure IV-21**

### Cook Street and Varner Road Streetscapes

The streetscapes along Varner Road and Cook Street will conform with County Design Guidelines while maintaining a plant palette and design concept compatible with surrounding finished street frontages.

### Golf Course Cart Path

As shown on **Figure IV-22**, a landscape design concept representing the typical golf course cart path was prepared for the NorthStar project.

## ❖ *Walls and Fences*

### Community Frontage Wall

The purpose of walls and fences are to assist in the establishment of project identity and complement the architectural character of the development. The proposed community frontage wall is designed to reduce noise and provide privacy from Varner Road and Interstate 10. The community frontage wall will be constructed similar to one of three wall types described below. The scale and features of the community frontage wall will create a sense of distinguished elegance and set the theme for the unique mixed use development.

### Internal Walls

Internal walls should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of the materials detailed below and may be used to provide private outdoor spaces or as a device to screen private landscaping, parking and service areas from public view.

Three representative wall types have been prepared and will be utilized throughout the entire NorthStar project site.

### Wall Type A

### **(Figure IV-23)**

- Cast stone wall cap
- Integral color plaster finish over CMU wall;
- Cast stone molding; and
- Natural stone or manufactured stone veneer;

### Wall Type B

### **(Figure IV-24)**

- Cast stone wall cap; and
- Integral color plaster finish over CMU wall; and

Wall Type C(Figure IV-25)

- Cast stone wall cap;
- Natural stone or manufactured stone veneer over CMU wall;

Golf Course/Coachella Valley Preserve

**Figure IV-26** is a cross-section depicting the design parameters of the buffer between the NorthStar Golf Course and the Coachella Valley Ecological Preserve. The purpose of the buffer is to protect the biological integrity and function of the Coachella Valley Ecological Preserve.

An existing barbed wire fence on the NorthStar property line (maintained by the Coachella Valley Preserve) will remain in place and continue to serve as the border between the Coachella Valley Preserve and the Golf Course. In addition, a 4- or 5-foot high snow fence (maintained by the golf course operator) will be constructed 7-feet from the NorthStar property Line/Coachella Valley Preserve. The fence will be designed to prevent sand from blowing onto the Golf Course.

❖ *Signage*

Street, directional and traffic control signs are considered an integral component of the project and should reflect the overall project design theme. Three representative sign types have been prepared and will be utilized throughout the entire NorthStar project site. **The use of freeway adjacent digital signs shall require a separate approval.**

Sign Type A (Directional Signage)(Figure IV-27)

- Painted plate aluminum sign with faux parchment finish painted graphics to match themed style;
- Tubular aluminum frame with powder coat finish, verdi-gris color;
- Aluminum post and base with powder coat finish verdi-gris color;
- Concrete base with natural or manufactured stone veneer and cast stone cap;

Sign Type B (Traffic Control Signage) (Figure IV-28)

- Painted plate aluminum sign;
- Aluminum post with powder coat finish verdi-gris color with bronzed accent; and
- Concrete base with natural or manufactured stone veneer and cast stone cap;

Sign Type C (Additional Signage)(Figure IV-29)

- Aluminum bracket, arm with powder coat finish, verdi-gris color with bronzed accents (optional double armed)
- Painted plate aluminum sign with faux parchment finish and painted graphics to match themed style;
- Aluminum post with powder coat finish, verdi-gris color with bronzed accents;
- Concrete base with natural or manufactured stone veneer and cast stone cap;

### ❖ *Monument Signage*

Monument signs identifying the project entries and other significant project features will be strategically located throughout the NorthStar project site. Monument signs will have indirect or backlit lighting and will be constructed with quality materials similar to **Figure IV-30** (Project Identification Monument Sign) detailed below.

#### Project Identification Monument Sign (Figure IV-30)

- Terra cotta planters;
- Octagonal wall pier;
- Painted plate aluminum signage;
- Sign wall with integral color plaster finish;
- Cast stone trim; and
- Natural or manufactured stone veneer;

### ❖ *Comprehensive Sign Program*

In addition to the signage detailed above, a variety of building signs will be utilized throughout the NorthStar project site. A comprehensive signage program has been prepared for building signs within the commercial, office, retail and industrial park portions of the project site. The Comprehensive Sign Program has been attached to the Specific Plan document as Appendix A to Chapter IV.

### ❖ *Lighting*

A hierarchy of lighting will be developed that will be aesthetically pleasing while also providing necessary safety and security for residents. Exterior lighting should be designed to minimize glare and light spillage to other properties. Flood lighting and improperly shielded lighting is prohibited. Illumination of activity areas and walkways should be subtle, directed downward, and of the minimum brightness necessary for safe movement along paths, stairways and courtyards. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations. "Night skies" provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods shall be required.

Landscape lighting shall be low level and shielded to prevent glare. Uplighting of some trees may be allowed subject to approval by the County during plot plan review. Lighting fixtures should be base down. The preferred fixture should have a 50W metal-halide lamp or equivalent unless it can be shown that a higher wattage or different bulb (e.g. high pressure sodium) is appropriate and meets the intent of the "Night skies" provisions of the County.

Themed light poles will be utilized throughout the NorthStar project site and will follow the design parameters below:

Themed Light Pole(Figure IV-31)

- Light fixture model #ALN-445 with verdi-gris powder coat finish by architectural area lighting;
- Light pole #DB 6-12' HT. with verdi-gris powder coat finish by architectural area lighting; and
- Concrete base with natural or manufactured stone veneer and cast stone cap;

❖ *Transition/Special Treatment Areas*

Transitions or special treatment areas within the project limits will be landscaped to accommodate the various land use types. These areas will be established based on location, adjacent land uses types and the amount of landscape needed to provide adequate screening and/or buffering. **Figure IV-32** is a generic representation of the typical interface between the edge of the Golf Course (PA 1) and the planning area in which it abuts. **Figure IV-33** and **IV-34** depict both the interface between the Golf View Condominiums (PA 6) and the Golf Course (PA 1) and the interface between the Golf View Condominiums (PA 6) and the Industrial Park (PA 8).

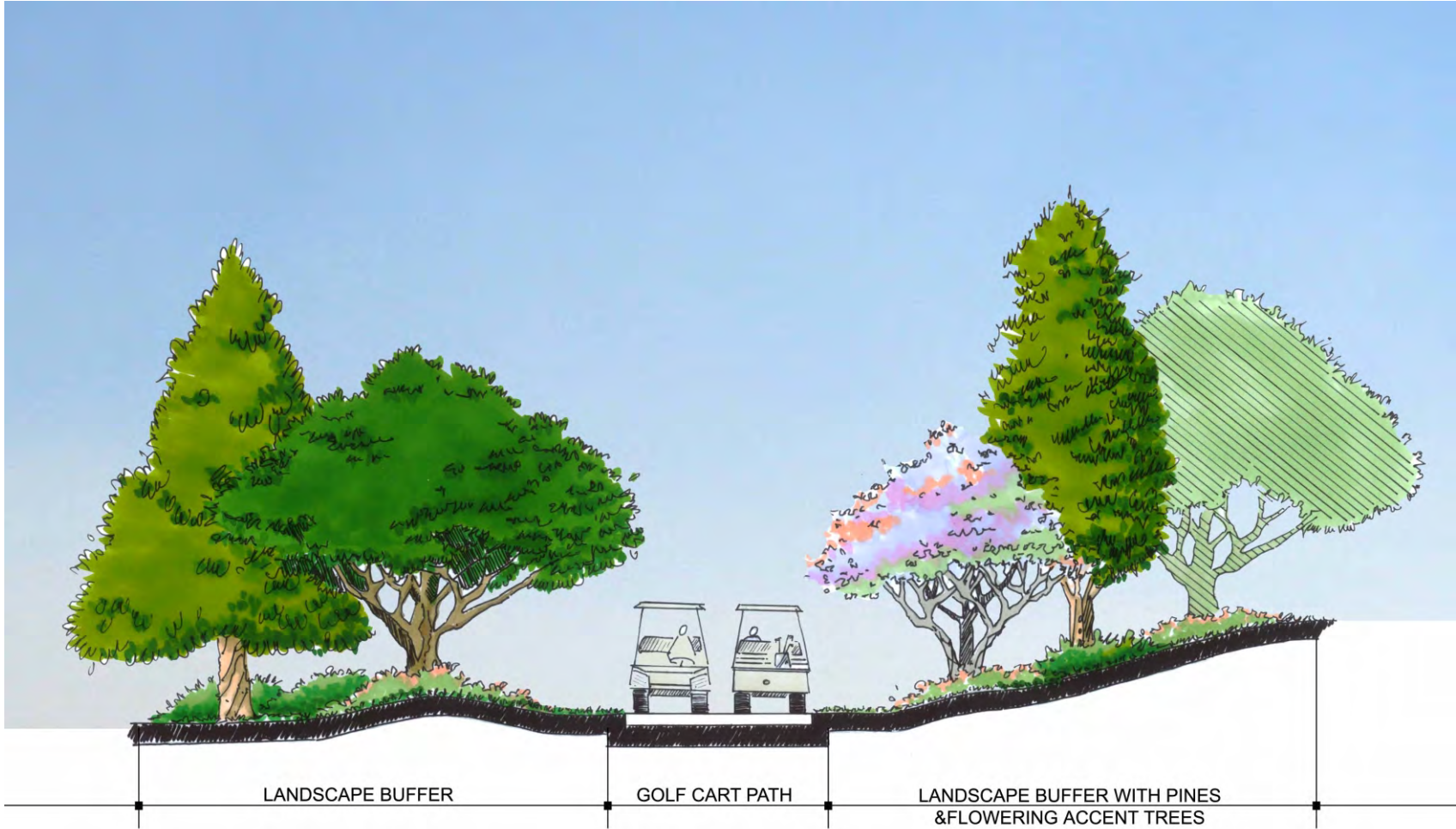
❖ *Special Project-Preserve Interface Parameters*

As depicted on **Figure IV-26** and previously mentioned above, special implementation strategies and design parameters have been developed to protect the biological integrity of the Coachella Valley Ecological Preserve which borders the northern portion of the project site. Some of the strategies were established with the approval of Specific Plan No. 151 (North Star Commerce Center and Golf Club) and will be utilized during implementation of the NorthStar Specific Plan No. 343.

The following design parameters shall apply to the project-preserve boundary:

- The 50 foot zone adjacent to the Coachella Valley Preserve shall be kept free of sprinkler type irrigation. An arid zone adjacent to the Coachella Valley Preserve with native shrubs (like mesquite) and watered only by drip irrigation, shall be established.
- The proposed edge treatment plant palette will be provided to the management at the Coachella Valley Ecological Preserve for review and comment at least 120 days prior to the anticipated date of planting.
- No trees greater than 15 feet in height shall be planted within 100 feet of the preserve boundary.
- Boundary fencing, using landscaping when necessary, shall block human access into the Preserve but provide for the movement of animals.
- Small signs identifying the Preserve and its significance shall be posted at 50-foot intervals along the boundary.
- Project lighting shall be directed downward and away from the Preserve.

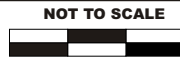




**TYPICAL GOLF COURSE CART PATH**



**NORTHSTAR**  
40421.03.000 SPECIFIC PLAN



**Figure IV-22**

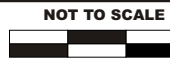


WALL TYPE - A

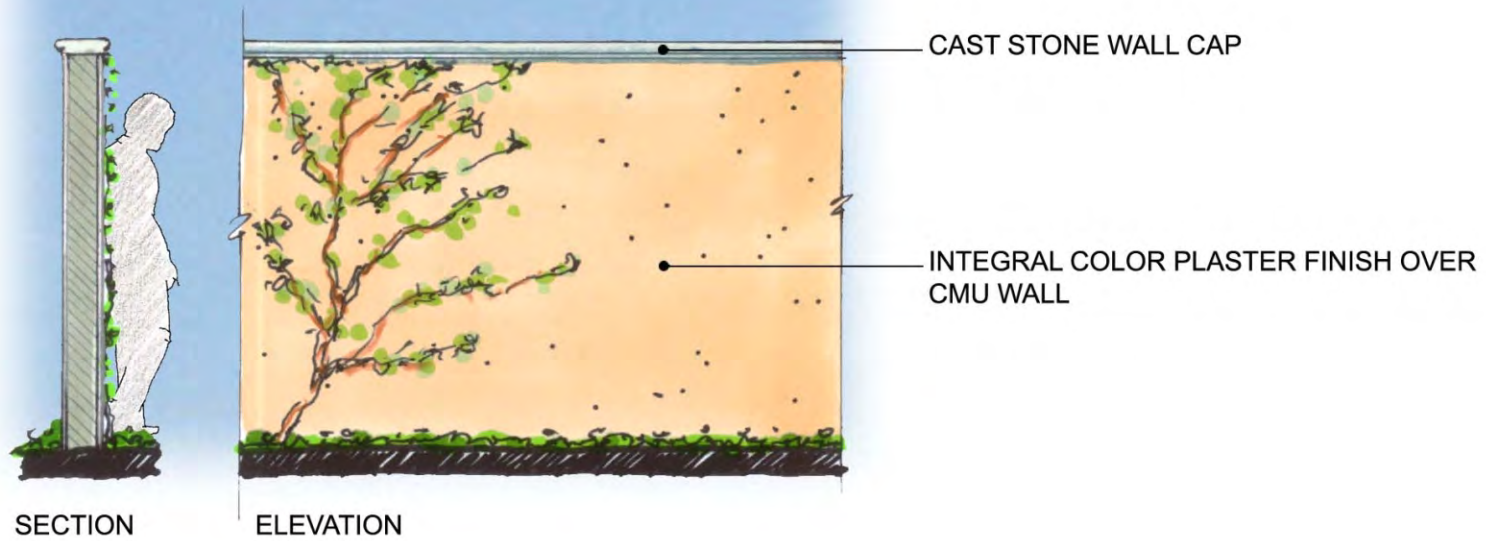
**WALL TYPE A**



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**Figure IV-23**

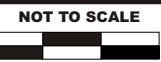


WALL TYPE - B

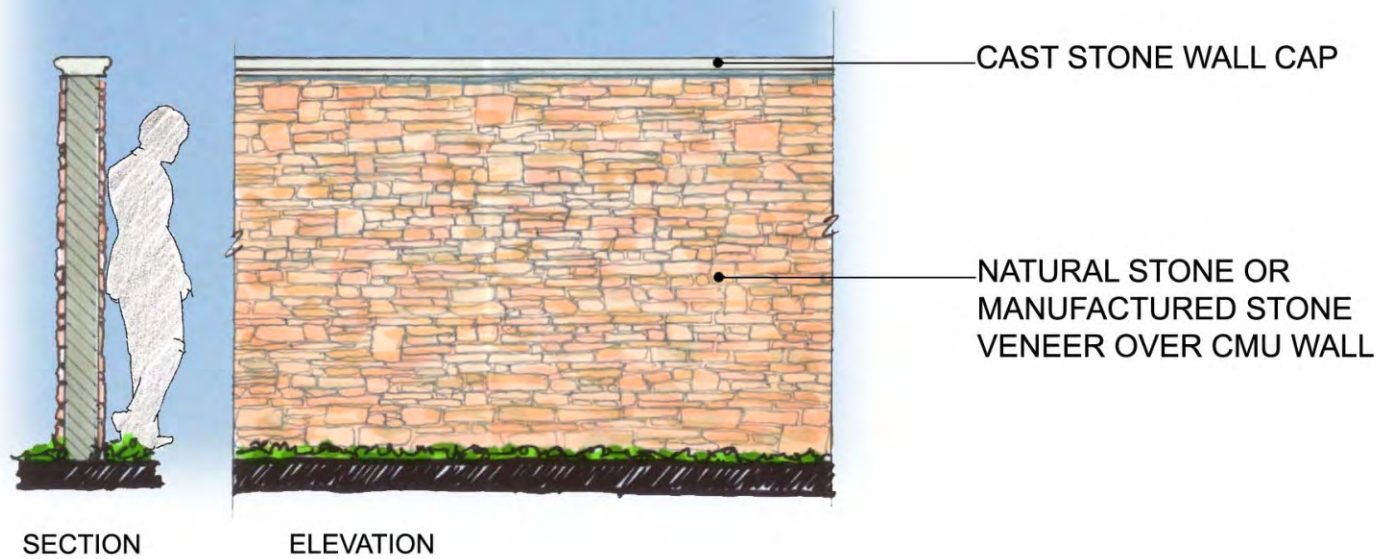
**WALL TYPE B**



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**Figure IV-24**



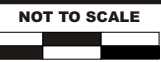
SECTION ELEVATION

WALL TYPE - C

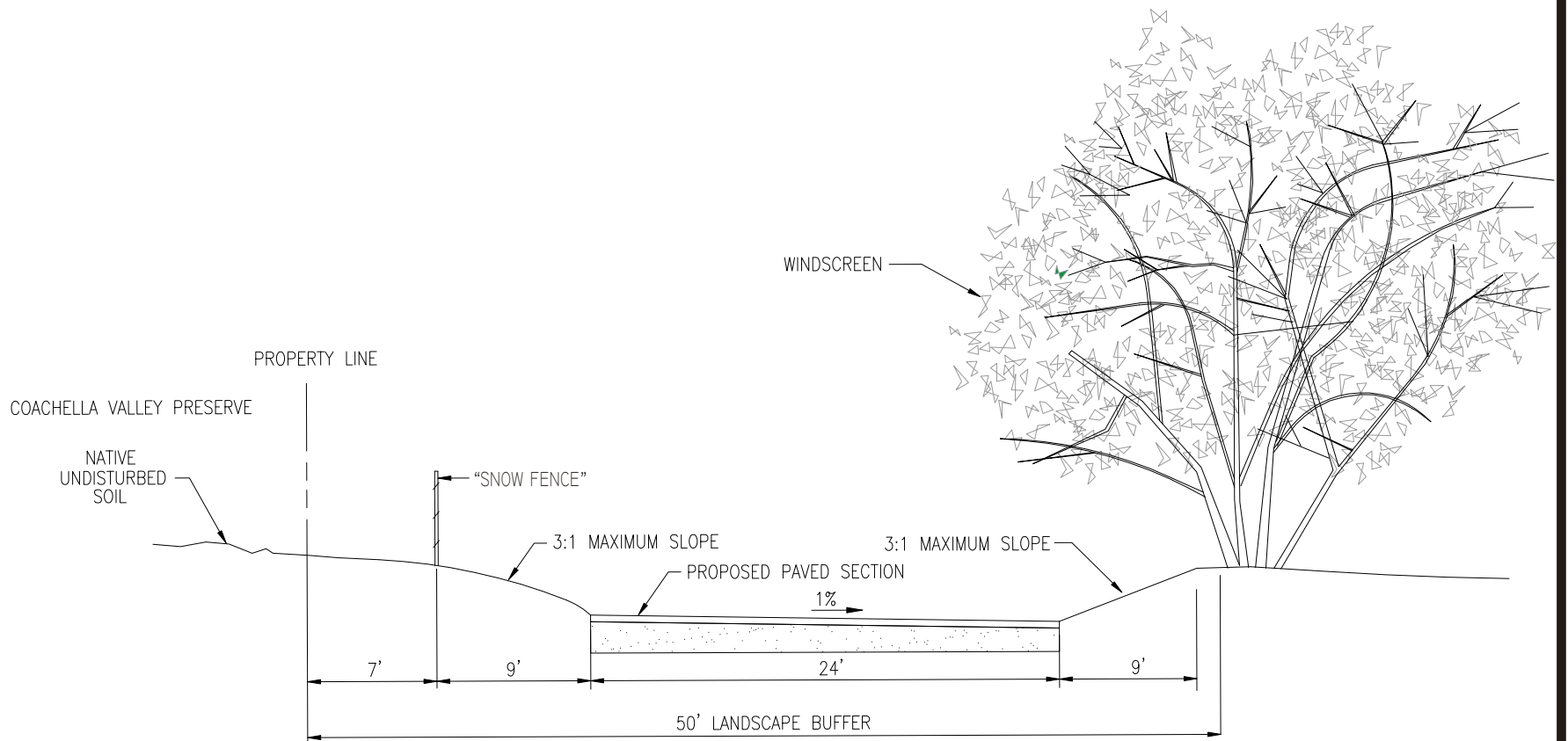
**WALL TYPE C**



NORTHSTAR  
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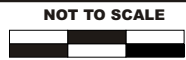
**Figure IV-25**



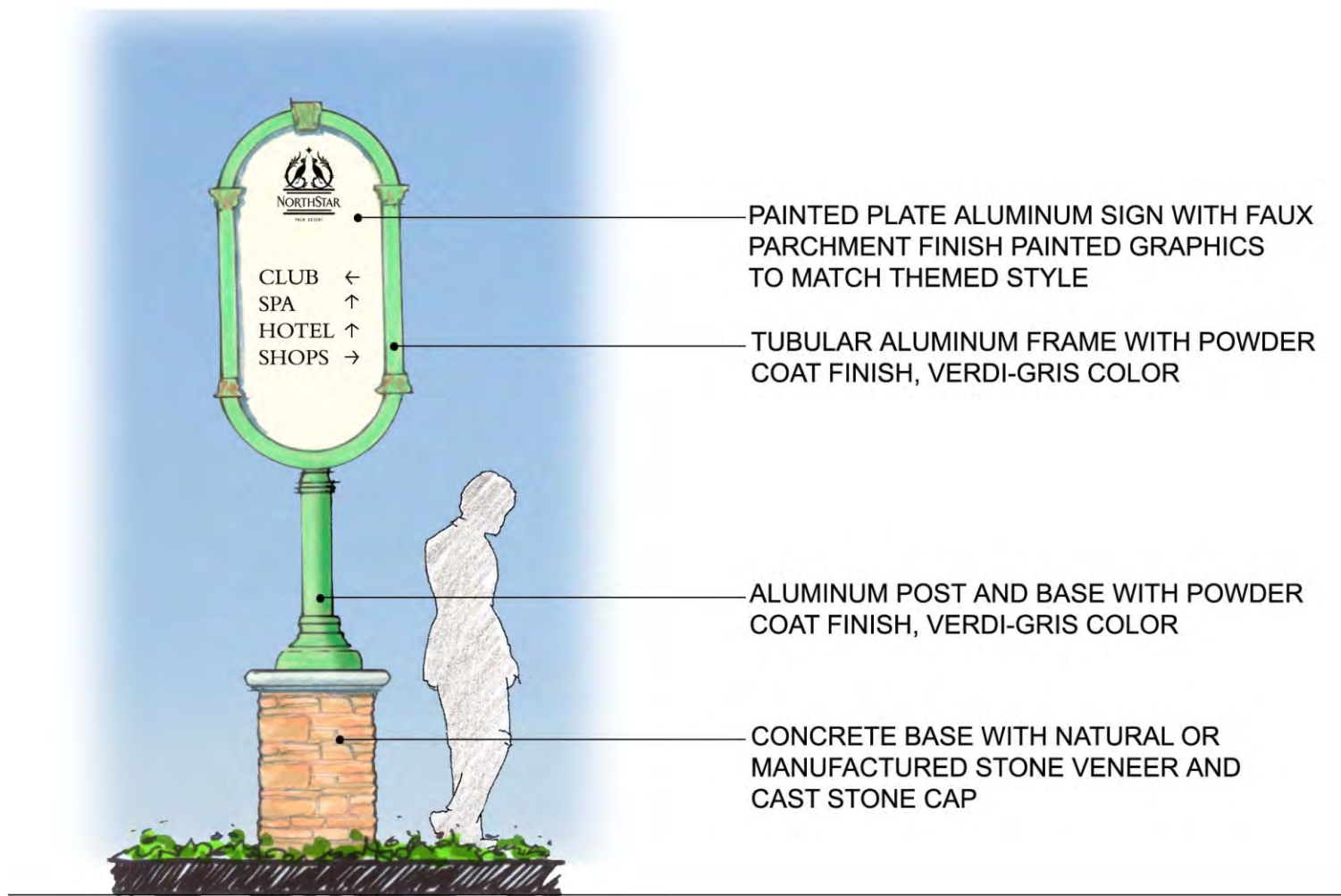
**BUFFER BETWEEN GOLF COURSE AND COACHELLA VALLEY PRESERVE**



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**Figure IV-26**



PAINTED PLATE ALUMINUM SIGN WITH FAUX PARCHMENT FINISH PAINTED GRAPHICS TO MATCH THEMED STYLE

TUBULAR ALUMINUM FRAME WITH POWDER COAT FINISH, VERDI-GRIS COLOR

ALUMINUM POST AND BASE WITH POWDER COAT FINISH, VERDI-GRIS COLOR

CONCRETE BASE WITH NATURAL OR MANUFACTURED STONE VENEER AND CAST STONE CAP

SIGN TYPE - A

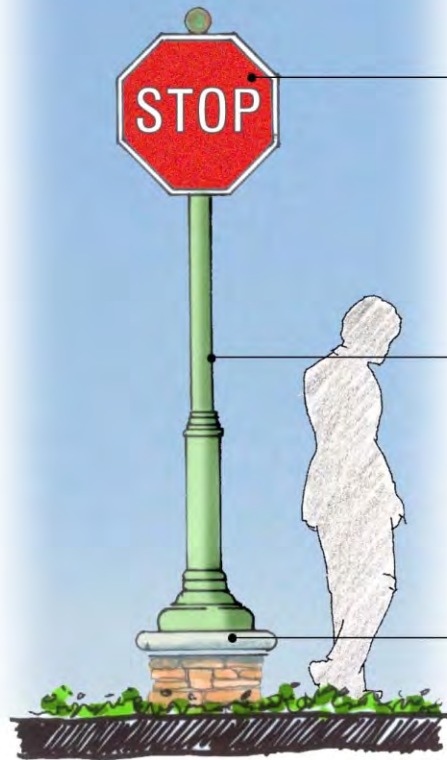
**SIGN TYPE A (DIRECTIONAL SIGNAGE)**



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**Figure IV-27**



PAINTED PLATE ALUMINUM SIGN

ALUMINUM POST WITH POWDER COAT FINISH  
VERDI-GRIS COLOR WITH BRONZED  
ACCENTS

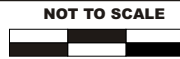
CONCRETE BASE WITH NATURAL OR  
MANUFACTURED STONE VENEER AND  
CAST STONE CAP

SIGN TYPE - B

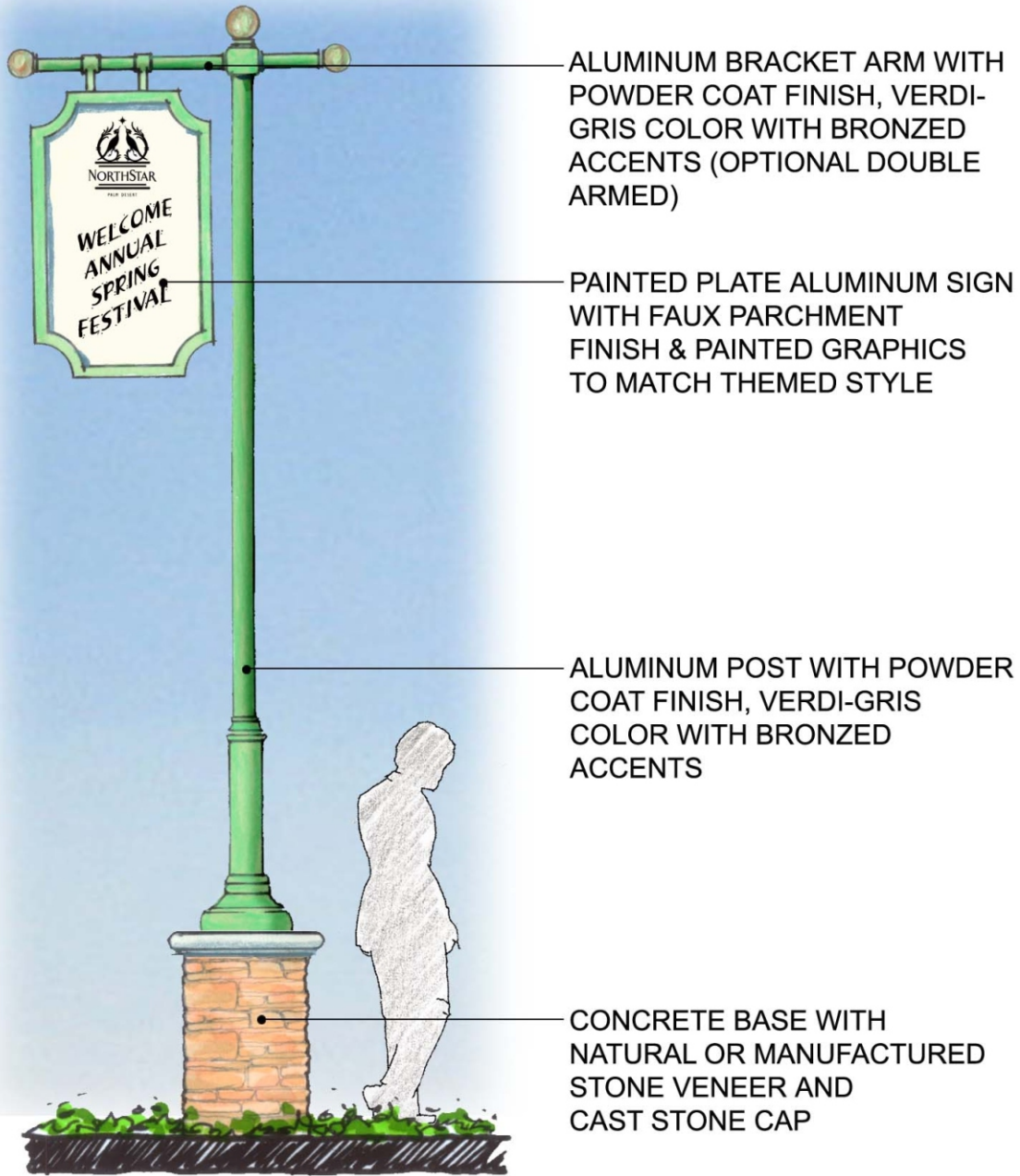
**SIGN TYPE B (TRAFFIC CONTROL SIGNAGE)**



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**Figure IV-28**



ALUMINUM BRACKET ARM WITH POWDER COAT FINISH, VERDI-GRIS COLOR WITH BRONZED ACCENTS (OPTIONAL DOUBLE ARMED)

PAINTED PLATE ALUMINUM SIGN WITH FAUX PARCHMENT FINISH & PAINTED GRAPHICS TO MATCH THEMED STYLE

ALUMINUM POST WITH POWDER COAT FINISH, VERDI-GRIS COLOR WITH BRONZED ACCENTS

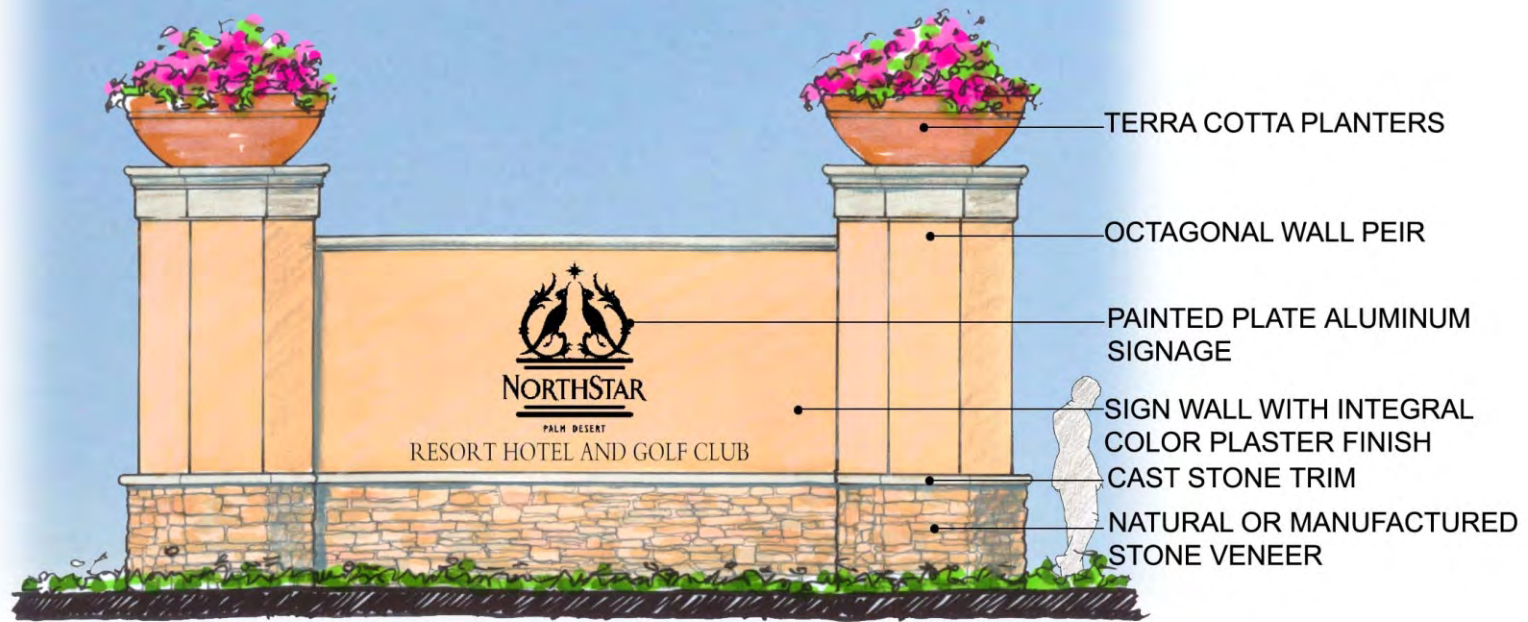
CONCRETE BASE WITH NATURAL OR MANUFACTURED STONE VENEER AND CAST STONE CAP

SIGN TYPE - C

**SIGN TYPE C (ADDITIONAL SIGNAGE)**





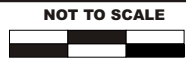


PROJECT ID MONUMENT SIGN

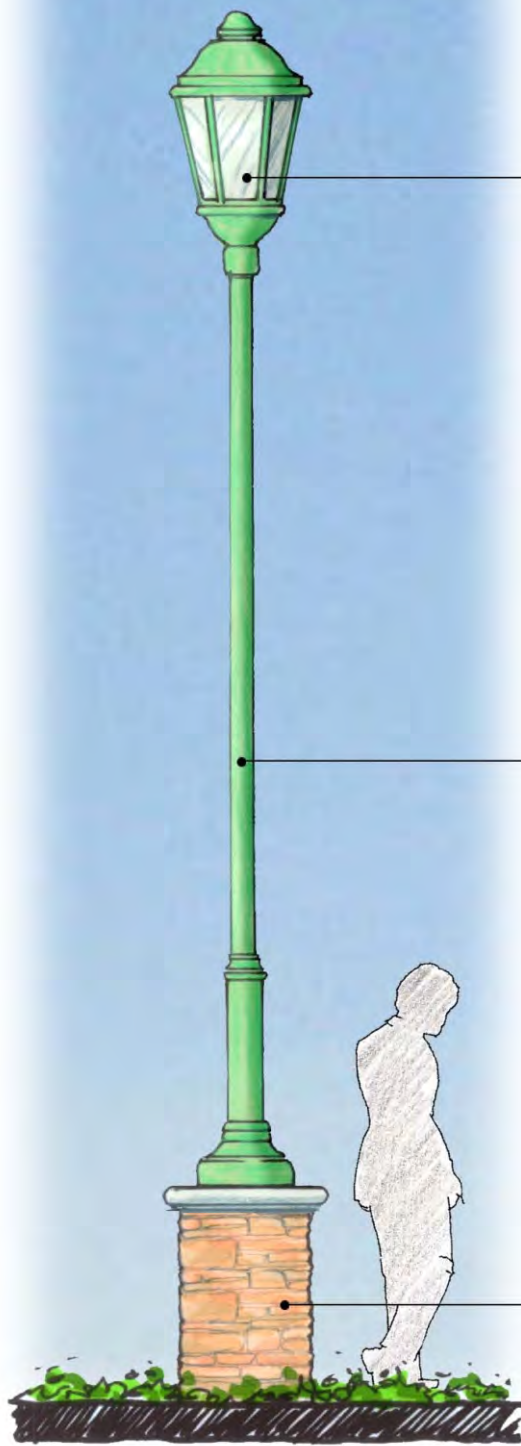
**PROJECT IDENTIFICATION MONUMENT SIGN**



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**Figure IV-30**



LIGHT FIXTURE MODEL #ALN-445  
WITH VERDI-GRIS POWDER  
COAT FINISH  
BY ARCHITECTURAL AREA  
LIGHTING

LIGHT POLE #DB 6 - 12' HT.  
WITH VERDI-GRIS POWDER  
COAT FINISH  
BY ARCHITECTURAL AREA  
LIGHTING

CONCRETE BASE WITH NATURAL  
OR MANUFACTURED STONE  
VENEER AND CAST STONE  
CAP

THEMED POLE LIGHT

**THEMED LIGHT POLE**



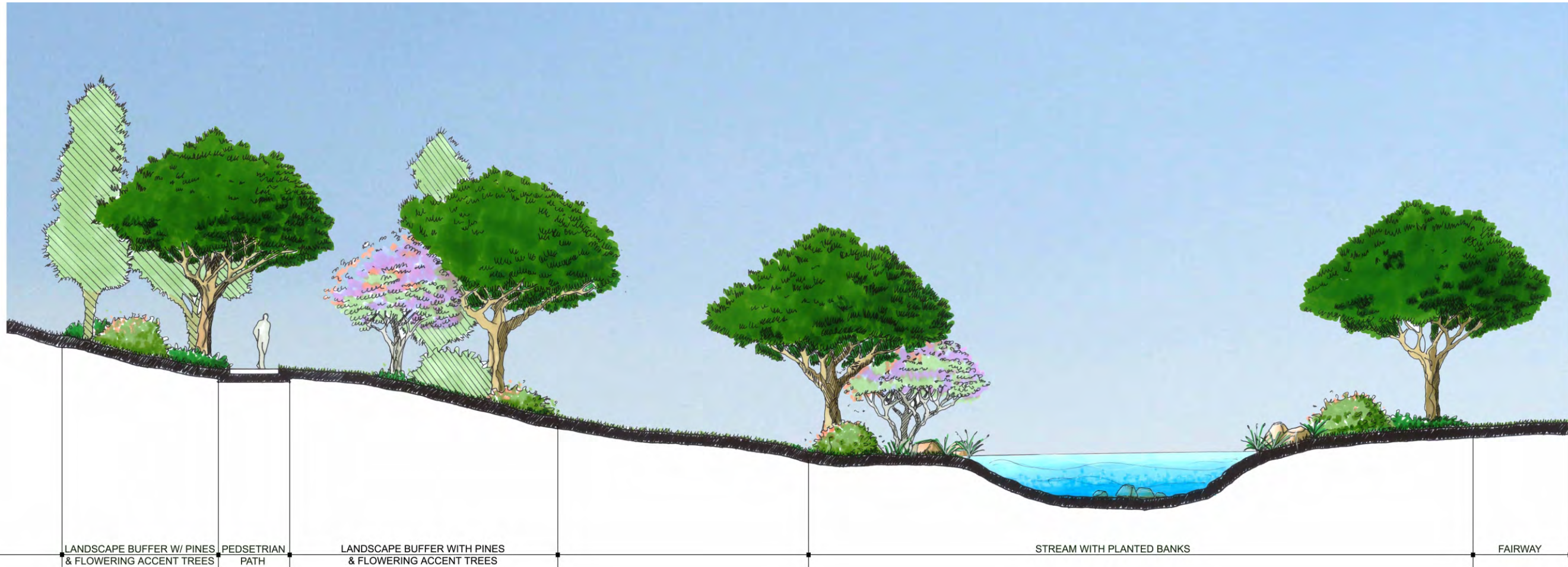
NORTHSTAR  
40421.03.000 SPECIFIC PLAN



NOT TO SCALE



**Figure IV-31**



LANDSCAPE BUFFER W/ PINES & FLOWERING ACCENT TREES

PEDSETRIAN PATH

LANDSCAPE BUFFER WITH PINES & FLOWERING ACCENT TREES

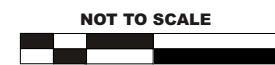
STREAM WITH PLANTED BANKS

FAIRWAY

# NORTHSTAR TYPICAL GOLF COURSE EDGE

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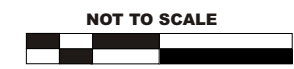
**Figure IV-32**



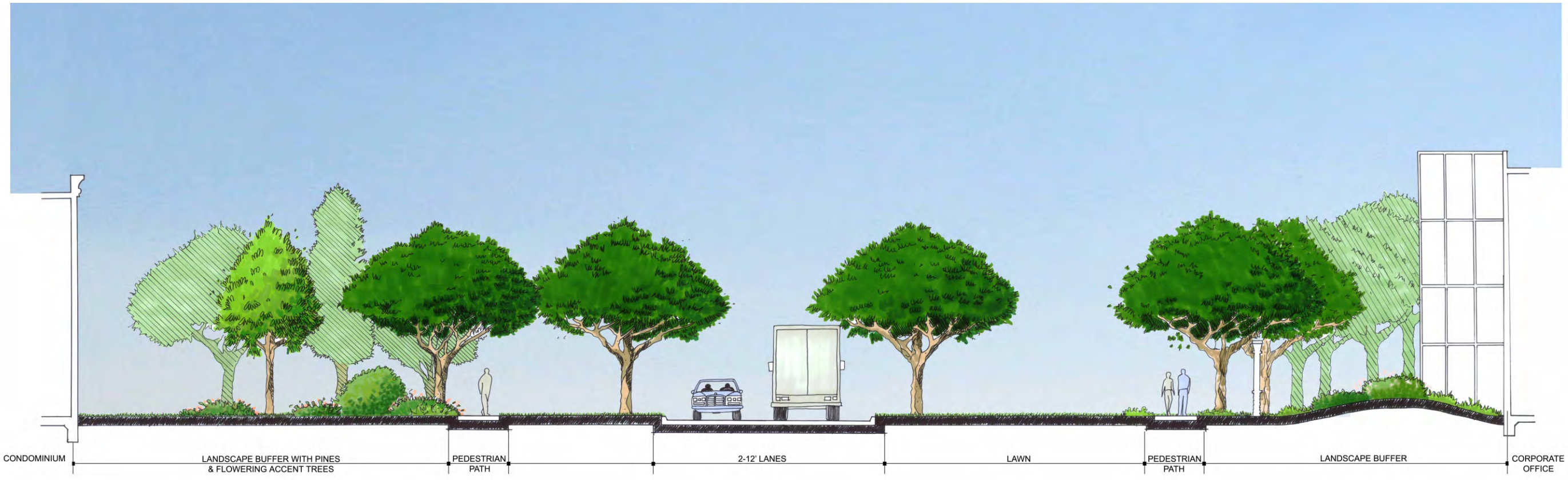
**NORTHSTAR GOLF VIEW CONDOMINIUMS AND GOLF COURSE INTERFACE**



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40421.03.000 SPECIFIC PLAN



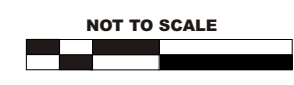
**Figure IV-33**



**GOLF VIEW CONDOMINIUMS AND INDUSTRIAL PARK INTERFACE**



NORTHSTAR  
40421.03.000 SPECIFIC PLAN



**Figure IV-34**

The following shall be incorporated into the golf course maintenance program:

- The golf course maintenance paths shall be made available to Coachella Valley Preserve staff in order to allow continued access to that portion of the Preserve adjacent to the Specific Plan for management and monitoring purposes.
- No weed and/or pest control chemical applications will be used within 100 feet of the Preserve boundary.
- Provisions shall be made to collect stray golf balls that fall into the Preserve.
- Small signs identifying the Preserve and warning golfers not to trespass shall be posted at 50-foot intervals along the boundary.

*b) Conceptual Landscape Plan Development Standards*

The following general standards shall be applied in the implementation of the NorthStar Conceptual Landscape Plan

- 1) All detailed landscaping programs for planning area roadways and pedestrian walkways will be prepared by a qualified landscape architect in conformance with Specific Plan Landscape Guidelines. Project entries have been designed with landscaping and architectural treatments that project a high quality image for the resort development.
- 2) Improvement plans for respective landscaped areas shall be submitted to the County Planning Department and Coachella Valley Water District prior to development of each planning area/parcel. The improvement plans shall include, but are not limited to, the following information:
  - Final grading and drainage plan.
  - Irrigation plans certified by a landscape architect.
  - A planting plan with locations, type, size and quantity of plantings, as well as mulching and staking methods.
  - A hardscaping plan with location, type and quantity of hardscape features including pool layout and wall/fence details.
  - Site cross sections.
  - Special treatment/buffer area treatment plans.
  - Erosion control plans.
- 3) The applicant and/or developer shall be responsible for maintenance and upkeep of all planting, common landscaped areas and irrigation systems until such time as these operations are the responsibility of other parties.
- 4) The project area experiences temperature extremes which can make it difficult for the installation of plant materials during the hot summer months (July-September). Container plants which have not been acclimated to the region may experience heat damage resulting in partial or total loss of foliage before they are established. If construction schedules permit, the ideal planting time is in the spring or fall months.
- 5) Parcel developers should assess any existing landscaping adjacent to their property and whenever possible, reinforce and complement that established character.

- 6) All landscaped areas shall be planted with plant materials chosen from the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** through **IV-10** of this Specific Plan. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- 7) All landscaped areas shall be provided with permanent irrigation facilities. Automatic irrigation is required as a part of landscape development. Drip irrigation and other efficient methods of water usage shall be integrated into the project where feasible. Irrigation systems shall be designed with head to head coverage and shall be zoned for plants with similar water requirements wherever possible.
- 8) Landscaping plans shall incorporate water conservation methods including but not limited to: drip irrigation and other methods of irrigation efficiency; use of drought-tolerant native plant materials; and, extensive use of mulches and other soil improvements.

## 5. **Water and Sewer Plan**

### a) *Water and Sewer Plan Description*

The Water and Sewer Plans have been developed to achieve the following goals: 1) provide potable water, recycled water and sanitary sewer service to all development areas within the project; 2) maximize the use of recycled water for irrigation of golf course; and 3) locate utility lines within streets.

#### ❖ *Water*

The NorthStar Specific Plan is located within the service area of the Coachella Valley Water District (CVWD) for domestic water service. Existing water mains available for connection to the project include a 12-inch water main (located east of the project site at the southern entry of Jack Ivey Ranch) in Varner Road and an 18-inch water main located south of Interstate 10 within the El Dorado County Club.

A conceptual water plan has been developed to serve the project as shown on **Figure IV-35**. The Conceptual Water Plan illustrates the “backbone,” or primary water system proposed for the project. To serve the NorthStar Development, a proposed 24-inch water main will be extended from the existing connection points (mentioned above) and will eventually loop throughout the entire project site and branch out to provide service to all areas. Pipelines within the development will then range in size from 8 inches to 18 inches in diameter, dependent upon the water demand associated with the area being serviced. Public utility easements would be granted over water lines within the project to provide CVWD with access and maintenance rights over their lines.

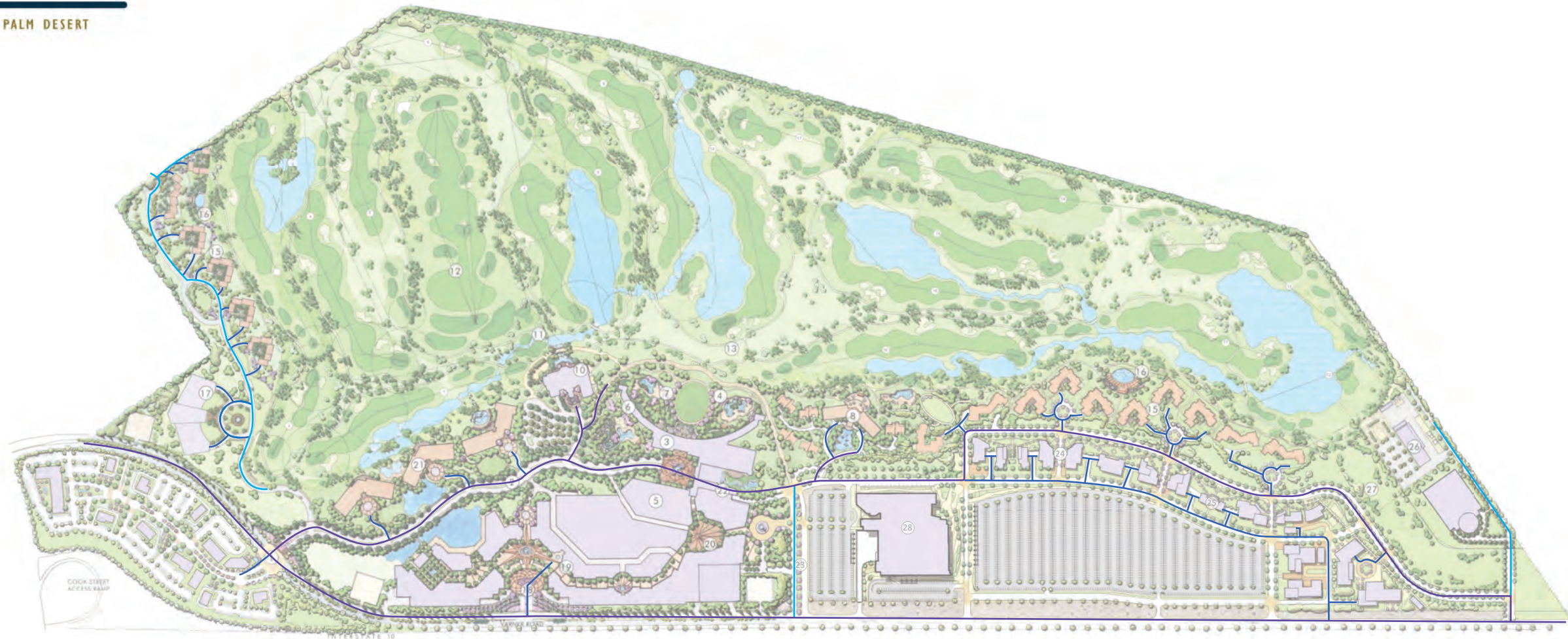
#### ❖ *Recycled Water*

The golf course portion of the project site will utilize reclaimed water for irrigation purposes. The remainder of the project will use domestic water to irrigate perimeter landscape areas surrounding the clubhouse, hotel, retail, and condos/villas/timeshare units. The reclaimed water line will connect to the CVWD plant located on Hovely Lane.



**LEGEND**

- Proposed 24-inch water line
- Proposed 18-inch water line
- Proposed 8-inch water line



# CONCEPTUAL WATER PLAN



NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



**Figure IV-35**



## ❖ Sewer





The NorthStar Specific Plan is located within the service area of the Coachella Valley Water District (CVWD) for sanitary sewer service. Existing sewer mains available for connection to the project include a 24-inch sewer main in Varner Road which abuts the project site.

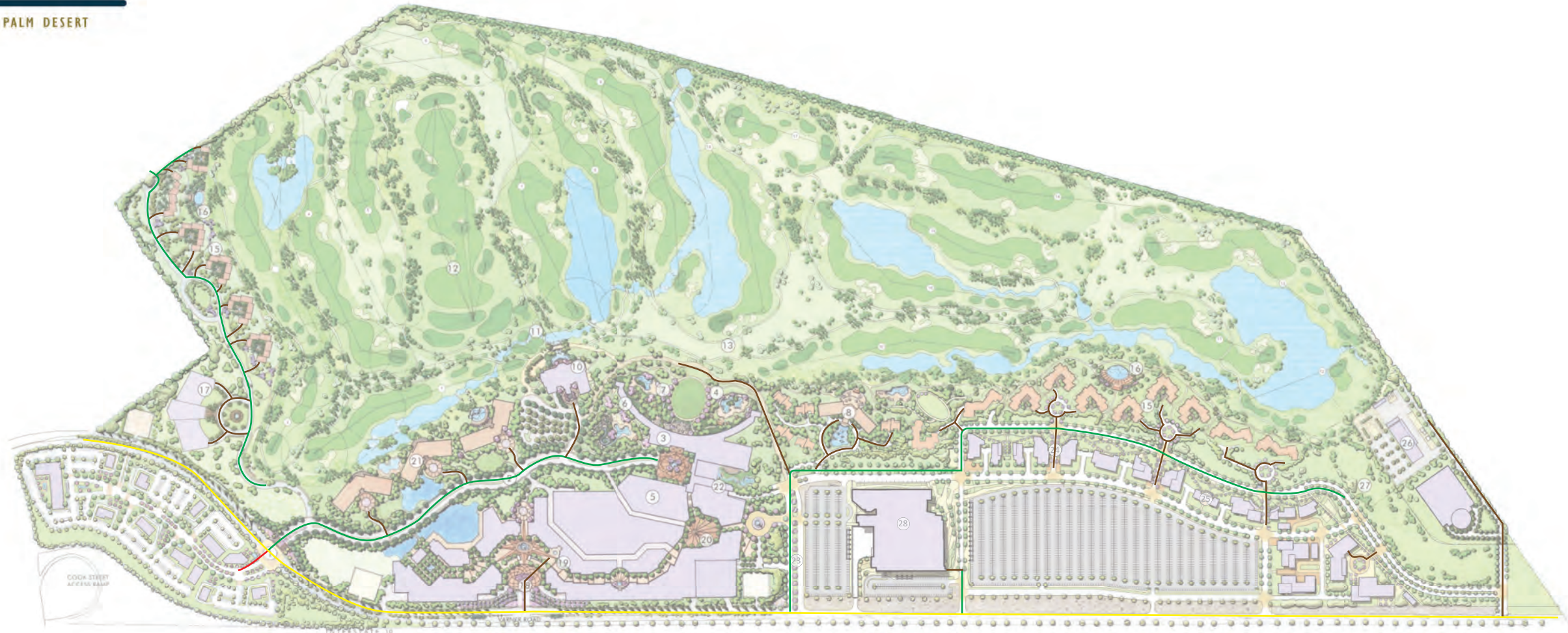
A conceptual sewer plan has been developed to serve the project as shown on **Figure IV-36**. The conceptual sewer system consists of 8-inch and 10-inch sewer lines located within the project's private street system and a 24-inch sewer main located within Varner Road. To serve the NorthStar Development, a proposed 10-inch sewer line will be extended from the existing 24-inch sewer main at multiple points leading into the project site. Pipelines within the development will then range in size from 8 inches to 10 inches in diameter, dependent upon the slopes and quantity of wastewater associated with the area being serviced. Public utility easements would be granted over sewer lines within the project to provide CVWD with access and maintenance over their lines.

**b) Water and Sewer Plan Development Standards**

- 1) The proposed Sewer and Water Master Plans for the NorthStar Specific Plan provide an efficient system of utilities to meet the needs of the project. The backbone sewer and water systems are shown on the Conceptual Water Plan (**Figure IV-35**) and the Conceptual Sewer Plan (**Figure IV-36**).
- 2) All water and sewer lines will be designed per the requirements of CVWD.
- 2) All water mains and fire hydrants providing required fire flows shall be constructed in accordance with the appropriate sections of Riverside County Ordinance No. 460 and No. 787, subject to approval by the Riverside County Fire Department.
- 3) Water distribution and sewage collection facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department.
- 4) A water system adequate for fire fighting needs shall be available before any combustible material is stored on the construction site. The water system including delivery volume, duration and pressure shall be approved by the Riverside County Fire Department and CVWD.
- 5) The water system shall provide domestic water service and minimum fire flow requirements to the project in compliance with Riverside County standards. The hydraulic calculations for the water system plan shall be provided to CVWD.
- 6) Six well sites shall be provided within the NorthStar (Specific Plan) planning area. Well sites shall be provided with a minimum separation of 1,000 feet.



LEGEND	
	Existing 24-inch sewer line
	Proposed 12-inch sewer line
	Proposed 10-inch sewer line
	Proposed 8-inch sewer line



# CONCEPTUAL SEWER PLAN

NORTHSTAR  
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AMENDMENT NO. 2

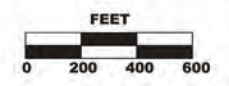


Figure IV-36

**6. Phasing Plan**

**a) Phasing Plan Description**

The Phasing Plan has been developed to achieve the following goals: 1) allow systematic, staged project development; (2) ensure that infrastructure development is properly timed to coincide with building construction; and 3) allow the concurrent and/or non-sequential phasing of development in response to market conditions.

The Phasing Plan for the NorthStar project assumes a 10-year build-out concept. The actual timing of development will depend primarily on market absorption rates and on construction of the necessary infrastructure systems. As shown in **Table IV-3**, construction would occur in 7 phases (I-VII).

<b>TABLE IV-3</b>	
<b>PHASING PLAN</b>	
<b>PHASE NO.</b>	<b>DEVELOPMENT</b>
Phase I	Golf Course, Clubhouse, Maintenance Facility (complete)
Phase II	<del>Hotel, Building 1 of the Timeshare, Four Story Villa Building, 2 Luxury Condo Buildings (east), 250,000 square feet of the High Tech Industrial Park, Shopping Center 330,000 square foot Arena &amp; Event Center, and Hockey Training Facility</del>
Phase III	350 Key Hotel, 100,000 square feet of the Industrial Park, Community Commercial Shopping Center, Building 2 of the Timeshare, Balance of Building Villas, 2 Luxury Condo Buildings (east), <del>250,000</del> 100,000 square feet of the <del>High Tech</del> Industrial Park
Phase IV	Building 1 of the Timeshare, Four Story Villa Building, 2 Luxury Condo Buildings (east), 100,000 square feet of the <del>High Tech</del> Industrial Park, and Retail Village. <del>Building 3 of Timeshare, Balance of Luxury Condo Buildings (east), 250,000 square feet of the High Tech Industrial Park</del>
Phase V	Building 2 of Timeshare, Balance of Villas, 2 Luxury Condo Buildings (west) Balance of Luxury Condo Buildings (east), 100,000 square feet of the <del>High Tech</del> Industrial Park <del>Balance of the High Tech Industrial Park, Office Professional Building</del>
Phase VI	Building 3 of Timeshare, <del>2 Luxury Condo Buildings (west)</del> , Balance of the Industrial Park, Office Professional Building
Phase VII	Balance of Luxury Condo Buildings

**b) Phasing Plan Development Standards**

- 1) Drainage, water and sewer facilities and roads shall be provided at adequate levels to accommodate development in each phase in accordance with County of Riverside requirements as implemented through the conditions of approval for SP. 343.
- 2) Phases should develop in accordance with market conditions and infrastructure timing considerations.
- 3) Phases may develop concurrent or non-sequentially, providing that adequate consideration for infrastructure, both on-site and regional, has been given.
- 4) Entry Statements and landscape buffer treatments shall be phased concurrently with individual planning areas which include those amenities and design features.
- 5) Each increment or phase of development shall contain appropriate levels of infrastructure and amenities to support the needs of the respective phase.
- 6) The borrow and disposal of graded material is allowed between current and future phases as needed to achieve overall earthwork balance onsite.

**7. Conceptual Grading Plan****a) Conceptual Grading Plan Description**

The Grading Plan has been developed to achieve the following goals: 1) accomplish a balance of cut and fill within the project; 2) create a storm channel within the golf course boundary which meets the criteria for conveyance specified in the NorthStar hydrology report; and 3) provide flood protection for on-site development south of the NorthStar golf course per FEMA standards.

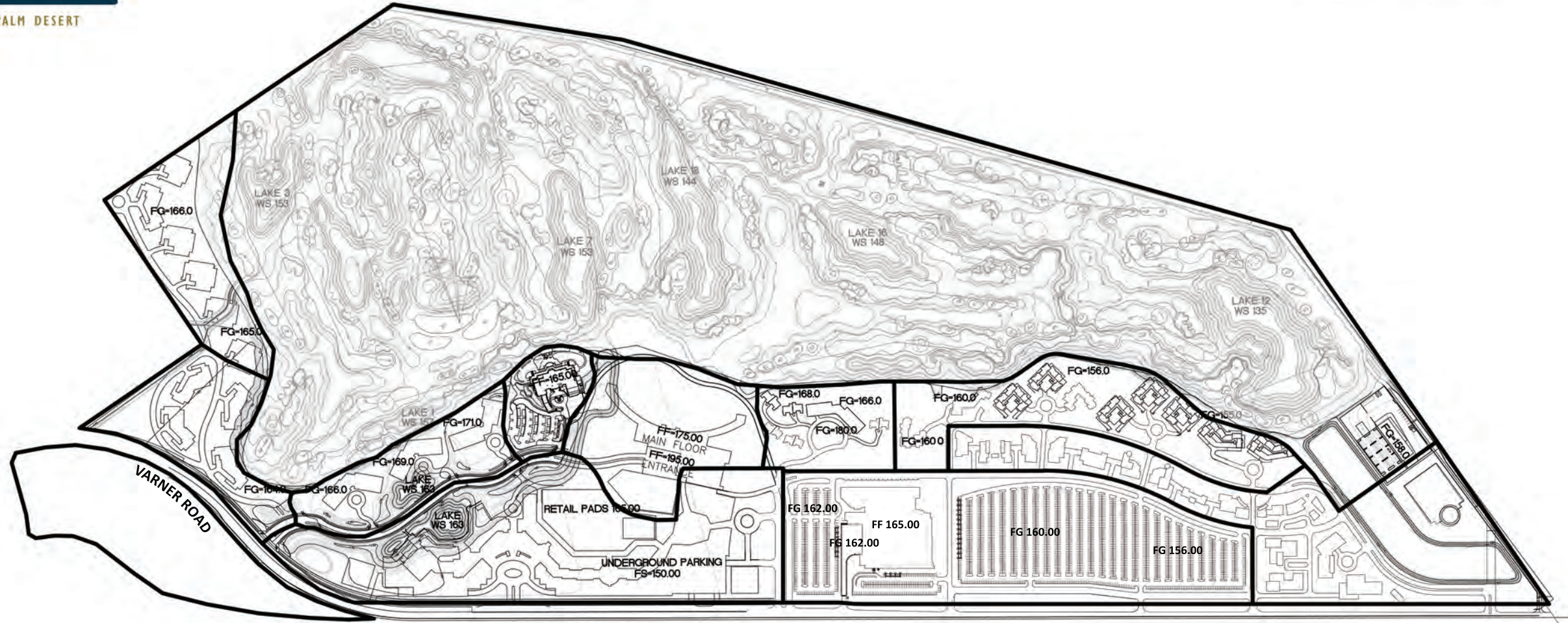
Major areas of grading for improvements are shown in **Figure IV-37**, Conceptual Grading Plan. In accordance with the NorthStar Hydraulic and Hydrology report, the NorthStar golf course will be graded to create a channel capable of conveying flows from the 100-year storm event tributary to the site. As part of the channel design, an earthen berm of sufficient height and width will be graded along the southerly and westerly boundary of the golf course to protect all adjacent on-site development from storm flows contained within the golf course channel during such an event. Grading operations within the golf course boundary will create an export condition which is expected to be balanced by proposed grading throughout the remainder of the site. A planned underground parking structure proposed along the southerly boundary of the site will also be a source of export material. The clubhouse, hotel and timeshare unit areas shown on the conceptual grading exhibit are main areas where significant amounts of import from the golf course are to be introduced. The rest of the non-golf portion of the NorthStar site will receive what remains of the export material from the golf course and underground parking area in the form of sheet graded fill. Earth moving activities have been planned such that on-site haul distances are minimized.

Hotel condominiums, villas and the proposed research and development park are located in areas where sheet grading has been proposed. As such, preliminary grading design for these portions of the development will match the sheet graded condition.

The total estimated amount of earth movement, after shrinkage and subsidence, is 2,177,753 cubic yards each of import and export as shown on the approved NorthStar Rough Grading Plan (BGR 031397).



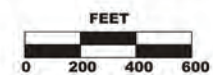
LEGEND	
FF	Finished Floor
FG	Finished Grade
FS	Finished Surface
WS	Water Surface



# CONCEPTUAL GRADING PLAN



NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



**Figure IV-37**

**b) Conceptual Grading Plan Description**

- 1) All grading will be performed in substantial conformance with **Figure IV-37**, Conceptual Grading Plan, and shall conform with Riverside County grading standards to the satisfaction of the County Engineering Department.
- 2) All grading activity shall implement any grading-related mitigation measures outlined in the Environmental Impact Report.
- 3) All cut and/or fill slopes or individual combinations thereof shall meet the minimum requirements of the ~~Uniform-California~~ Building Code.
- 4) All grading activity shall conform to the recommendations of the preliminary soils report and subsequent reports prepared in conjunction with the grading plans.
- 5) The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations become the responsibility of other parties.
- 6) The applicant shall prepare a construction management plan addressing soils import/export, haul routes and grading activities management.
- 7) Graded but undeveloped land, including inactive on-site borrow areas, shall be maintained weed-free and planted with interim landscaping or otherwise stabilized in conformance with the requirements of the County and the South Coast Air Quality Management District (SCAQMD).
- 8) All development areas and lots shall be designed so that surface drainage is directed to street frontages or approved natural or improved drainage courses.
- 9) When consistent with an approved grading plan, grading will be permitted outside of the immediate area of development as follows:
  - Borrow sites are permitted on consenting offsite property and in areas scheduled for future development.
  - Excess cut from a given phase may be placed as engineered fill in a future development area or disposed of on consenting offsite property.
- 10) Potential construction noise shall be mitigated through the limitation of construction hours as stated in the County's Municipal Code.
- 11) In order to control wind and waterborne erosion during and after construction, the following standards shall apply:
  - Prior to initial grading activities, a soils report and geotechnical study shall be performed that further analyze on-site soil conditions and include appropriate measures to control erosion and dust.
  - Erosion control plans including a dust control program will be submitted concurrently with the grading plans.

- All grading activities shall conform to Riverside County Standards and shall meet the requirements of the currently adopted California Building Code, Riverside County General Plan, Riverside County Ordinance 457 and all other laws, rules, and regulations governing grading in Riverside County.
- Grading shall conform to Riverside County regulations, If Riverside County requirements conflict with the Conceptual Grading Plan, the Riverside County regulations shall take precedence.
- All requirements of the RCFCWD regarding erosion control for grading operations shall be implemented to reduce wind blown or water transported sediments.
- Energy dissipation devices will be provided downstream of storm drain outlets to protect watercourses from increases in flow velocity.
- All graded slopes shall be planted in a timely manner with plant materials that will stabilize the slopes and minimize erosion. During the interim period before permanent ground cover develops, straw, wood chips, or jute will be used as stabilizing agents.

12) If any cultural resources are discovered during grading, a qualified archaeologist will be consulted to ascertain their significance, consult with the County and Agua Caliente Indian Tribe as appropriate and implement appropriate mitigation prior to resuming grading activities.

**8. Comprehensive Maintenance Plan**

Final decisions regarding maintenance entities shall be made at the development stage and with approval of involved County agencies. **Table IV-4**, Comprehensive Maintenance Plan, provides a tabular summary of project maintenance responsibilities.

TABLE IV-4 COMPREHENSIVE MAINTENANCE PLAN	
RESPONSIBILITY	PROJECT FACILITIES
Golf Course Operator	Golf Course and Clubhouse
Homeowners Association	Residential Uses (i.e. Condos and Villas)
Master Maintenance Association	Commercial and Industrial Uses
Master Maintenance Association and/or Homeowners Association	On-site streets (private), Landscaping and Lighting
County of Riverside	Varner Road/Cook Street

Landscaping and Lighting District (Riverside County)	Landscaping and Lighting along Varner Road/Cook Street
Master Maintenance Association	On-site Flood Control (including local and regional facilities)
Master Maintenance Association	Landscaping and Entry Treatments

**9. Special Events Plan**

The NorthStar project is a world-class resort destination with a championship golf course, ~~and resort hotel complex, and a 295,000 square Arena and Event Center. Special events will occur on the property and can potentially attract thousands of people.~~ The project was originally designed to be a host course for ~~The most noteworthy special event to occur on site will be~~ the Bob Hope Chrysler Classic Golf Tournament (a PGA pro-am Tour event held on four courses in the desert annually). This event was hosted at the Classic Club for a couple of years after which it was moved to the East Coachella Valley.

For that event approximately 7,000 parking spaces were available on site by utilizing certain undeveloped and disturbed portions of the property. Shuttle services were also provided for the event. The ultimate intent leading up through final project build-out, was to utilize disturbed on-site vacant land, developed industrial area, and office parking (on weekends), to augment parking during events. Additional off-site parking would be provided at the Indian Wells Tennis Garden Project, the CSUSB/UCR Campus, and the Xavier HS. A shuttle service would provide travel accommodations between the NorthStar Project and the three aforementioned properties. These opportunities are projected to supply approximately 13,700 parking spaces, enough for such a major event. Furthermore, significant on-site and adjacent circulation improvements have been made and/or have been included within the Specific Plan to provide for such large events.

New special events may be hosted at the golf course and the arena. Such events might include professional multi-day golf tournaments, indoor and outdoor entertainment, and sporting events.

~~The tournament is a celebrity pro-am venue played on four different courses. A professional PGA tour member is teamed with three amateurs (sometimes celebrities). The tournament consists of 90 holes (played Wednesday through Sunday). The teams rotate to a different course every day and experience play on each of the four courses. On Sunday, only the professional players who have made the cut (~72-75 players) will move forward into the championship round.~~

~~Traffic generated at the courses varies considerably depending on who is playing and which day it is. Aside from the course hosting celebrity play, the gallery tends to be fairly small during the weekday rounds (Wednesday thru Friday). The course usually attracts relatively large crowds (estimated 35,000 spectators) on the weekend.~~

~~The NorthStar course will be one of four courses in the tournament every year. NorthStar will be~~



~~the home course for the Sunday finals every other year, sharing the honor with another course in the Coachella Valley.~~

~~In conclusion, every year there will be at least one day during the weekend (and every other year, two days during the weekend) in which the NorthStar course will host the tournament and be required to provide accommodation for crowds associated with the event. As NorthStar is developed, available on-site parking will be reduced. The Implementation of NorthStar land uses over time has been considered in relation to available parking and is discussed below.~~

#### ❖ *Event Notice*

In advance of a major event, pre-event advertising will occur in the appropriate media to alert visitors of the event in advance of designated inbound and outbound routes, parking locations, and pre-paid parking opportunities. Directional maps shall be published and distributed as necessary. Coordination will occur with all affected agencies each year prior to a major event, including, but not limited to, the County of Riverside, Caltrans, California Highway Patrol, the Cities of Palm Desert, Rancho Mirage, Indian Wells, emergency services (fire, ambulance, etc.), and the Sunline Transit Agency.

Prior to major events, property owners in the immediate vicinity should be notified by mail.

#### ❖ *Special Event Circulation and Parking Program*

For events exceeding temporary and permanent on-site parking capacity, parking management would be similar to that utilized during the Bob Hope Chrysler Classic Golf tournament. The arena parking demand is 3,500 spaces. The Arena and Events Center development plans provide for 3,000 spaces. The additional demand of 500 spaces as well as excessive parking demand from other special events will be provided by one or a combination of the following parking areas:

- 10,500 Temporary Spaces located on-site on undeveloped land (This will vary as development occurs)
- 246 Spaces - Xavier HS Main Parking Lot (Immediately north of the project location off of Cook Street)
- 470 Spaces - Xavier HS Expansion Parking Lots
- 242 Space – Bridge Club
- 3,600 Spaces – CSUSB/UCR Campus (approximately 1.7 miles southwest of the project site)

Event attendees will be shuttled to the event from remote parking areas.

~~Since the Bob Hope Chrysler Classic will directly impact the NorthStar project site, a program has been developed to assure adequate accommodation of the venue. Three circulation/parking scenarios have been analyzed. The first scenario has been devised for the opening year (2006) of the project when construction of the overall master planned development will still be incomplete. The second scenario deals with the project at half completion (2010). The third scenario is intended for the NorthStar project site at full build-out (2015).~~

~~Each scenario has assumed that there will be 35,000 spectators and 1,200 people directly associated with the tournament (players, officials, volunteers, sponsors etc.). Additional issues associated with the tournament (security, sanitation, trash, noise, etc.) are addressed following the three~~

parking scenarios. The program will be evaluated and adjusted yearly.

#### *Scenario one*

~~For Opening Year (2006), approximately 7,000 parking spaces will be available on site (without the development of the Industrial portion of the project site). The 7,000 parking spaces are based upon the Industrial area providing 100 parking spaces per acre for 70 acres. In addition, the office portion of the project site will provide approximately 1,150 parking spaces. It has been assumed that the offices will be vacant during the Sunday event. A total of 8,100 parking spaces are needed for the event and a supply of 8,150 parking spaces is identified. Special parking areas for players, VIP's and special guests will be located near the clubhouse. All parking areas will be temporary with a gravel surface treated for dust control.~~

#### *Scenario 2*

~~For Interim year (2010), the light industrial and office portions of the project site will continue to provide on site parking spaces (see above). In addition, the Indian Wells Tennis Garden project will provide approximately 5,500 parking spaces. A shuttle will provide service between the Indian Wells Tennis Garden project and the NorthStar project. A total of 13,500 parking spaces are needed and a supply of 13,650 parking spaces is identified.~~

#### *Scenario 3*

~~For Build-out Year (2015), the office portion of the project site will continue to provide on site parking spaces. However, the light industrial portion of the project site is assumed completed and will provide a total of approximately 2,640 parking spaces. The Indian Wells Tennis Garden project will provide approximately 5,500 parking spaces, the CSUSB/UCR Campus will provide approximately 3,600 parking spaces and the Xavier College Preparatory High School will provide approximately 900 parking spaces. A shuttle shall provide service between the Indian Wells Tennis Garden project, CSUSB/UCR Campus, Xavier College Preparatory High School, and the NorthStar project. A total of 13,500 parking spaces are needed and a supply of 13,790 parking spaces is identified.~~

#### ❖ *Trash*

The event sponsor will ensure that sufficient trash cans and temporary receptacles are placed throughout the event area and that extra receptacles are placed in the heaviest visitor traffic areas. Trash cans will be checked regularly and replaced with fresh bags, keeping the event area clean and encouraging visitors to be neat and clean. Arrangements should be made for trash to be picked up several times during the event periods when the fewest number of people will be present. Street sweepers and trash trucks can be posted at key locations from the event site near the ending time of the event. This will signal the conclusion of the event and the start of clean up.

#### ❖ *Security*

Security will be provided by the event sponsor to ensure safety during special events. Special Event security staff will provide high-visibility vehicle and foot patrols, control access, monitor equipment and conduct area checks for safety and security deficiencies. Duties will potentially include ticket-taking, ushering, crowd control and working barricaded areas. Security staff will ensure compliance with alcohol and amplified sound policies and check backpacks and perform searches if desired.

## **B. PLANNING AREA LAND USE, PLANNING STANDARDS AND DESIGN GUIDELINES**

Development standards for the NorthStar project site have been established at two levels: (1) standards that universally apply to the overall as set forth in the preceding Section A, and (2) those standards found in this Section that apply specifically to the individual planning areas and further reinforce the overall project standards.

This chapter provides a description of each individual planning area comprising the NorthStar Specific Plan. The description of each planning area will be followed by a list of planning standards and design standards/guidelines anticipated for the particular planning area.

### **1. Planning Area No. 1: The Classic Course at NorthStar**

#### **a. *Descriptive Summary***

An 18-hole championship golf course was designed by The Palmer Course Design Company (previously entitled under *Specific Plan No. 151 Amendment No. 2, NorthStar Commerce Center and Golf Club*) and will be included as part of the NorthStar project. The golf course currently exists, as depicted in **Figure IV-38**. The golf course introduces a large active open space component to the site and occupies approximately 240 acres. The golf course will provide recreational opportunities for resort visitors and the general public. It will have international notoriety in that it will be one of the courses which will host the Bob Hope Classic.

The golfer will be presented with drama, beauty and a unique and varied playing environment providing a lush oasis in the midst of a dry desert. Extensive vegetation and broad green valleys will provide color, character and visual interest to the course. The Championship course will be unlike any other in the Coachella Valley, utilizing a landscape palette with pine and olive trees instead of Palm/Date trees.

The design incorporates dramatic and exciting elevation changes, providing golfers a variety of challenges and shot values. Numerous cascading water features (including a three-sided waterfall) will provide beauty while offering challenge. Designed as a course to handle tour events and tournaments, the course will measure long from the championship tees (7,500 yards) and will offer numerous options for the tour golfer to lower his score with risk/reward options. Hazards and bunkering will be strategically placed to challenge the expert golfer without sacrificing the average golfer's ability to play the course.

#### **b. *Planning Standards***

The Golf Course was previously approved on February 1<sup>st</sup>, 2005 (See Plot Plan 19242). For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein. Additional documentation regarding planning standards can be acquired at the County of Riverside Planning Department.

#### **c. *Design Standards/Guidelines***

Approval of the Golf Course design was finalized on February 1<sup>st</sup>, 2005 (See Plot Plan 19242). Documentation Regarding Design Standards/Guidelines can be acquired at the County of

Riverside Planning Department. Minor modifications to the current Plot Plan can be approved by the County Planning Director provided that they are consistent with the Specific Plan.

*d. Permitted Uses (PA 1)*

a. The following uses are permitted provided a plot plan has been approved pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No 348:

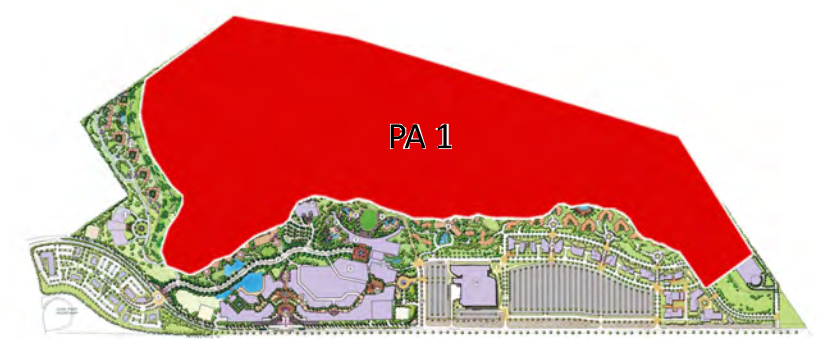
(1) Golf courses and appurtenant facilities, including clubhouses. A clubhouse is permitted to have customary retail shop and restaurant facilities.

(2) Lakes, including noncommercial fishing therefrom.

(3) Parking lots, only for above-listed permitted uses, pursuant to the provisions of Section 18.12 of the Riverside County Zoning Ordinance, No. 348, except that not less than five percent of the interior of such parking lots shall have distributed landscaping in addition to the landscaping requirements of Section 18.12 of the Riverside County Zoning Ordinance, No. 348.

(4) Water wells and appurtenant facilities.

(5) On-site identification signs, maximum size - ten square feet.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 1 - GOLF COURSE

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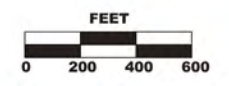


Figure IV-38

## **2. Planning Area No. 2: Golf Clubhouse Facility**

### **a. *Descriptive Summary***

A golf clubhouse facility will accompany the golf course and will include typical golf-related amenities such as a pro-shop, golf cart storage/maintenance, locker rooms, offices, and restaurant, lounge and banquet facilities. Location of the Golf Clubhouse Facility is illustrated in **Figure IV-39**. The clubhouse will be an 81,000 square foot, three-story building providing spectacular views of the golf course and Little San Bernardino Mountains. The timeless quality of architecture from the Mediterranean region of Europe has provided inspiration in the architectural design of the golf clubhouse. Proposed elevations and design characteristics of Planning Area No. 2 are illustrated in Figure **IV-40** (Golf Clubhouse Elevations).

### **b. *Planning Standards***

The Golf Clubhouse Facility was previously approved on June 13<sup>th</sup>, 2005 (See Plot Plan 19740). For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein. Additional documentation regarding planning standards can be acquired at the County of Riverside Planning Department.

### **c. *Design Standards/Guidelines***

Approval of the Golf Clubhouse Facility design was finalized on June 13<sup>th</sup>, 2005 (See Plot Plan 19740). Documentation regarding design standards/guidelines can be acquired at the County of Riverside Planning Department. Minor modifications to the current Plot Plan can be approved by the County Planning Director provided that they are consistent with the Specific Plan.

### **d. *Permitted Uses (PA 2)***

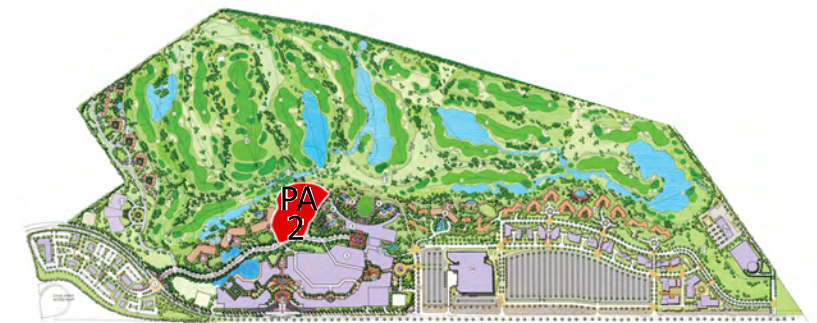
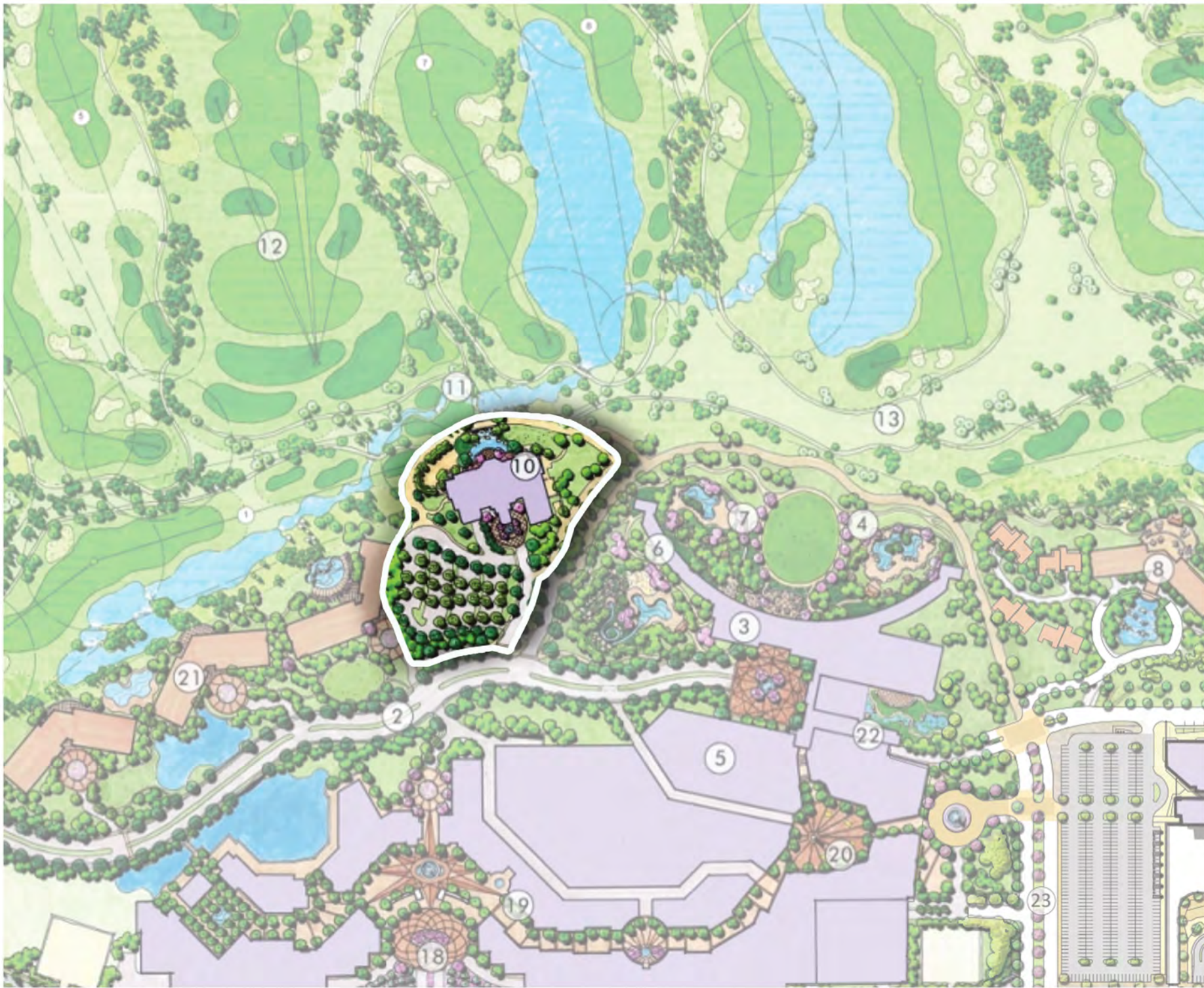
a. The following uses are permitted provided a plot plan has been approved pursuant to the provisions of Section 18.30 of the Riverside County No. 348:

(1) Golf courses and appurtenant facilities, including clubhouses. A clubhouse is permitted to have customary retail shop, golf related offices, restaurants, lounges, and banquet facilities.

(2) Parking lots, only for above-listed permitted uses, pursuant to the provisions of Section 18.12 of this ordinance, except that not less than five percent of the interior of such parking lots shall have distributed landscaping in addition to the landscaping requirements of Section 18.12 of this ordinance.

(3) Water wells and appurtenant facilities.

(4) On-site identification signs, maximum size - ten square feet.



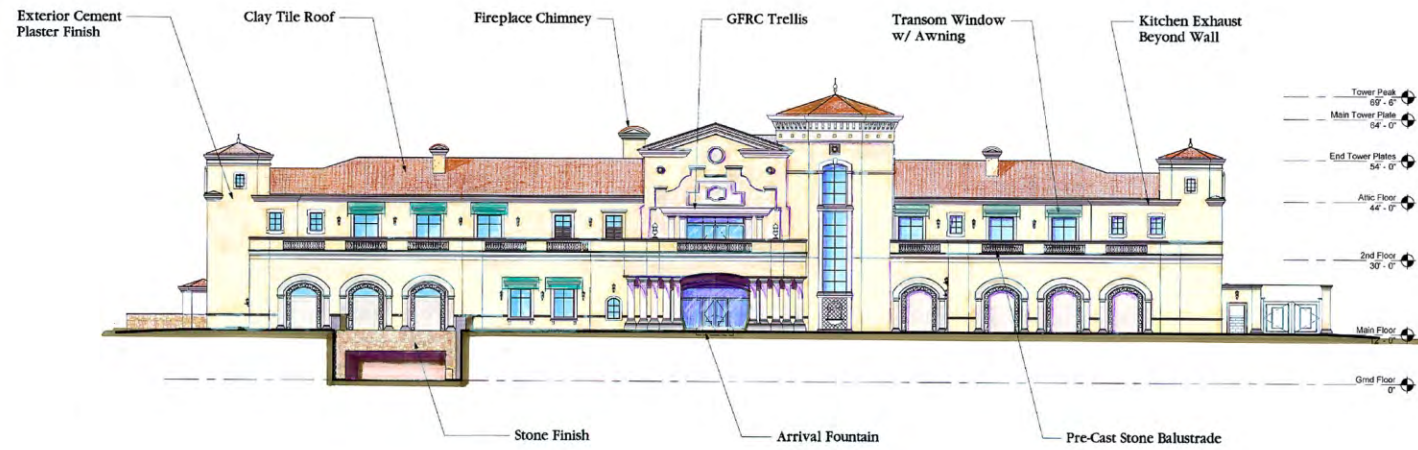
\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 2 - GOLF CLUBHOUSE FACILITIES

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AMENDMENT NO. 2



Figure IV-39



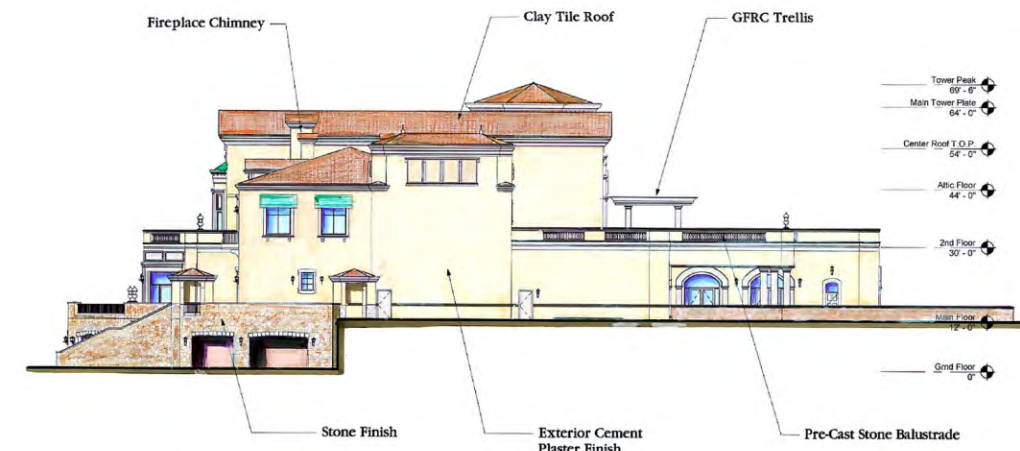
Front Elevation - South



East Elevation



Rear Elevation - North



West Elevation

# GOLF CLUBHOUSE - COLOR ELEVATIONS



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Figure IV-40



### 3. Planning Area No. 3: Golf View Hotel

#### a. *Descriptive Summary*

The centerpiece of the NorthStar project will be a world class 350-key five star resort hotel (**Figure IV-41**). The hotel will be the tallest building in the resort and will be strategically positioned to provide its guests with outstanding views of the championship golf course (more specifically, a view of the greens on the 9<sup>th</sup> and 18<sup>th</sup> holes and a view of the tees for the 8<sup>th</sup> and 10<sup>th</sup> holes), Coachella Valley Preserve, and the surrounding mountains. Elevations of the hotel are depicted in **Figure IV-42** (Golf View Hotel Elevation). The hotel will follow the general design theme of Mediterranean architecture. Hotel facilities will include a service lobby with front desk, dining services, gift shop, administrative offices, restrooms, housekeeping, valet and room service, single loaded guestrooms, banquet rooms, entertainment/conference facilities, spa and pool. Hotel parking will be conveniently located in basement levels within the hotel.

The 350-key luxury Hotel will have a gross area of about 1,000 square feet per room and will include the following components:

- 25,000 square foot spa
- 32,000 square foot of conference and meeting rooms
- A three meal restaurant and lobby bar
- A fine dining restaurant

#### b. *Land Use and Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

##### (1) Special treatment buffer areas

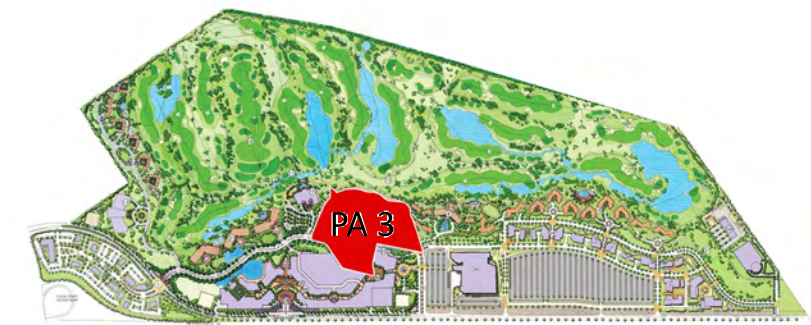
- The boundaries between Planning Area No. 3 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
- Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.

Structural – A visual screen created through either construction of an earthen berm or wall/fence and/or a combination of both to present visual separation when viewed from one side to the other.

##### (2) Parking

- Parking is being proposed principally in parking structures that are shared between Planning Areas. Parking Plans will be submitted during plot plan review and will demonstrate that minimum County Parking requirements are being met. Should



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# PLANNING AREA NO. 3 - DELUXE GOLF VIEW HOTEL

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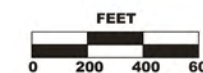
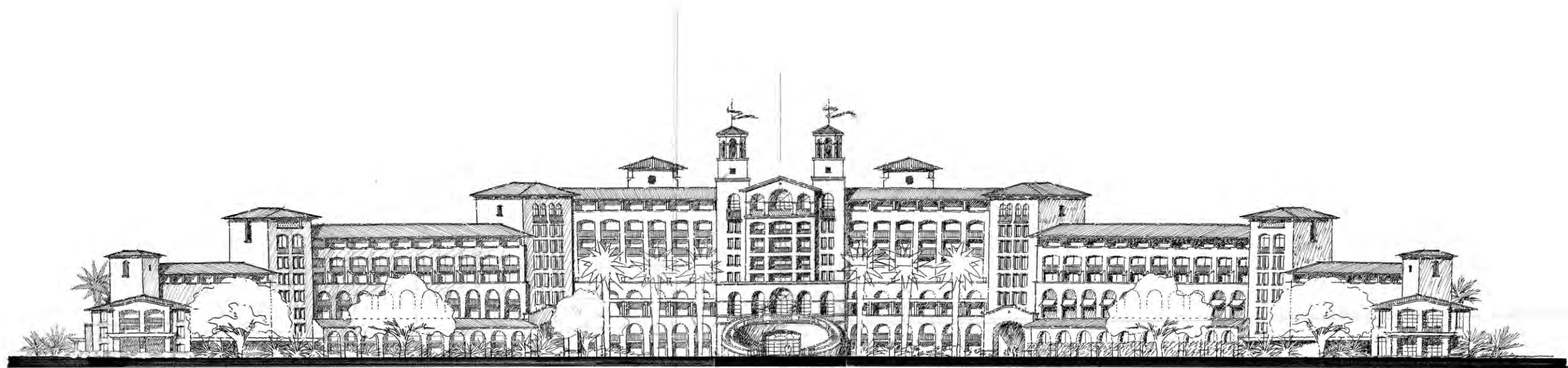


Figure IV-41



## DELUXE GOLF VIEW HOTEL - ELEVATION

The Keith Companies | **TKC**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN



OLIPHANT  
ENTERPRISES  
INC



**Figure IV-42**

parking be provided in adjacent planning areas the plot plans shall clearly show how parking is allocated between planning areas.

(3) Sign program

- A sign program shall be developed and submitted for approval by The County of Riverside Planning Department.
- Signage should advertise a place of business or provide directions/information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design.
- Sign color should be compatible with building colors.
- Fewer words make a more effective message. Symbols shall only be utilized if they are easily recognizable.
- Avoid hard-to-read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.
- Signs should be consistent with the proportion and scale of building elements within the facade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.

(4) Access

- As shown on **Figure IV-3** (Conceptual Vehicular Diagram), primary access to the Golf View Hotel will be obtained from NorthStar Resort Parkway (Primary Circulation Road).

c. *Design Standards/Guidelines*

(1) Building layout and arrangement

- The resort hotel shall orient hotel rooms and public areas to take maximum advantage of valley views (i.e. golf course, mountains etc.)
- The building layout and arrangement of the Golf View Hotel is depicted in **Figure IV-41**.

(2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

- (3) Screening
- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, landscaping, or a combination of elements.
- (4) Landscaping
- (a) Coverage
- The sum of landscaped areas shall be no less than 30% of the total planning area.
- (b) Plant selection list
- All landscaped areas within the Golf View Hotel Planning Area shall be planted with plant materials chosen from Landscape Zone 4 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- (c) Planting guidelines
- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
  - Location of landscaping shall be in accordance with applicable County Ordinances.
  - Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
  - Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.
- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
  - Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.

## (5) Architectural Features

## (a) Basic theme

- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

## (b) Building form, mass elevations

- The conceptual shape and configuration of the Golf View Hotel is depicted in **Figure IV-41**.
- A representative elevation of the hotel is depicted in **Figure IV-42**.

## (c) Shade and shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

## (d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

## (e) Offsets

- Offset accent elements from primary wall planes and utilize contrasting materials/textures for visual richness.

## (f) Eaves and Fascias

- The fascias around the eaves shall have detailed molding that accentuates the fenestration overhangs and/or entrances.

## (g) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for The Deluxe Golf View Hotel: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.
- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, copper etc., should be used where practicable.

## (h) Roof forms and materials

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.
- Rooftops should be designed to be visually attractive when viewed from adjacent buildings.

## (i) Spaces - verandas, patios, courtyards

- Courtyards, gardens and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.

- Visual focal points such as fountains or public art should be provided within plaza/courtyard areas.
- (j) Fencing and walls
- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
  - Walls may be enhanced with decorative inset tiles, wrought-iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.
- (k) Accessory
- Accessory elements such as mailboxes, trash enclosures, newspaper racks, and security gates should be compatible with the architectural style of the project.
- (l) Outside furnishing
- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.
  - Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
  - All outside furnishings shall be constructed of long-wearing, vandal resistant materials, capable of with standing the desert climatic conditions.
  - The selection, siting and layout of the different elements of outside furnishings shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.
- (m) Walkways
- The Primary Park Walkway within the area of the Golf View Hotel should be constructed of compatible materials and finishes to provide consistency throughout the planning area. As depicted in **Figure IV-5** (Conceptual Pedestrian Circulation Diagram), the Primary Park Walkway would be designed to provide links to additional pedestrian circulation routes within the project and connectivity to the entire project site.



*d. Permitted Uses (PA 3)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Restaurants and bars.
- (2) Curio shops, gift shops.
- (3) Sign, on-site advertising.
- (4) Hotels, motels.
- (5) Dwelling, bed and breakfast.

b. The uses listed in Subsection a. do not include sex-oriented businesses.

#### **4. Planning Area No. 4: Golf View Villas**

*a. Descriptive Summary*

As depicted in **Figure IV-43**, 54-high end residential “Golf View Villas” will be constructed along the southern boundary of the golf course, adjacent to the eastern boundary of the Hotel. The golf view villas will enjoy the same amenities and services as the other resort components while maintaining the privacy of single family dwelling units. The units will be strategically situated to take maximum advantage of championship golf course views. Each unit will be luxuriously furnished and designed with extreme attention to detail/quality. As part of an upscale community, these exclusive units will also be equipped with gourmet kitchens and individual spa pools. The proposed elevations and design characteristics of the Golf View Villas are illustrated in **Figures IV-44** (Single Story Golf View Villa – Floor Plan/Elevation) and **IV-45** (2-story Golf View Villa – Floor Plan/Elevation).

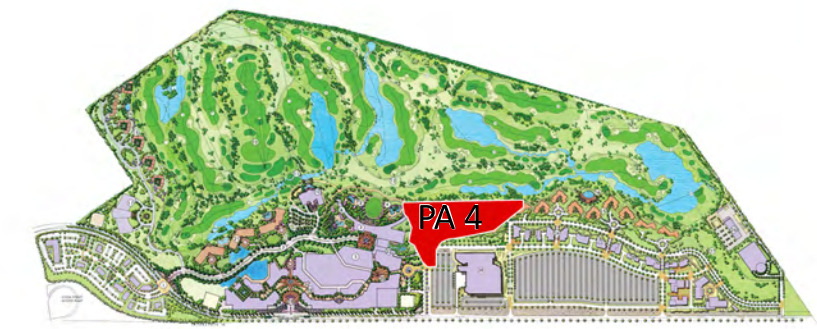
Each Golf View Villa will consist of the following:

- 2,000 square feet
- Two bedrooms
- 2.75 baths
- Gourmet Kitchen
- Individual spa pools
- Hotel and Concierge Services

The Villas are envisioned as freestanding individual buildings which embrace the indoor/outdoor connection with the golf course and mountains. Low pitched tile roofs are planned to harmonize with the horizontal plains of the desert.

*b. Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 4 - RESORT GOLF VIEW VILLAS

NORTHSTAR  
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AMENDMENT NO. 2

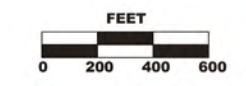
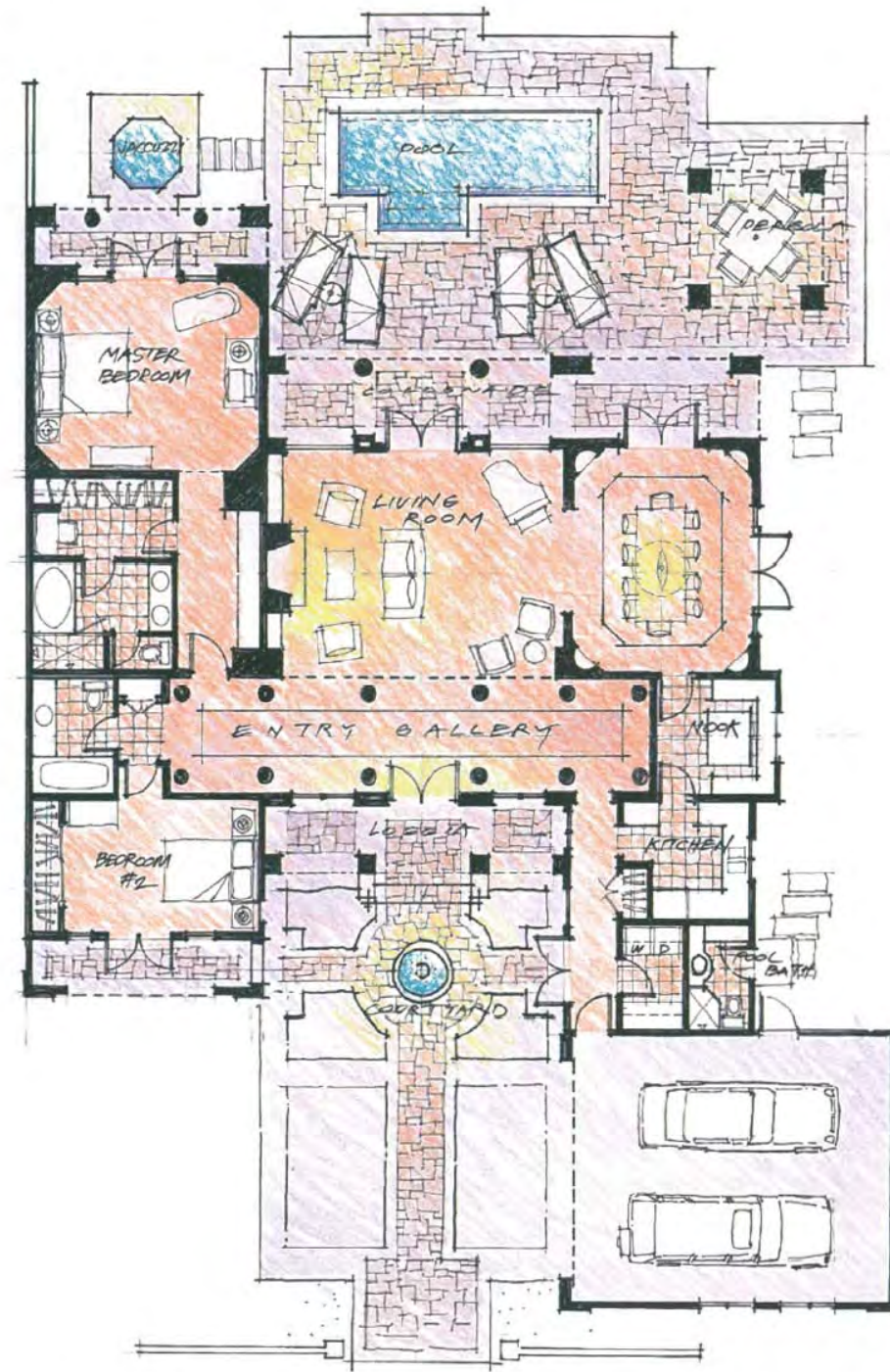


Figure IV-43



Floor Plan



Section



Rear Elevation



Front Elevation

# SINGLE STORY GOLF VIEW VILLAS - FLOOR PLANS/ELEVATIONS

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SCALE DEPICTED ABOVE



**Figure IV-44**



## 2-STORY GOLF VIEW VILLAS - FLOOR PLANS/ELEVATIONS

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40421.03.000 SPECIFIC PLAN



SCALE DEPICTED ABOVE



**Figure IV-45**

- (1) Encroachments
  - For specific information regarding encroachments, refer to the Specific Plan Zoning Ordinance, Section III, herein.
- (2) Parking
  - The parking provided by the project will meet the County's parking requirements.
  - The boundaries between Planning Area No. 4 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
  - Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.

Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.

*c. Design Standards/Guidelines*

- (1) Lotting concepts (including minimum lot sizes)
  - Building and lot layouts shall conform to Riverside County standards regarding minimum garage setbacks from access streets, minimum yard requirements, maximum height requirements, and other county standards, unless specific variances are granted.
- (2) Grading criteria
  - All grading will be performed in substantial conformance with **Figure IV-37**, Conceptual Grading Plan, and shall conform with Riverside County grading standards to the satisfaction of the County Engineering Department.
- (3) Siting criteria
  - Buildings should be sited to maximize mountain, valley and golf course views. Care should also be taken not to block these views from adjacent structures and to protect the privacy of adjacent property owners. Siting considerations should also include an assessment of the most logical building locations on the site.

## (4) Fencing/walls

- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
- Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.

## (5) Architectural features

## (a) Theme

- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

## (b) Form, mass, height

- The conceptual shape and configuration of the Golf View Villas are depicted in **Figure IV-43**.
- Representative elevations of the Golf View Villas are depicted in **Figures IV-44** and **IV-45**.

## (e) Shade/shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

## (d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

(e) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for the Golf View Villas: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, wrought iron.
- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, copper etc., should be used where practicable.
- The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards shall be submitted as a part of the application and review process.

(f) Roof form and material

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.

- Rooftops should be designed to be visually attractive when viewed from adjacent buildings.
- (g) Spaces
- Side yards should be varied to add interest and usable space; however, the minimum spacing between two structures shall be ten feet. In the case of zero lot line developments, a three (3) foot maintenance easement shall be provided.
- (h) Accessory structures
- Accessory Structures should be designed so that they are consistent with the architectural style of the primary structure and compatible with the residential character of the neighborhood.
- (6) Landscaping
- (a) Coverage
- The sum of landscaped areas shall be no less than 30% of the total planning area.
- (b) Plant selection
- All landscaped areas within the Golf View Villas Planning Area shall be planted with plant materials chosen from Landscape Zone 5 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- (c) Planting guidelines
- A minimum of six, five gallon shrubs, one 24" box tree (minimum 2" caliper), and one 15 gallon or larger tree (minimum 1" caliper) shall be planted along the front of all homes (garage and side yard gate areas are excluded).
  - Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
  - Location of landscaping shall be in accordance with applicable County Ordinances.
  - Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.



## (d) Special treatments

- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.

## (7) Lighting

- Exterior lighting should be designed to minimize glare and light spillage to other properties. Flood lighting and improperly shielded lighting is prohibited. Illumination of activity areas and walkways should be subtle, directed downward and of the minimum brightness necessary for safe movement along paths, stairways and courtyards.
- All lighting plans, equipment and related components are subject to design review and approval.
- Outdoor lighting, other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations. "Night skies" provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods shall be required.

*d. Permitted Uses (PA 4)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

(1) One-family dwellings.

(2) Home occupations.

(3) Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5 or 18.6 of this ordinance.

(4) On-site signs, affixed to building walls, stating the name of the structure, use, or institution, not to exceed five percent of the surface area of the exterior face of the wall upon which the sign is located.

(5) One-family dwellings developed as restricted single-family residential subdivisions, subject to the development standards of Section 7.11 of this ordinance. The provisions of Sections 7.2 through 7.10 of this ordinance shall not be applicable to developments under this permitted use.

b. The following uses shall be permitted provided a plot plan has first been approved pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Two family dwellings, multiple family dwellings, bungalow courts and apartment houses.
- (2) Boarding, rooming and lodging houses.
- (3) Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.
- (4) Public parks and public playgrounds, golf courses with standard length fairways, and county clubs.

## **5. Planning Area No. 5: Resort Timeshare Units**

### *a. Descriptive Summary*

As shown in **Figure IV-46**, the Resort Timeshare Units will be located west of the Golf Clubhouse, along the 1<sup>st</sup> fairway of the golf course. The Resort Timeshare component will consist of six multi-story buildings totaling 216 units. Each building complex will be located over parking. The units will have two-bedrooms and around 1,400 square feet of living space. Each unit will be fully furnished from custom furniture to kitchen utensils, silverware, towels, sheets and pillowcases. The décor and finishes will be compatible with the Hotel and the Resort Timeshare complex will have its own pool facilities and separate offices providing marketing and sales. Typical floor plans and elevations are portrayed in **Figure IV-47**.

Each Resort Timeshare Unit will consist of the following:

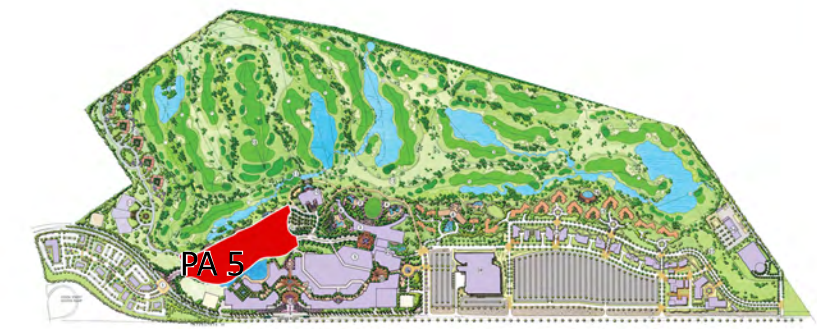
- 1,400 square feet
- Two bedrooms (including a lock-out)
- 2.75 baths
- Full kitchen
- Championship golf course and/or lagoon views

The Resort Timeshare Units will be the initial residential village encountered when entering the project site from NorthStar Resort Parkway.

### *b. Land Use and Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

- (1) Encroachments
  - For specific information regarding encroachments, refer to the Specific Plan Zoning Ordinance, Section III, herein.
- (2) Parking
  - Parking is being proposed principally in parking structures that are shared between Planning Areas. Parking Plans will be submitted during plot plan review and will demonstrate that minimum County Parking requirements are being met.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 5 - RESORT TIMESHARE UNITS

NORTHSTAR  
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AMENDMENT NO. 2

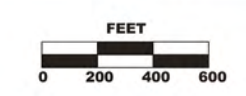
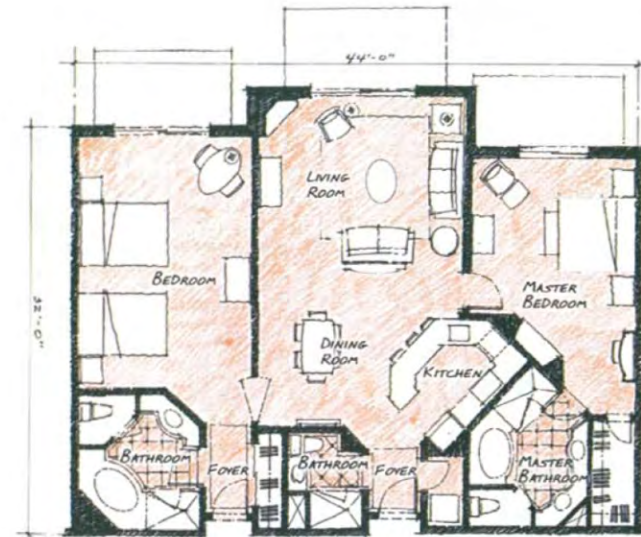
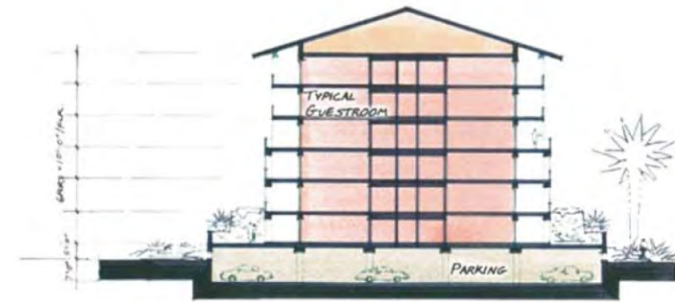


Figure IV-46



Time Share Typical Unit Plan



Time Share Section



Time Share Elevation

Time Share

**RESORT TIMESHARE - FLOOR PLANS/ELEVATIONS**

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NORTHSTAR  
40421.03.000 SPECIFIC PLAN



SCALE DEPICTED ABOVE

**Figure IV-47**

- Should parking be provided in adjacent planning areas the plot plans shall clearly show how parking is allocated between planning areas.
- (3) Special treatment/buffer areas
- The boundaries between Planning Area No. 5 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
  - Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.
  - Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.
  - Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.
- c. *Design Standards/Guidelines*
- (1) Lotting concepts (including minimum lot sizes)
- Building and lot layouts shall conform to Riverside County standards regarding minimum garage setbacks from access streets, minimum yard requirements, maximum height requirements, and other county standards, unless specific variances are granted.
- (2) Grading criteria
- All grading will be performed in substantial conformance with **Figure IV-37**, Conceptual Grading Plan, and shall conform with Riverside County grading standards to the satisfaction of the County Engineering Department.
- (3) Siting criteria
- Buildings should be sited to maximize mountain, valley and golf course views. Care should also be taken not to block these views from adjacent structures and to protect the privacy of adjacent property owners. Siting considerations should also include an assessment of the most logical building locations on the site.
- (4) Fencing/walls
- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.

- Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.

(5) Architectural features

(a) Theme

- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

(b) Form, mass, height

- The conceptual shape and configuration of the Resort Timeshare Units are depicted in **Figure IV-46**.
- Representative elevations of the Resort Timeshare Units are depicted in **Figure IV-47**.

(c) Shade/shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

(d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

(e) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for the Resort Timeshare Units: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass

block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.

- The appropriateness of any given color for a particular building depends on a number of factors, including, architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
  - Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
  - Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.
  - The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials while maintaining overall design continuity in the neighborhood is encouraged. Color sample boards shall be submitted as a part of the application and review process.
- (f) Roof form and material
- Roof materials most indicative of Mediterranean architecture, such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs, are encouraged. Other acceptable roof materials include copper and painted metal.
  - The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
  - Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
  - Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.
  - Rooftops should be designed to be visually attractive when viewed from adjacent buildings.
- (g) Spaces
- Side yards should be varied to add interest and usable space, however, the minimum spacing between two structures shall be ten feet. In the case of zero lot line developments, a three (3) foot maintenance easement shall be provided.

- (h) Accessory structures
- Accessory Structures should be designed so that they are consistent with the architectural style of the primary structure and compatible with the residential character of the neighborhood.
- (6) Landscaping
- (a) Coverage
- The sum of landscaped areas shall be no less than 30% of the total planning area.
- (b) Plant selection
- All landscaped areas within the Resort Timeshare Units Planning Area shall be planted with plant materials chosen from Landscape Zone 5 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- (c) Planting guidelines
- A minimum of six, five gallon shrubs, one 24" box tree (minimum 2" caliper), and one 15 gallon or larger tree (minimum 1" caliper) shall be planted along the front of all homes (garage and side yard gate areas are excluded).
  - Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
  - Location of landscaping shall be in accordance with applicable County Ordinances.
  - Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
- (7) Lighting
- Exterior lighting should be designed to minimize glare and light spillage to other properties. Flood lighting and improperly shielded lighting is prohibited. Illumination of activity areas and walkways should be subtle, directed downward



and of the minimum brightness necessary for safe movement along paths, stairways and courtyards.

- All lighting plans, equipment and related components are subject to design review and approval.
- Outdoor lighting, other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations. "Night skies" provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods shall be required.

*d. Permitted Uses (PA 5)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Restaurants and bars.
- (2) Curio shops, gift shops.
- (3) Sign, on-site advertising.
- (4) Hotels, motels.
- (5) Dwelling, bed and breakfast.

b. The uses listed in Subsection a. do not include sex-oriented businesses.

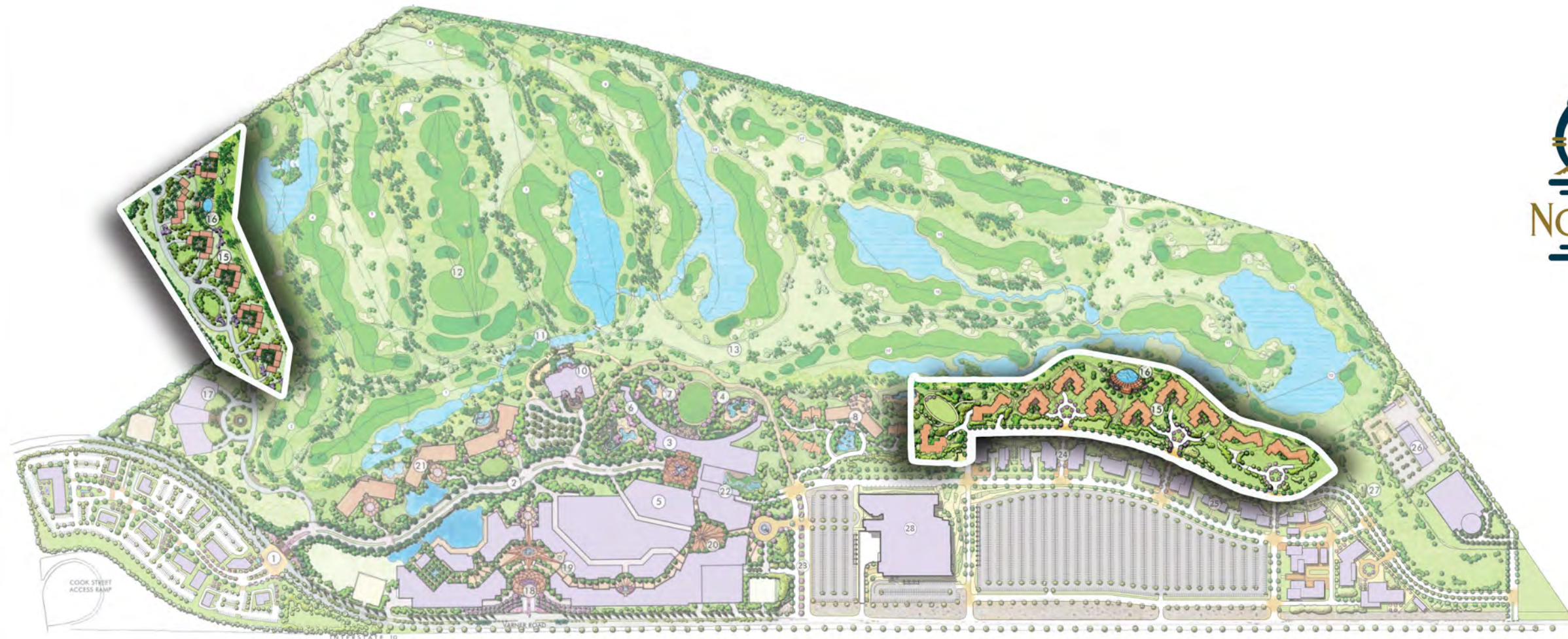
**6. Planning Area No. 6A & 6B: Golf View Condominiums**

*a. Descriptive Summary*

As shown in **Figure IV-48**, luxury Golf View Condominiums will be constructed at two separate locations within the NorthStar project site. The first area (Planning Area 6A) will be located north of the Executive Office Complex and west of the golf course. The second area (Planning Area 6B) will be located east of the **Resort** Golf-View Villas and north of the Industrial Park. A total of 570 luxury condominium units will be constructed in both areas. The units will be individually sold and will enjoy views of the Championship Golf Course and Little San Bernardino Mountains to the north. The units will be available in various sizes and configurations and will offer an affordable and ideal range of options.

*b. Land Use and Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 6 - GOLF VIEW CONDIMINIUMS

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2

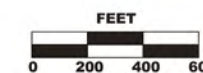


Figure IV-48

- (1) Encroachments
  - For specific information regarding encroachments, refer to the Specific Plan Zoning Ordinance, Section III, herein.
- (2) Parking
  - The parking provided by the project will meet the County's parking requirements.
- (3) Special treatment/buffer areas
  - The boundaries between Planning Area No. 6 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
  - Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.

Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.

*c. Design Standards/Guidelines*

- (1) Lotting concepts (including minimum lot sizes)
  - Building and lot layouts shall conform to Riverside County standards regarding minimum garage setbacks from access streets, minimum yard requirements, maximum height requirements, and other county standards, unless specific variances are granted.
- (2) Grading criteria
  - All grading will be performed in substantial conformance with **Figure IV-37**, Conceptual Grading Plan, and shall conform with Riverside County grading standards to the satisfaction of the County Engineering Department.
- (3) Siting criteria
  - Buildings should be sited to maximize mountain, valley and golf course views. Care should also be taken not to block these views from adjacent structures and to protect the privacy of adjacent property owners. Siting considerations should also include an assessment of the most logical building locations on the site.

## (4) Fencing/walls

- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
- Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.

## (5) Architectural features

## (a) Theme

- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

## (b) Form, mass, height

- The conceptual shape and configuration of the golf view condominiums are depicted in **Figure IV-48**.
- The elevations of the buildings within Planning Area No. 6 will be completed prior to the plot plan submittal process.

## (c) Shade/shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

## (d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

(e) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for the Golf View Condominiums: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.
- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.
- The colors and materials on adjacent residential structures should be varied to establish a separate identity for the dwellings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the neighborhood. Color sample boards shall be submitted as a part of the application and review process.

(f) Roof form and material

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.

- Rooftops should be designed to be visually attractive when viewed from adjacent buildings.
- (g) Spaces
- Side yards should be varied to add interest and usable space, however, the minimum spacing between two structures shall be ten feet. In the case of zero lot line developments, a three (3) foot maintenance easement shall be provided.
- (h) Accessory structures
- Accessory structures should be designed so that they are consistent with the architectural style of the primary structure and compatible with the residential character of the neighborhood.
- (6) Landscaping
- (a) Coverage
- The sum of landscaped areas shall be no less than 30% of the total planning area.
- (b) Plant selection
- All landscaped areas within the Golf View Condominium Planning Area shall be planted with plant materials chosen from Landscape Zone 6 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- (c) Planting guidelines
- A minimum of six, five gallon shrubs, one 24" box tree (minimum 2" caliper), and one 15 gallon or larger tree (minimum 1" caliper) shall be planted along the front of all homes (garage and side yard gate areas are excluded).
  - Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
  - Location of landscaping shall be in accordance with applicable County Ordinances.
  - Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.

## (d) Special treatments

- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.

## (7) Lighting

- Exterior lighting should be designed to minimize glare and light spillage to other properties. Flood lighting and improperly shielded lighting is prohibited. Illumination of activity areas and walkways should be subtle, directed downward and of the minimum brightness necessary for safe movement along paths, stairways and courtyards.
- All lighting plans, equipment and related components are subject to design review and approval.
- Outdoor lighting, other than street lighting, shall be low to the ground or shielded and hooded to avoid shining onto adjacent properties and streets. Illuminated street address lighting fixtures shall be installed on the front yard side of each dwelling to facilitate location of the street address numbers for safety and public convenience and to compensate for dark sky lighting considerations. "Night skies" provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods shall be required.

*d. Permitted Uses (PA 6)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

(1) One-family dwellings.

(2) Home occupations.

(3) Planned residential developments, provided a land division is approved pursuant to the provisions of County Ordinance No. 460 and the development standards in Section 18.5 or 18.6 of this ordinance.

(4) On-site signs, affixed to building walls, stating the name of the structure, use, or institution, not to exceed five percent of the surface area of the exterior face of the wall upon which the sign is located.

(5) One-family dwellings developed as restricted single-family residential subdivisions, subject to the development standards of Section 7.11 of this ordinance. The provisions of Sections 7.2 through 7.10 of this ordinance shall not be applicable to developments under this permitted use.

b. The following uses shall be permitted provided a plot plan has first been approved pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Two family dwellings, multiple family dwellings, bungalow courts and apartment houses.
- (2) Boarding, rooming and lodging houses.
- (3) Temporary real estate tract offices located within a subdivision, to be used only for and during the original sale of the subdivision, but not to exceed a period of two years in any event.
- (4) Public parks and public playgrounds, golf courses with standard length fairways, and county clubs.

## 7. Planning Area No. 7: Mixed Use Retail Village

### a. *Descriptive Summary*

Inspired by top international resort destinations around the world, the retail village will effectively serve as the heart and social focal point of the resort and surrounding communities. The Village at NorthStar is expected to serve as the beacon of lifestyle and sophistication. *“A whole new world of shopping delights, embraced by old world European charm, awaits discovery at The Village.”*

The 400,000 square foot Mixed Use Retail Village (**Figure IV-49**) will serve as the symbolic and functional hub of the NorthStar development and will provide key commercial linkages to a wide variety of on-site uses. The upscale, “people friendly” retail village will showcase leading (multi-national) retailers with specific merchandising emphasis on lifestyle, home, leisure and food/beverage categories. The Village will provide the best in retail synergy with a shopping environment similar to top performing centers, such as Phillips Place (Charlotte, North Carolina) and Market Commons at Clarendon (Clarendon, Virginia). The Mixed Use Retail Village is anticipated to satisfy the highly sophisticated taste and demand of the local consumer base and upon completion will set the standard for high-end shopping facilities in the Coachella Valley.

The Mixed Use Retail Village will be comprised of multiple floors. Shops and Restaurants will be provided on the Ground Floor and will cater to the retail client. The second floor will consist of office uses and the possibility of additional retail uses. The third floor will have residences and parking will be underground or in attached structures.

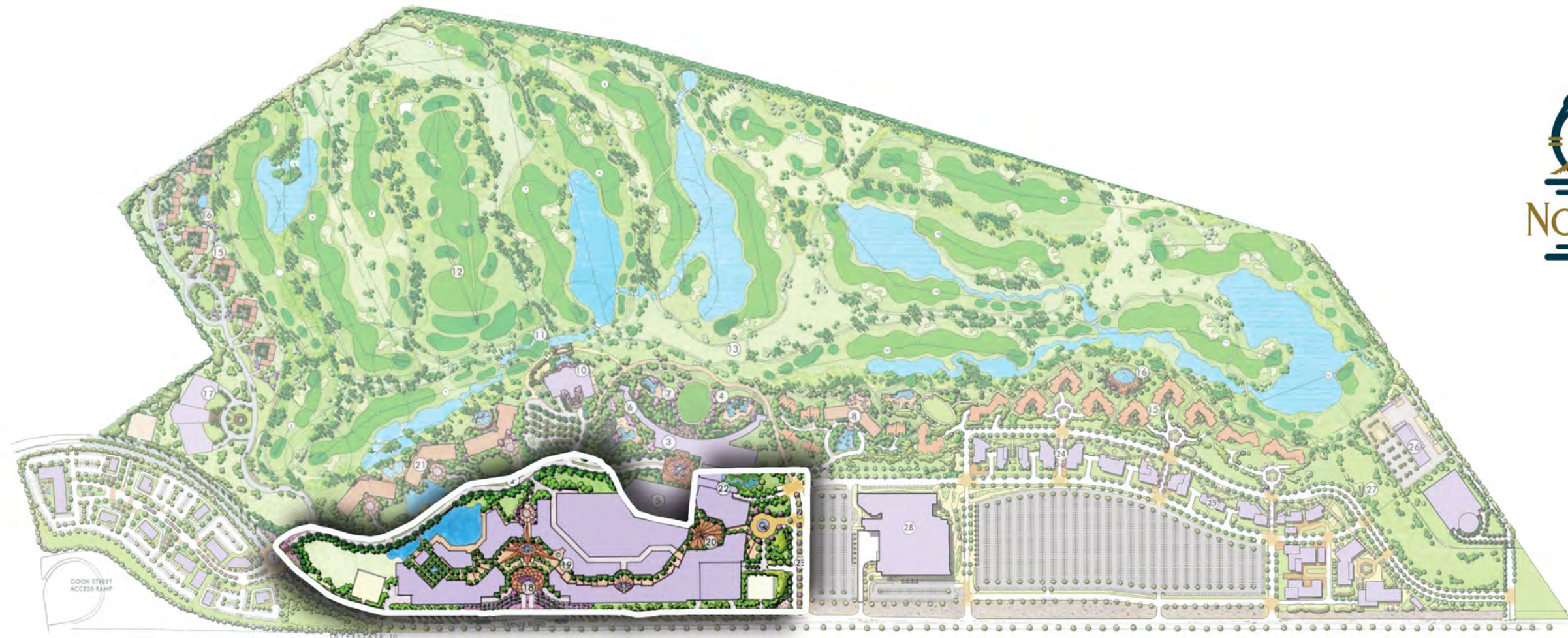
An elevation and representative illustration of a plaza within the Mixed Use Retail Village are shown in **Figure IV-50**. The village will be derived from concepts associated with the typical Mediterranean town in which people live, work, and shop in the same neighborhood. A “sense of place,” will be created by using streetscapes, plazas and courtyards (all components of a typical Mediterranean Village).

### b. *Land Use and Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

- (1) Special treatment buffer areas
  - The boundaries between Planning Area No. 7 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.





\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 7 - MIXED USE RETAIL VILLAGE

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2

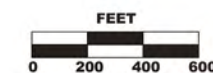


Figure IV-49



Aerial View of Main Plaza



# MIXED USE RETAIL VILLAGE - AERIAL VIEW OF PLAZA/ELEVATION

The Keith Companies | **TKC**

NORTHSTAR  
40421.03.000 SPECIFIC PLAN

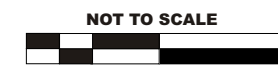


Figure IV-50

- Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.
- Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.
- Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.

(2) Parking

- Parking is being proposed principally in parking structures that are shared between Planning Areas. Parking Plans will be submitted during plot plan review and will demonstrate that minimum County Parking requirements are being met. Should parking be provided in adjacent planning areas the plot plans shall clearly show how parking is allocated between planning areas.

(3) Sign program

- A sign program shall be developed and submitted for approval by The County of Riverside Planning Department.
- Signage should advertise a place of business or provide directions/information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design.
- Sign color should be compatible with building colors.
- Fewer words make a more effective message. Symbols shall only be utilized if they are easily recognizable.
- Avoid hard to read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.
- Signs should be consistent with the proportion and scale of building elements within the façade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.

(4) Access

- As shown on **Figure IV-3** (Conceptual Vehicular Diagram), primary access into the Mixed Use Retail Village will be obtained from Varner Road via a signalized intersection.

*c. Design Standards/Guidelines*

## (1) Building layout and arrangement

- Storefronts and major building entries should be oriented towards major streets, courtyards or plazas.
- Buildings facing pedestrian streets and plazas should incorporate design features that provide visual interest at the street level. Building elements should be designed in a way that enhances the visibility of merchandise and store related activities by pedestrians.
- The orientation of a building should be taken into consideration when selecting colors, because it affects color appearance.

## (2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

## (3) Screening

- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, landscaping or a combination of elements.

## (4) Landscaping

## (a) Coverage

- The sum of landscaped areas shall be no less than 10% of the total planning area.

## (c) Plant selection list

- All landscaped areas within the Mixed Use Retail Village shall be planted with plant materials chosen from Landscape Zone 7 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** through **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.

## (c) Planting guidelines

- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
- Location of landscaping shall be in accordance with applicable County Ordinances.

- Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
- Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.

(d) Special treatments

- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
- Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.

(5) Architectural Features

(a) Basic theme

- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.

(b) Building form, mass elevations

- The conceptual shape and configuration of the Mixed Use Retail Village is depicted in **Figure IV-49**.
- The elevations of the buildings within Planning Area No. 7 will be completed prior to the plot plan submittal process.

(c) Shade and shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

- Shade is recommended over areas where people congregate and linger (e.g. seating areas and outdoor eating areas).

- Business operators should be encouraged to build awnings off their premises. As well as contributing to a shaded walkway for shoppers, these may help to increase patronage, as people will be more inclined to linger in cool, shaded areas outside shop windows.
- (d) Building relief
- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.
- (e) Offsets
- Offset accent elements from primary wall planes and utilize contrasting materials/textures for visual richness.
- (f) Eaves and Fascias
- The fascias around the eaves shall have detailed molding that accentuates the fenestration overhangs and/or entrances.
- (g) Materials
- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for buildings within the Mixed Use Retail Village: stucco, smooth block, granite, marble.
  - Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.
  - The appropriateness of any given color for a particular building depends on a number of factors, including, architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
  - Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
  - Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.
  - The colors and materials on adjacent structures should be varied to establish a separate identity for buildings. A variety of colors and textures of building materials while maintaining overall design continuity in the Mixed Use Retail

Village is encouraged. Color sample boards shall be submitted as a part of the application and review process.

(h) Roof forms and materials

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complements or accent the adjacent materials and colors.
- Rooftops should be designed to be visually attractive when viewed from adjacent buildings.

(i) Spaces - verandas, patios, courtyards

- Courtyards, gardens and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.
- Visual focal points such as fountains or public art should be provided within plaza/courtyard areas.

(j) Fencing and walls

- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
- Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.

(k) Accessory

- Accessory elements such as mailboxes, trash enclosures, newspaper racks, and security gates should be compatible with the architectural style of the project.

- (l) Outside furnishing
- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.
  - Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
  - All outside furnishings shall be constructed of long wearing, vandal resistant materials, capable of withstanding the desert climatic conditions.
  - The selection, siting and layout of the different elements of outside furnishings shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.
- (m) Walkways
- The Shopping Promenade within the Mixed Use Retail Village should be constructed of compatible materials and finishes to provide consistency throughout the planning area. As depicted on **Figure IV-5** (Conceptual Pedestrian Circulation Diagram), the Shopping Promenade would be designed to provide links to additional pedestrian circulation routes within the project and connectivity to the entire project site.

*d. Permitted Uses (PA 7)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Antique shops.
- (2) Art supply shops and studios.
- (3) Auditoriums and conference rooms.
- (4) Bakery goods distributors.
- (5) Bakery shops, including baking only when incidental to retail sales on the premises.
- (6) Banks and financial institutions.
- (7) Barber and beauty shops.
- (8) Bars and cocktail lounges.
- (9) Book stores and binders.
- (10) Catering services.



- (11) Clothing stores.
- (12) Confectionery or candy stores.
- (13) Costume design studios.
- (14) Dance halls.
- (15) Delicatessens.
- (16) Department stores.
- (17) Drug stores.
- (18) Dry goods stores.
- (19) Employment agencies.
- (20) Florists shops.
- (21) Food markets and frozen food lockers.
- (22) Gift shops.
- (23) Hotels, resort hotels and motels.
- (24) Household goods sales, including but not limited to, new and used appliances, furniture, carpets, draperies, lamps, radios, and television sets, including repair thereof.
- (25) Hobby shops.
- (26) Ice cream shops.
- (27) Interior decorating shops.
- (28) Jewelry stores, including incidental repairs.
- (29) Laboratories, film, dental, medical, research or testing.
- (30) Laundries and laundromats.
- (31) Leather goods stores.
- (32) Locksmith shops.
- (33) Mail order businesses.
- (34) Manufacturer's agent.
- (35) Market, food, wholesale or jobber.
- (36) Meat markets, not including slaughtering.
- (37) Mimeographing and addressograph services.

- (38) Music stores.
- (39) News stores.
- (40) Notions or novelty stores.
- (41) Offices, including business, law, medical, dental, chiropractic, architectural, engineering, community planning, real estate.
- (42) One on-site operator's residence, which may be located in a commercial building.
- (43) Paint and wallpaper stores, not including paint contractors.
- (44) Pet shops and pet supply shops.
- (45) Photography shops and studios and photo engraving.
- (46) Poultry markets, not including slaughtering or live sales
- (47) Printers or publishers.
- (48) Produce markets.
- (49) Radio and television broadcasting studios.
- (50) Recording studios.
- (51) Refreshment stands.
- (52) Restaurants and other eating establishments.
- (53) Schools, business and professional, including art, barber, beauty, dance, drama, music and swimming.
- (54) Shoe stores and repair shops.
- (55) Shoeshine stands.
- (56) Signs, on-site advertising.
- (57) Sporting goods stores.
- (58) Stained glass assembly.
- (59) Stationer stores.
- (60) Stations, bus, railroad and taxi.
- (61) Tailor shops.
- (62) Telephone exchanges.
- (63) Theaters, not including drive-ins.

- (64) Tobacco shops.
- (65) Tourist information centers.
- (66) Toy shops.
- (67) Travel agencies.
- (68) Typewriter sales and rental, including incidental repairs.
- (69) Watch repair shops.
- (70) Convenience stores, not including the sale of motor vehicle fuel.
- (71) Day care centers.
- (72) baths, health centers Massage parlors, Turkish and similar personal service establishments.

b. The following uses are permitted, together with outside storage and display of materials appurtenant to such use, provided a plot plan has been approved pursuant to the provisions of Section 18.30 of this ordinance:

- (1) Bicycle sales and rentals.
- (2) Electrical substations.
- (3) Golf cart sales and service.
- (4) Parking lots and parking structures.
- (5) Sports and recreational facilities, not including motor driven vehicles and riding academies, but including archery ranges, athletic playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.

d. The following uses are permitted provided a conditional use permit has been granted pursuant to the provisions of Section 18.28 of this ordinance:

- (3) Heliports.

e. The uses listed in Subsections a., b., and d. do not include sex-oriented businesses.

f. Accessory Uses. An accessory use to a permitted use is allowed provided the accessory use is incidental to, and does not alter the character of, the principal permitted use, including, but not limited to:

- (1) Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and provided any such activity does not exceed any of the following restrictions:

- a) The maximum gross floor area of the building permitted to be devoted to such accessory use shall be 25 percent.

b) The maximum total horsepower of all electric motors used in connection with such accessory use shall be five horsepower.

c) The accessory use shall be so conducted that noise, vibration, dust, odor, and all other objectionable factors shall be reduced to the extent that there will be no annoyance to persons outside the premises. Such accessory use shall be located not nearer than 50 feet to any residential zone.

d) Accessory uses shall be conducted wholly within a completely enclosed building.

g. Any use that is not specifically listed in Subsections a., b., and d. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls.

## **8. Planning Area No. 8: Industrial Park (Research & Development)**

### ***a. Descriptive Summary***

The Industrial Park (research and development) is envisioned to be utilized by the ~~high-tech~~ business sector for product marketing and development. The Industrial Park is strategically located along Interstate 10 ~~and north and east of Planning Area No.11~~, a major transportation corridor which links Los Angeles, California and Phoenix, Arizona, and is an information superhighway containing major fiber optic cable. As shown in **Figure IV-51**, the Industrial Park will be located ~~north and east of the Mixed-Use Retail Village Arena and Event Center~~ along the southern boundary of the project site (Varner Road). Access into the Industrial Park will be properly controlled and limited to key locations off of Varner Road.

The Industrial Park will potentially consist of one- to two-story buildings with structures arranged around open spaces containing common pedestrian spines and gathering points. The Industrial Park will ~~utilize be a continuation of the village concept with~~ a fabric of streets and pedestrian corridors that interconnect the buildings.

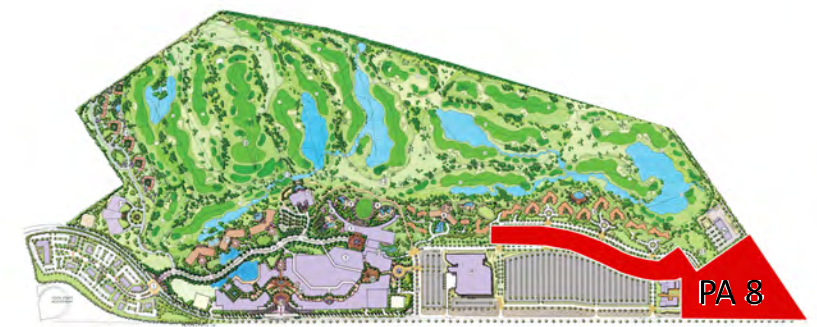
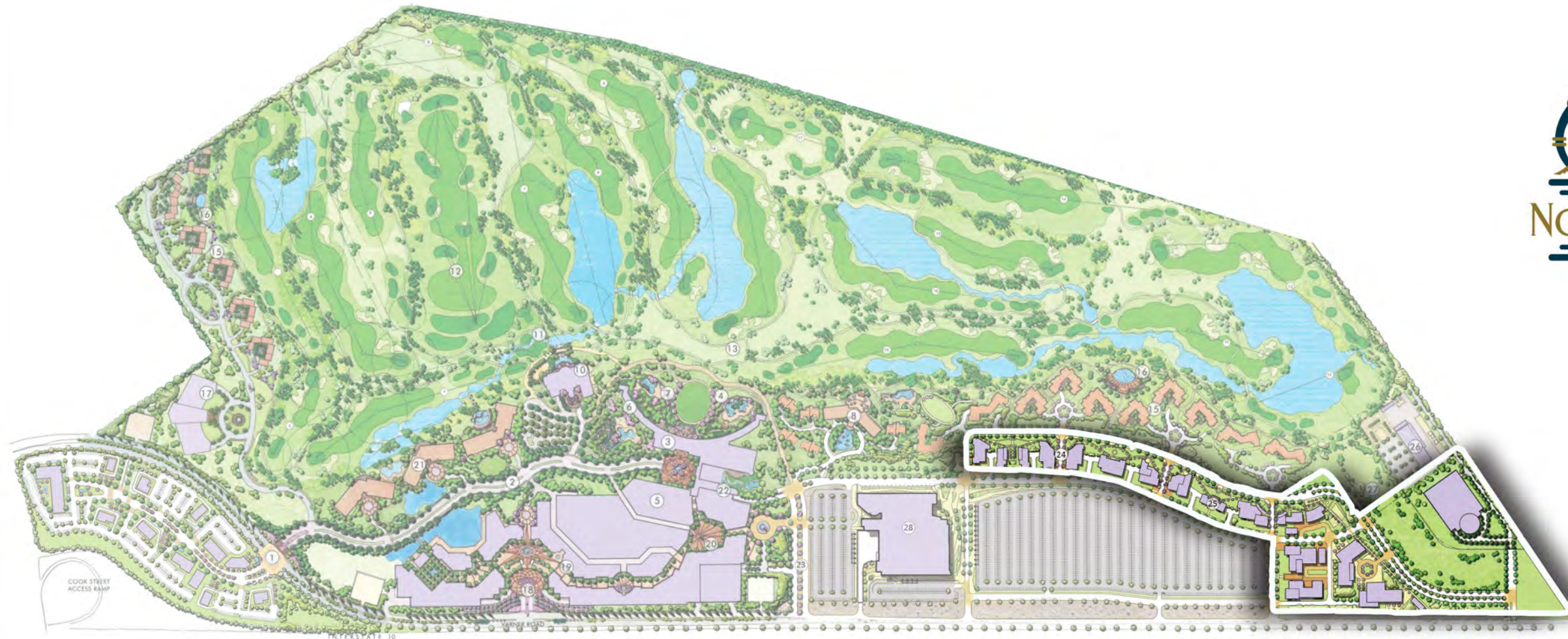
### ***b. Land Use and Planning Standards***

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

#### **(1) Special treatment buffer areas**

- The boundaries between Planning Area No. 8 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
- Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 8 - INDUSTRIAL PARK

RESEARCH AND DEVELOPMENT



NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



Figure IV-51

Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.

2) Parking

- Parking is being proposed principally in parking structures that are shared between Planning Areas. Parking Plans will be submitted during plot plan review and will demonstrate that minimum County Parking requirements are being met. Should parking be provided in adjacent planning areas the plot plans shall clearly show how parking is allocated between planning areas.

(3) Sign program

- A sign program shall be developed and submitted for approval by The County of Riverside Planning Department.

Signage should advertise a place of business or provide directions/information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design.

- Sign color should be compatible with building colors.
- Fewer words make a more effective message. Symbols shall only be utilized if they are easily recognizable.
- Avoid hard to read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.
- Signs should be consistent with the proportion and scale of building elements within the façade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.

(4) Access

As shown on **Figure IV-3** (Conceptual Vehicular Diagram), primary access into the Industrial Park will be obtained from Varner Road through approved ~~via two~~ signalized intersections. **One primary access entry is located on the eastern corner of the planning area, along the southern boundary of Varner Road. Continuing in a westward direction, various entry points are established along Varner Road, including two driveways that will allow access to the northern portion of the planning area through Planning Area 11. A second primary access is located between Planning Area 11 and Planning Area 7 that will be utilized as a main thoroughfare to the Planning Area.**

c. *Design Standards/Guidelines*

(1) Building layout and arrangement

- The building layout and arrangement of the Industrial Park is depicted in **Figure IV-51**.

(2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

(3) Screening

- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, landscaping or a combination of elements.

(4) Landscaping

(a) Coverage

- The sum of landscaped areas shall be no less than 10% of the total planning area.

(b) Plant selection list

- All landscaped areas within the Industrial Park (research and development) shall be planted with plant materials chosen from Landscape Zone 8 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.

(c) Planting guidelines

- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
- Location of landscaping shall be in accordance with applicable County Ordinances.
- Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
- Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.

- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
  - Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.

(5) Architectural Features

- (a) Basic theme
- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.
- (b) Building form, mass elevations
- The conceptual shape and configuration of the Industrial Park is depicted in **Figure IV-51**.
  - The elevations of the buildings within Planning Area No. 8 will be completed prior to the plot plan submittal process.
- (c) Shade and shadow
- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.

- (d) Building relief
- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.



## (e) Offsets

- Offset accent elements from primary wall planes and utilize contrasting materials/textures for visual richness.

## (f) Eaves and Fascias

- The fascias around the eaves shall have detailed molding that accentuates the fenestration overhangs and/or entrances.

## (g) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for buildings within the Industrial Park: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.
- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.
- The colors and materials on adjacent structures should be varied to establish a separate identity for buildings. A variety of colors and textures of building materials is encouraged, while maintaining overall design continuity in the Industrial Park. Color sample boards shall be submitted as a part of the application and review process.

## (h) Roof forms and materials

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.

- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
  - Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.
  - Rooftops should be designed to be visually attractive when viewed from adjacent buildings.
- (i) Spaces - verandas, patios, courtyards
- Courtyards, gardens and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.
  - Visual focal points such as fountains or public art should be provided within plaza/courtyard areas.
- (j) Fencing and walls
- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
  - Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.
- (k) Accessory
- Accessory Structures should be designed so that they are consistent with the architectural style of the primary structure and compatible with the residential character of the neighborhood.
- (l) Outside furnishing
- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.
  - Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
  - All outside furnishings shall be constructed of long-wearing, vandal resistant materials, capable of withstanding the desert climatic conditions.

- The selection, siting and layout of the different elements of outside furnishings shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.
- (m) Walkways
- The Pedestrian Sidewalk within the Industrial Park should be constructed of compatible materials and finishes to provide consistency throughout the planning area. As depicted on **Figure IV-5** (Conceptual Pedestrian Circulation Diagram), the Pedestrian Sidewalk would be designed to provide links to additional pedestrian circulation routes within the project and connectivity to the entire project site.

*d. Permitted Uses (PA 8)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

(1) Printing and publishing or newspapers, periodicals, books, forms, cards, and similar items.

(2) Binding of books and other publications.

(3) Chemical and Glass Products:

a. Pharmaceutical research and manufacture.

b. Glassblowing, pressing, cutting, and other glassware products.

(4) Metal, Machinery, and Electrical Products:

a. Jewelry manufacture and repair.

b. Manufacture, assembly, testing and repair of components, devices, equipment and systems of an electrical, electronic, or electro-mechanical nature, such as, but not limited to:

1. Metering instruments, equipment and systems.

2. Radar, infrared and ultraviolet equipment and systems.

3. Coils, tubes, semiconductors and similar components.

4. Scientific and mechanical instruments.

5. Data processing equipment and systems.

6. Communication, navigation control, transmission and reception equipment, control transmission and reception equipment, control equipment and systems, guidance equipment and systems.

c. Office and computing machine manufacture, repair, and sales.

d. Control devices and gauges.

(5) Engineering and Scientific Instruments:

a. Manufacture and repair of engineering, scientific, and medical instrumentation including but not limited to:

1. Measuring devices, watches, clocks, and related items.

2. Optical goods.

3. Medical, and dental instruments.

4. Engineering, survey, and drafting instruments.

5. Photographic equipment.

(6) Industrial Uses:

a. Public utility substations and storage buildings.

b. Warehousing and distribution, including mini-warehouses.

c. Communications and microwave installations.

d. Telephone exchanges and switching equipment.

e. Post offices.

f. Fire and police stations.

g. Water and gas company service facilities.

h. Parcel delivery services.

(7) The following service and commercial uses:

a. Banks and financial institutions.

b. Blueprint and duplicating services.

c. Laboratories, film, medical, research, or testing centers.

d. Office equipment sales and service.

e. Offices, professional sales and service, including business, law, medical, dental, chiropractic, architectural and engineering.

f. Parking lots and parking structures.

g. Restaurants and other eating establishments.

h. Barber and beauty shops.

- i. Day care centers.
  - j. Health and exercise centers.
  - k. One-family dwellings on the same parcel as the industrial or commercial use provided such dwellings are occupied exclusively by the proprietor or caretaker of the use and their immediate families.
  - l. Signs, on-site advertising.
- b. The following uses are permitted provided a conditional use permit has been granted pursuant to Section 18.28 of this ordinance:

(1) Heliports.

d. Any use that is not specifically listed in Subsections a. and b. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls.

## **9. Planning Area No. 9: Executive Office**

### ***a. Descriptive Summary***

As illustrated in **Figure IV-52**, the Executive Office Complex will be located north of the Community Commercial parcel (PA-10) at the western end of the project. The office buildings will contain approximately 230,000 square feet of office space and will not exceed three stories in height. The Executive Offices will draw inspiration from the Manor House Estates found just outside the typical Mediterranean village. The office complex will maintain consistency and complement the general architectural theme of the project.

### ***b. Land Use and Planning Standards***

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

(1) Special treatment buffer areas

- The boundaries between Planning Area No. 9 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.

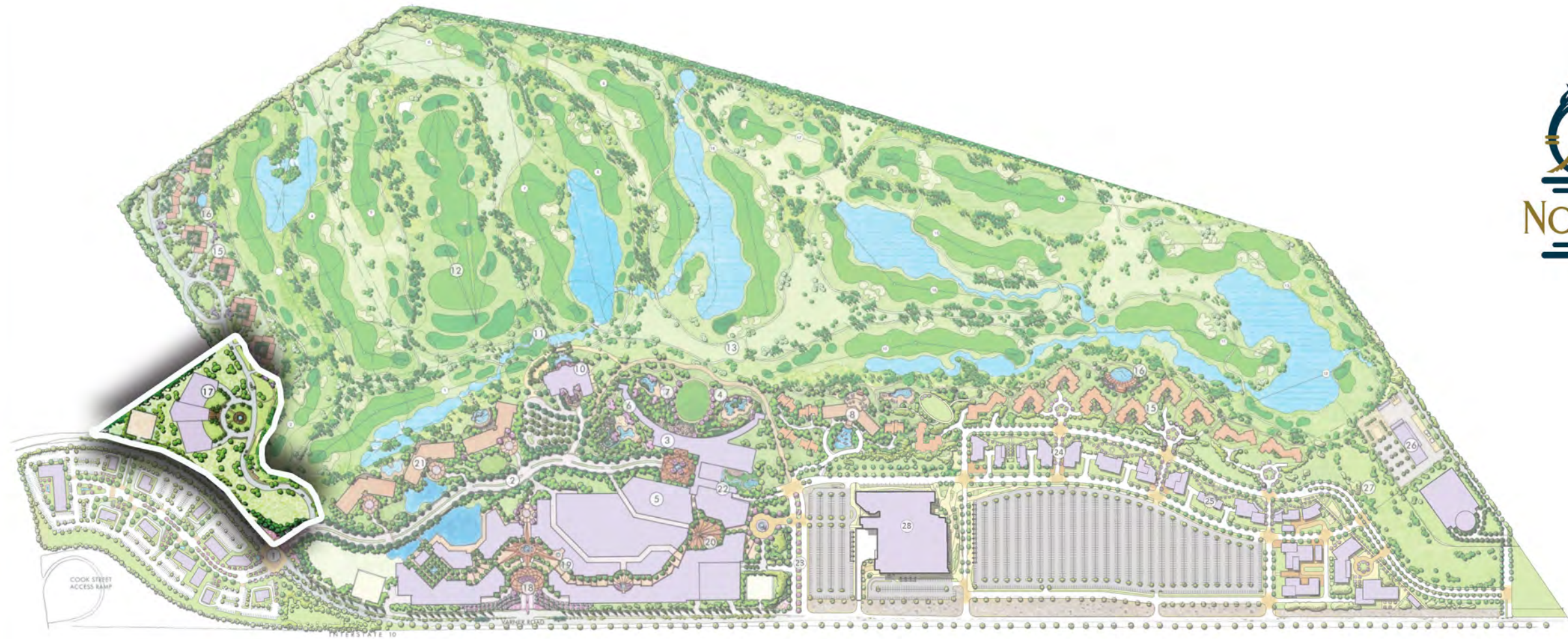
Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.

Structural – A visual screen created through either construction of an earthen berm or wall/fence and/or a combination of both to present visual separation when viewed from one side to the other.

(2) Parking

The parking provided by the project will meet the County's parking requirements.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 9 - EXECUTIVE OFFICE

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2

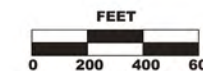


Figure IV-52

## (3) Sign program

- A sign program shall be developed and submitted for approval by The County of Riverside Planning Department.
- Signage should advertise a place of business or provide directions/information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design.
- Sign color should be compatible with building colors.
- Fewer words make a more effective message. Symbols shall only be utilized if they are easily recognizable.
- Avoid hard to read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.
- Signs should be consistent with the proportion and scale of building elements within the façade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.

## (4) Access

As shown on **Figure IV-3** (Conceptual Vehicular Diagram), primary access to the Executive Offices will be obtained from a road (Primary Circulation Road) which branches off from NorthStar Resort Parkway (Primary Circulation Road) and continues into the northwestern portion of the project site.

*c. Design Standards/Guidelines*

## (1) Building layout and arrangement

- The building layout and arrangement of the executive office buildings is depicted in **Figure IV-52**.

## (2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

## (3) Screening

- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, landscaping or a combination of elements.

- 
- (4) Landscaping
- (a) Coverage
- The sum of landscaped areas shall be no less than 25% of the total planning area.
- (b) Plant selection list
- All landscaped areas within the Executive Office Planning Area shall be planted with plant materials chosen from Landscape Zone 9 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.
- (c) Planting guidelines
- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
  - Location of landscaping shall be in accordance with applicable County Ordinances.
  - Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
  - Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.
- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
  - Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.
- (5) Architectural Features
- (a) Basic theme
- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.



- (c) Building form, mass elevations
- The conceptual shape and configuration of the executive office buildings are depicted in **Figure IV-52**.
  - The elevations of the buildings within Planning Area No. 9 will be completed prior to the plot plan submittal process.

(c) Shade and shadow

- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.

Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.

Built – Built shade systems will include either stand-alone structures or systems which are incorporated into the building design and/or other facilities.

(d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

(e) Offsets

- Offset accent elements from primary wall planes and utilize contrasting materials/textures for visual richness.

(f) Eaves and Fascias

- The fascias around the eaves shall have detailed molding that accentuates the fenestration overhangs and/or entrances.

(g) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for the Executive Office buildings: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass

block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.

- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.

(h) Roof forms and materials

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
- The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
- Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
- Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complements or accent the adjacent materials and colors.
- Rooftops should be designed to be visually attractive when viewed from adjacent buildings.

(i) Spaces - verandas, patios, courtyards

- Courtyards, gardens and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.
- Visual focal points such as fountains or public art should be provided within plaza/courtyard areas.

(j) Fencing and walls

- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural

environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.

- Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.

(k) Accessory

- Accessory elements such as mailboxes, trash enclosures, newspaper racks, and security gates should be compatible with the architectural style of the project.

(l) Outside furnishing

- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.
- Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
- All outside furnishings shall be constructed of long-wearing, vandal resistant materials, capable of withstanding the desert climatic conditions.
- The selection, siting and layout of the different elements of outside furnishings shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.

(m) Walkways

- The Primary Park Walkway within the area of the executive offices should be constructed of compatible materials and finishes to provide consistency throughout the planning area. As depicted on **Figure IV-5** (Conceptual Pedestrian Circulation Diagram), the Primary Park Walkway would be designed to provide links to additional pedestrian circulation routes within the project and connectivity to the entire project site.

*d. Permitted Uses (PA 9)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

(1) Administrative and professional offices, including but not limited to business, law, medical, dental, chiropractic, architectural, engineering, community planning, and real estate offices, in which no activity is carried on catering to retail sales and no stock of goods is maintained for sale.

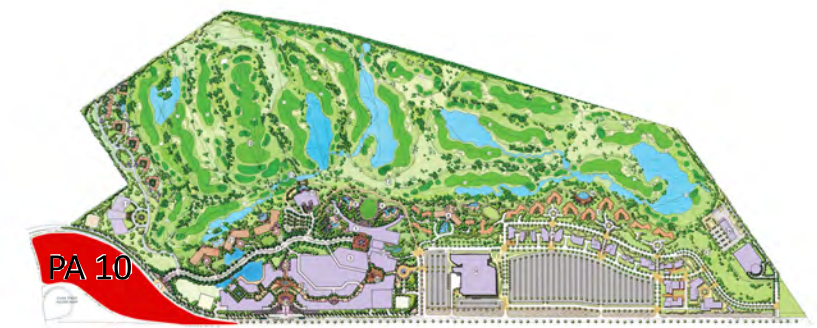
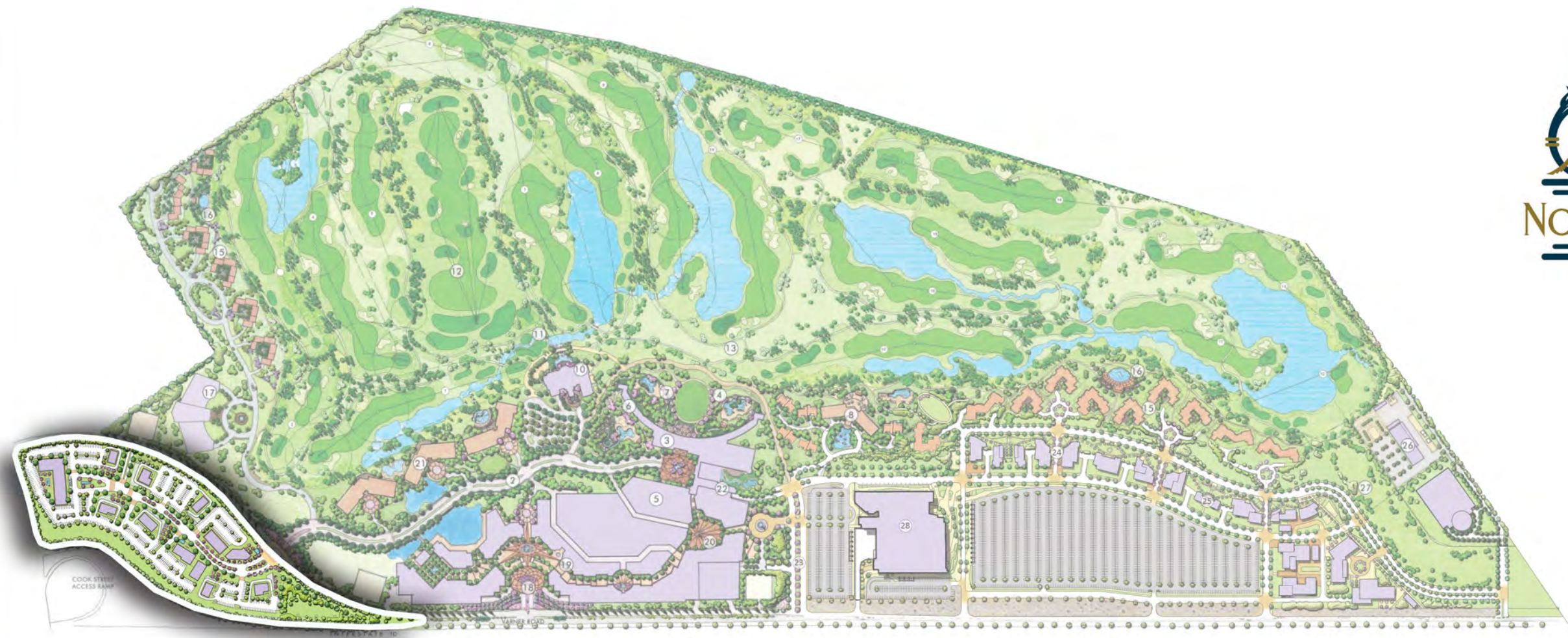
(2) Art gallery, library, reading room, museum.

- (3) Banks and financial institutions.
  - (4) Employment agencies.
  - (5) Parking lots and parking structures.
  - (6) Prescription pharmacy when related and incidental to a professional office building.
  - (7) Tourist information centers.
  - (8) Travel agencies.
  - (9) Day care centers.
- b. The following uses are permitted provided a conditional use permit has been approved pursuant to Section 18.28 of this ordinance:
- (1) Clinics, including but not limited to medical, dental and chiropractic.
  - (2) Health and exercise centers, provided all facilities are located within an enclosed building.
  - (3) Laboratories, film, dental, medical, research or testing.
  - (4) Restaurants, not including drive-in or take-out restaurants.
  - (5) Studios for professional work in or teaching of any form of fine arts, including but not limited to photography, music, drama, and dance, where no stock of goods is maintained for sale.
- c. The uses listed in Subsections a. and b. do not include sex-oriented businesses.
- d. Any use that is not specifically listed in Subsections a. or b. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls.

## ***10. Planning Area No. 10: Community Commercial***

### ***a. Descriptive Summary***

As shown in **Figure IV-53**, the Community Commercial Shopping Center will be the only planning area separated from the remainder of the NorthStar project site. The Community Commercial Shopping Center will be located south of Varner Road and will facilitate multiple tenants with a variety of commercial uses. Building configurations and square footages will be dependent upon market-driven conditions and determined prior to submittal of the Plot Plan application.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 10 - COMMUNITY COMMERCIAL

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2

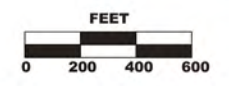


Figure IV-53

**b. Land Use and Planning Standards**

For planning standards (such as setbacks and building heights), refer to the Development Standards **Table IV-5** and the Specific Plan Zoning Ordinance, Section III, herein.

**(1) Special treatment buffer areas**

- The boundaries between Planning Area No. 9 and the surrounding land uses shall be designed to provide an appropriate buffer between the uses.
- Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.

Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.

Structural – A visual screen created through either construction of an earthen berm or wall/fence and/or a combination of both to present visual separation when viewed from one side to the other.

**(2) Parking**

- The parking provided by the project will meet the County's parking requirements.

**(3) Sign program**

- A sign program shall be developed and submitted for approval by The County of Riverside Planning Department.
- Signage should advertise a place of business or provide directions/information. It should also contribute to the contemporary Mediterranean theme. Design, color, materials and placement are all important in creating signs that are architecturally attractive and integrated into the overall site design.
- Sign color should be compatible with building colors.
- Fewer words make a more effective message. Symbols shall only be utilized if they are easily recognizable.
- Avoid hard to read and overly intricate typefaces. The letter style chosen should be appropriate to the business and the building.
- Signs should be consistent with the proportion and scale of building elements within the façade. The placement of signs provides visual clues to business location and affects the design integrity of the entire building.

## (4) Access

- Primary access into the commercial area (Planning Area 10) will align with the NorthStar Main Resort Entry and provide one major signalized entry into both properties. Additional access points into the commercial area might be established as the project develops, but will be limited to right in/right out only.

*c. Design Standards/Guidelines*

## (1) Building layout and arrangement

- The layout and arrangement of buildings within Planning Area No. 10 will be completed prior to the plot plan submittal process.

## (2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

## (3) Screening

- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, and landscaping or a combination of elements.

## (4) Landscaping

## (a) Coverage

- The sum of landscaped areas shall be no less than 10% of the total planning area.

## (b) Plant selection list

- All landscaped areas within the Community Commercial Planning Area shall be planted with plant materials chosen from Landscape Zone 10 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** through **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.

## (c) Planting guidelines

- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
- Location of landscaping shall be in accordance with applicable County Ordinances.

- Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
  - Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.
- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
  - Boxed and container plants in decorative ceramic, terra cotta, wood, or stucco planters should be used to enhance street frontages, plazas and courtyards.
- (5) Architectural Features
- (a) Basic theme
- The design guidelines reflect the Mediterranean design theme and pedestrian-oriented character of the area and are intended to promote high standards in site planning, architectural design and landscaping.
- (b) Building form, mass elevations
- The shapes, configurations and elevations of the buildings within Planning Area No. 10 will be completed prior to the plot plan submittal process.
- (c) Shade and shadow
- The natural and built environment shall be utilized to create shade at specified locations throughout the planning area.
- Natural – Vegetation (including trees, shrubs, vines and ground covers) will be considered an essential part of shade planning and site design. People intuitively associate trees with shade when seeking relief from the heat of the sun. High priority will be placed on the strategic use of trees and planting to provide shaded areas.
- Built – Built shade systems will include either stand-alone structures, or systems which are incorporated into the building design and/or other facilities.
- Shade is recommended over areas where people congregate and linger (e.g. seating areas and outdoor eating areas).
  - Business operators should be encouraged to build awnings off their premises. As well as contributing to a shaded walkway for shoppers, these may help to increase



patronage, as people will be more inclined to linger in cool, shaded areas outside shop windows.

(d) Building relief

- Variations of wall planes, fenestration and materials are required to create strong visual interest and must be an integral part of building design. Complimentary or contrasting architectural details should provide relief and shadow to bring further richness and interest to façades.

(e) Offsets

- Offset accent elements from primary wall planes and utilize contrasting materials/textures for visual richness.

(f) Eaves and Fascias

- The fascias around the eaves shall have detailed molding that accentuates the fenestration overhangs and/or entrances.

(g) Materials

- Exterior building materials should complement the materials used on adjacent buildings. The following materials are considered appropriate for buildings within the Community Commercial Planning Area: stucco, smooth block, granite, marble.
- Accent materials should be used to highlight building features and provide visual interest. Accent materials may include any of the following: wood, glass, glass block, tile, brick, concrete, stone, copper, cloth awnings, painted metal, and wrought iron.
- The appropriateness of any given color for a particular building depends on a number of factors, including architectural style, building material, building features and details, building size, building orientation, building context, and climatic considerations.
- Light desert earth tones are encouraged. Soft tones ranging from white to light pastels are preferred. Neutral colors such as off-white, beige and sand are also acceptable.
- Finish material with “natural” colors such as brick, stone, and copper, should be used where practicable.

(h) Roof forms and materials

- Roof materials most indicative of Mediterranean architecture such as clay shingle tile, concrete shingle tile, Mission tile and other tile-like designs are encouraged. Other acceptable roof materials include copper and painted metal.
  - The visible portion of sloped roofs should be sheathed with a roofing material complimentary to the architectural style of the building and other surrounding buildings.
  - Roof-mounted mechanical or utility equipment should be screened. The method of screening should be architecturally integrated with the structure in terms of materials, color, shape and size. Mechanical equipment should not be visible from any angle or any height outside of the building.
  - Chimneys, rain gutters, downspouts, vents and other roof protrusions should be finished to complement or accent the adjacent materials and colors.
  - Rooftops should be designed to be visually attractive when viewed from adjacent buildings.
- (i) Spaces - verandas, patios, courtyards
- Courtyards, gardens and fountains are encouraged. Landscaping within courtyards should include a balance of hardscape and landscape materials.
  - Visual focal points such as fountains or public art should be provided within plaza/courtyard areas.
- (j) Fencing and walls
- Walls and fences should be designed as an integral architectural component of the building with which they are associated and should be compatible with the natural environment in color and texture. Walls may consist of stucco, stone, wood or brick and may be used to provide private outdoor spaces or as a device to screen private landscaping, cars and service areas from public view.
  - Walls may be enhanced with decorative inset tiles, wrought iron fencing, high ornate iron entry gates, or low planters incorporated into the base of the wall.
- (k) Accessory
- Accessory elements such as mailboxes, trash enclosures, newspaper racks, and security gates should be compatible with the architectural style of the project.
- (l) Outside furnishing
- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including the handicapped.

- Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
  - All outside furnishings shall be constructed of long-wearing, vandal resistant materials, capable of withstanding the desert climatic conditions.
  - The selection, siting and layout of the different elements of outside furnishings shall insure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.
- (m) Walkways
- Walkways within the commercial area should be constructed of compatible materials and finishes to provide consistency throughout the center. Pedestrian walkways should be considered to connect with Planning Areas 1-9 across Varner Road.

**d. Permitted Uses (PA 10)**

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

- (1) Ambulance services.
- (2) Antique shops.
- (3) Appliance stores, household.
- (4) Art supply shops and studios.
- (5) Auditoriums and conference rooms.
- (6) Bakery goods distributors.
- (7) Bakery shops, including baking only when incidental to retail sales on the premises.
- (8) Banks and financial institutions.
- (9) Barber and beauty shops.
- (10) Bars and cocktail lounges.
- (11) Bicycle sales and rentals.
- (12) Book stores and binders.
- (13) Catering services.
- (14) Clothing stores.
- (15) Confectionery or candy stores.

- (16) Costume design studios.
- (17) Dance halls.
- (18) Delicatessens.
- (19) Department stores.
- (20) Drug stores.
- (21) Dry goods stores.
- (22) Electrical substations.
- (23) Employment agencies.
- (24) Florist shops.
- (25) Food markets and frozen food lockers.
- (26) Gift shops.
- (27) Hardware stores.
- (28) Hobby shops.
- (29) Ice cream shops.
- (30) Ice sales, not including ice plants.
- (31) Interior decorating shops.
- (32) Jewelry stores with incidental repairs.
- (33) Laboratories, film, dental, medical, research or testing.
- (34) Laundries and laundromats.
- (35) Leather goods stores.
- (36) Locksmith shops.
- (37) Mail order businesses.
- (38) Manufacturer's agent.
- (39) Market, food, wholesale or jobber.
- (40) Meat markets, not including slaughtering.
- (41) Mimeographing and addressograph services.
- (42) Music stores.
- (43) News stores.

- (44) Notions or novelty stores.
- (45) Offices, business.
- (46) One on-site operator's residence, which may be located in a commercial building.
- (47) Paint and wall paper stores, not including paint contractors.
- (48) Parking lots and parking structures.
- (49) Pet shops and pet supply shops.
- (50) Photography shops and studios and photo engraving.
- (51) Plumbing shops, not including plumbing contractors.
- (52) Poultry markets, not including slaughtering or live sales.
- (53) Printers or publishers.
- (54) Produce markets.
- (55) Radio and television broadcasting studios.
- (56) Recording studios.
- (57) Refreshment stands.
- (58) Restaurants and other eating establishments.
- (59) Schools, business and professional, including art, barber, beauty, dance drama, music and swimming.
- (60) Shoe stores and repair shops.
- (61) Shoeshine stands.
- (62) Signs, on-site advertising.
- (63) Sporting goods stores.
- (64) Stained glass assembly.
- (65) Stationery stores.
- (66) Stations, bus, railroad and taxi.
- (67) Tailor shops.
- (68) Telephone exchanges.
- (69) Theaters, not including drive-ins.
- (70) Tobacco shops.

- (71) Tourist information centers.
- (72) Toy shops.
- (73) Travel agencies.
- (74) Typewriter sales and rental and incidental repairs.
- (75) Watch repair shops.
- (76) Wedding chapels.
- (77) Wholesale businesses with samples on the premises, but not to include storage.
- (78) Gasoline service stations, not including the concurrent sale of beer and wine for off-premises consumption.
- (79) Golf cart sales and service.
- (80) Hotels, resort hotels and motels.
- (81) Day care centers.
- (82) Convenience stores, not including the sale of motor vehicle fuel.

b. Uses Permitted by Conditional Use Permit. The following uses are permitted provided a conditional use permit has been granted pursuant to the provisions of Section 18.28 of this ordinance:

- (1) Automobile rental agencies.
- (2) Car washes.
- (3) Sale, rental, repair, or demonstration of motorcycles, scooters or motorbikes of two horsepower or greater.
- (4) Animal hospitals.
- (5) Sports and recreational facilities, not including motor-driven vehicles and riding academies, but including archery ranges, athletic fields, beaches, golf driving ranges, gymnasiums, miniature golf, parks, playgrounds, sports arenas, skating rinks, stadiums, and commercial swimming pools.
- (6) All uses permitted in Subsection a. that have more than 200 square feet of outside storage of display of materials.
- (7) Gasoline service stations, with the concurrent sale of beer and wine for off-premises consumption.
- (23) Convenience stores, including the sale of motor vehicle fuel.
- (24) Liquor stores pursuant to the provisions of Section 18.48 (Alcoholic Beverage Sales) of this ordinance.

- c. The uses listed in Subsections a. and b. do not include sex-oriented businesses.
- d. Accessory Uses. An accessory use to a permitted use is allowed, provided the accessory use is established on the same lot or parcel of land, and is incidental to, and consistent with the character of the permitted principal use, including but not limited to:
- (1) Limited manufacturing, fabricating, processing, packaging, treating and incidental storage related thereto, provided any such activity shall be in the same line of merchandise or service as the trade or service business conducted on the premises and providing any such related activity does not exceed any of the following restrictions:
- a) The maximum gross floor area of the building permitted to be devoted to such accessory use shall be 25 percent.
- b) The maximum total horsepower of all electric motors used in connection with such accessory use shall be five horsepower.
- c) The accessory use shall be so conducted that noise, vibration, dust, odor, and all other objectionable factors shall be reduced to the extent that there will be no annoyance to persons outside the premises. Such accessory use shall be located not nearer than 50 feet to any residential zone.
- d) Accessory uses shall be conducted wholly within a completely enclosed building.
- e. Any use that is not specifically listed in Subsections a. and b. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it fall.

## *11. Planning Area No. 11: Arena and Event Center*

### *a. Descriptive Summary*

The Arena and Event Center is planned to include a multi-purpose arena and event center, hockey training facility with practice ice, retail skate shop, public open space, and surface parking as shown in Figure 1.

This facility will host an American Hockey League team and provide a year-round venue for other events in the Coachella Valley, including concerts, family shows, other sporting events, cultural events, conferences, and conventions.

The Arena and Event Center will be located between the Mixed Use Village and Business Park Planning Areas and south of residential planning areas and integrated into the village concept established by the NorthStar Specific Plan through a network of streets and pedestrian corridors.

### *b. Land Use and Planning Standards*

For planning standards (such as setbacks and building heights), refer to the Development Standards [Table IV-5](#) and the Specific Plan Zoning Ordinance, Section III, herein.

## (1) Special treatment buffer areas

- The boundaries between Planning Area No. 11 and the adjacent planning areas shall be designed to provide an appropriate buffer between the uses.
- Setbacks and natural and/or structural buffers (as defined below) will be utilized to separate uses that are not compatible.
  - Natural – A visual screen created by vegetation to present visual separation when viewed from one side to the other.
  - Structural – A visual screen created through either construction of an earthen berm or wall/fence and or a combination of both to present visual separation when viewed from one side to the other.

## (2) Parking

- Parking will be principally provided in a surface parking area located on the east side of the Arena complex with additional parking provided adjacent to the Arena. The surface parking area may be redeveloped in the future to include a comparable amount of parking within one or more structured parking facilities. Parking requirements for the Arena complex may be satisfied through a combination of on-site and off-site parking, where off-site parking may consist of a combination of short- and long-term lease and license arrangements, as well as shared parking arrangements within the Specific Plan area. Parking Plans will be submitted during plot plan review to demonstrate that minimum County Parking requirements are being met.

## (3) Sign program

- A Sign Program shall be developed and submitted for approval with the Plot Plan submittal.
- The Sign Program for the Arena and Event Center is permitted to include the following types of signs appropriate for a public event venue:
  - LED Monument Sign with a maximum height of 90' along Varner Road. The location of this sign shall be specified on the Sign Program submitted with a development application
  - LED Board at Entry Plaza adjacent to the Arena building. The location of this sign shall be specified on the Sign Program
  - Building Signs with Venue Name
  - Roof Sign with Venue Name
  - Wayfinding Signage



(4) Access

As shown on **Figure IV-3** (Conceptual Vehicular Diagram), primary access into the Arena and Event Center will be obtained from Varner Road via streets and driveways. Traffic signals may be installed where shown on this diagram. Secondary access will be provided from the roadway to the north of the Arena and Event Center and adjacent parking area.

c. *Design Standards/Guidelines*

(1) Building layout and arrangement

- The building layout and arrangement of the Arena and Event Center is depicted in **Figure IV-54**.

(2) Service area

- Service areas shall be located on the sides or rear of the buildings they serve.

(3) Screening

- Service areas and external loading areas shall be screened from view by the general public. Screening may be accomplished by the use of walls, fences, trellises, landscaping or a combination of elements.

(4) Landscaping

(a) Coverage

- The sum of landscaped areas shall be no less than 10% of the total planning area.

(b) Plant selection list

- All landscaped areas within the Arena and Event Center Planning Area shall be planted with plant materials chosen from Landscape Zone 11 of the appropriate plant palette contained in **Table IV-2** and **Figures IV-8** thru **IV-10** of this Specific Plan. All plant material should be chosen from this list or as approved by County Planning Staff. Smooth transitions from landscaped common areas to adjoining properties are encouraged.

(c) Planting guidelines

- Street parkways and common lots, such as retention basins, shall be provided with landscaping consisting of decorative gravels, living ground covers, shrubs and some trees.
- Location of landscaping shall be in accordance with applicable County Ordinances.

- Drought tolerant landscape materials shall be provided in accordance with Ordinance 348.
  - Large planters may be incorporated into seating areas. Such planters should be open to the earth below and should incorporate permanent irrigation systems.
- (d) Special treatments
- Creative project design uses of hardscape, decorative gravels, placement of landscaping for afternoon shade and water efficient irrigation systems are encouraged.
  - Boxed and container plants in planters constructed of materials and finishes compatible with the building may be used to enhance street frontages, plazas, and courtyards.
- (5) Architectural Features
- (a) Basic theme
- The Arena and Event Center is designed to be experienced as an indoor/outdoor facility with access to exterior concessions situated on the main concourse of the Arena and nearest a large outdoor plaza space. Similarly, the clubs at premium level are designed with exterior balconies to offer views of the plaza and mountains beyond.
  - The primary exterior material of the main façade of the Arena and Event Center will be an Exterior Insulation and Finish System (“EIFS”) designed to mimic the forms of windswept rock.
- (b) Building form, mass, and elevations
- The conceptual shape and configuration of the Arena and Event Center is depicted in **Figure IV-54**.
  - The elevations of the buildings within Planning Area No. 11 shall be provided with the plot plan submittal.
- (c) Shade and shadow
- A perforated/corrugated metal panel shade canopy will be provided over the entry plaza at the northeast corner of the Arena and Event Center.
- (d) Walls and fences
- Walls and fences should be designed as an integral architectural component of the Arena and Event Center building and should be compatible with the natural environment in color and texture.

(e) Accessory structures

- Any accessory structures should be designed to be consistent with the architectural style of the primary structure.

(f) Outside furnishing

- The design and selection of outside furnishings shall include considerations for the security, safety, comfort and convenience of the user, including accessibility for users with physical disabilities.
- Outside furnishings shall be conservative in use of sidewalk space, and maintain a clear width sufficient to accommodate pedestrian flows.
- All outside furnishings shall be constructed of long-wearing, vandal resistant materials, capable of withstanding the desert climatic conditions.
- The selection, siting, and layout of the different elements of outside furnishings shall ensure that each article or structure is designed and situated to be in harmony with both the surrounding furnishings and the area as a whole.

(g) Walkways

- The Pedestrian Sidewalk within the Arena and Event Center planning area should be constructed of materials and finishes compatible with the building to provide consistency throughout the planning area. As depicted on **Figure IV-5** (Conceptual Pedestrian Circulation Diagram), the Pedestrian Sidewalk would be designed to provide links to additional pedestrian circulation routes within the project and connectivity to the entire project site.

*d. Permitted Uses (PA 11)*

a. The following uses are permitted provided approval of a plot plan shall first have been obtained pursuant to the provisions of Section 18.30 of the Riverside County Zoning Ordinance, No. 348:

(1) Sports and recreation facilities, including a multi-purpose sports arena and event center and practice facility for hockey.

(2) Parking

b. Any use that is not specifically listed in Subsection a. may be considered a permitted or conditionally permitted use provided that the Planning Director finds that the proposed use is substantially the same in character and intensity as those listed in the designated subsections. Such a use is subject to the permit process which governs the category in which it falls.

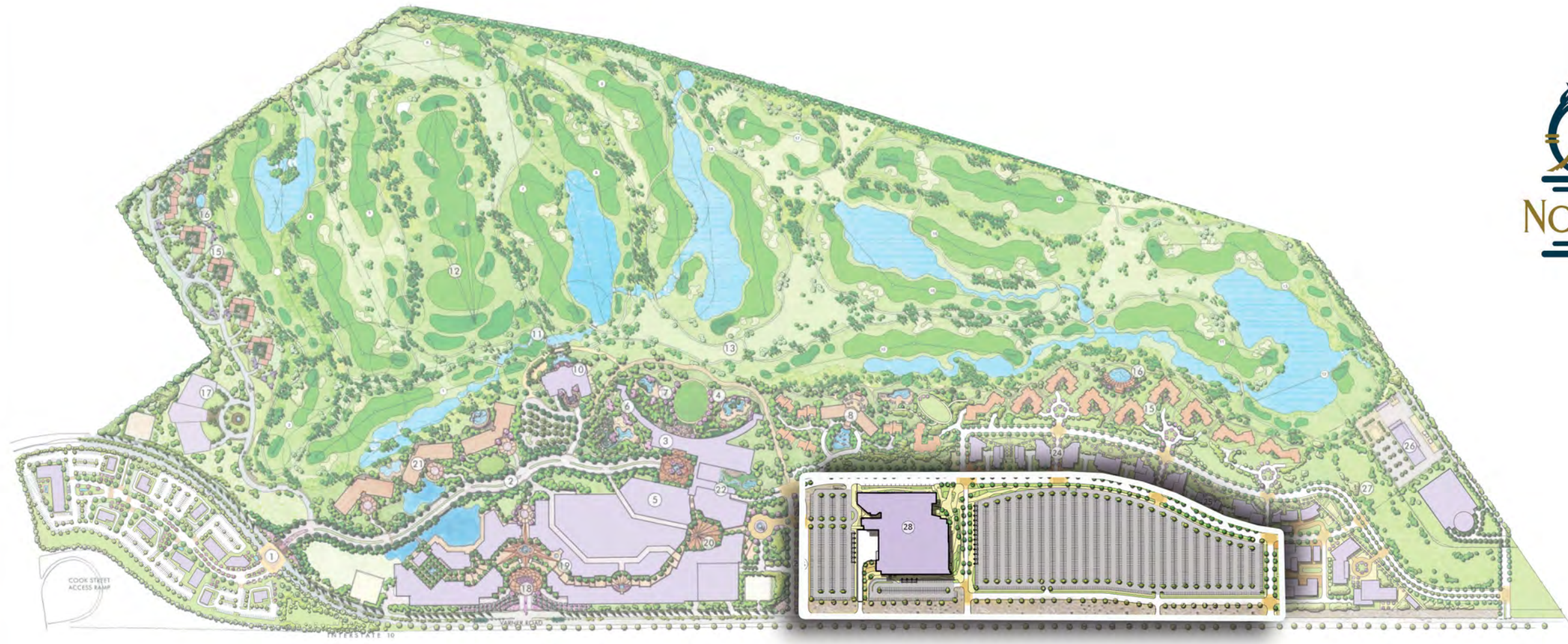
**TABLE IV-5  
DEVELOPMENT STANDARDS**

PLANNING AREA	MINIMUM LOT REQUIREMENTS			MINIMUM SETBACKS			MAXIMUM HEIGHT
	SIZE	WIDTH	DEPTH	FRONT	SIDE	REAR	
<b>1 - Golf Course</b>	None	None	None	25 feet	25 feet	25 feet	75 feet
<b>2 - Golf Clubhouse</b>	None	None	None	25 feet	25 feet	25 feet	75 feet
<b>3 - Resort Hotel</b>	10,000 sq. ft.	None	None	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	100 feet
<b>4 - Golf View Villas</b>	1,500 sq. ft.	60 feet	100 feet	20 feet	5 feet/10 feet on corner lots	10 feet	75 feet
<b>5 - Timeshare Units</b>	10,000 sq. ft.	None	None	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	100 feet
<b>6 - Golf View Condos</b>	1,500 sq. ft.	60 feet	100 feet	20 feet	5 feet/10 feet on corner lots	10 feet	75 feet
<b>7 - Retail Village</b>	None	None	None	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	60 feet
<b>8 - Industrial Park</b>	10,000 sq. ft.	100 feet	None	25 feet to public street	None <sup>2</sup>	None <sup>2</sup>	50 feet <sup>3</sup>
<b>9 - Executive Offices</b>	None	None	None	25 feet	25 feet	25 feet	75 feet
<b>10 - Community Commercial</b>	None	None	None	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	50 feet
<b>11 - Arena &amp; Event Center</b>	None	None	None	None <sup>1</sup>	None <sup>1</sup>	None <sup>1</sup>	50 feet

<sup>1</sup> Setbacks shall not increase with building height.

<sup>2</sup> 25 feet shall be required on any boundary where the industrial property abuts a residentially or commercially zoned property.

<sup>3</sup> Buildings may be 50 feet to 105 feet if the greater height is allowed pursuant to Section 18.34 of the Riverside County Zoning Ordinance, No. 348.



\*CONCEPTUAL RENDERING

# PLANNING AREA NO. 11 - ARENA AND EVENT CENTER

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2

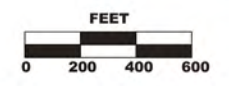


Figure IV-54

## Chapter IV Appendix A

### COMPREHENSIVE SIGN PROGRAM

#### A. GENERAL GUIDELINES

The following general design guidelines should be considered prior to developing signs for the NorthStar project site. Sections 1-16 of this Comprehensive Sign Program are in reference to Planning Areas 1-10, Sections 17-33 are in reference to the Arena & Event Center located in Planning Area 11.

##### (1) Color

Color is one of the most important aspects of visual communication. It can be used to catch the eye or to communicate ideas or feelings. Too many colors used simultaneously can confuse and negate the message of a sign. Even the most carefully planned sign may look unattractive due to poor color selection.

- (a) Contrast is an important influence on the legibility of signs. Light letters on a dark background or dark letters on a light background are most legible.
- (b) Limit the total number of colors used in any one sign. Small accents of several colors may make a sign unique and attractive, but the competition of large areas of many different colors decreases readability.
- (c) Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs should be avoided. Bright day-glow (fluorescent) colors should be avoided as they are distracting and do not usually blend well with other background colors.
- (d) Sign colors should complement the colors used on the structures and the project as a whole.

##### (2) Materials

- (a) The following materials are recommended for signs:
  - Wood (carved, sandblasted, etched, and properly sealed, primed and painted, or stained).
  - Metal (formed, etched, cast, engraved, and properly primed and painted or factory coated to protect against corrosion).
  - High density pre-formed foam or similar material. New materials may be very appropriate if properly designed in a manner consistent with these guidelines, and painted or otherwise finished to compliment the architecture.

- Custom neon tubing, in the form of graphics or lettering, may be incorporated into several of the above permitted sign types.
  - (b) Sign materials should be compatible with the design of the façade where they are placed.
  - (c) The selected materials should contribute to the legibility of the sign. For example, glossy finishes are often difficult to read because of the glare and reflections.
  - (d) Paper and cloth signs are generally not suitable for exterior use (except on awnings) because they deteriorate quickly. Paper and cloth signs are appropriate for interior temporary use only. The use of signs should be the result of careful thinking about readability and the image of the business.
- (3) Sign Legibility
- (a) An effective sign should do more than attract attention, it should communicate its message. Usually this is a question of the readability of words and phrases. The most significant influence on legibility is lettering.
  - (b) Use a brief message whenever possible. The fewer words used, the more effective the sign. A sign with a brief succinct message is easier to read and looks more attractive. Evaluate each word. If the word does not contribute directly to the basic message of the sign, it detracts from it and probably should be deleted.
  - (c) Avoid spacing letters and words to close together. Crowding of letters, words or lines will make any sign more difficult to read. Conversely, over-spacing these elements causes the viewer to read each item individually, again obscuring the message. As a general rule, letters should not occupy more than 75% of the sign panel area.
  - (d) Avoid hard-to-read, overly intricate typefaces and symbols. Typefaces and symbols that are difficult to read reduce the sign's ability to communicate.
  - (e) Limit the number of lettering styles in order to increase legibility. A general rule to follow is to limit the number of different letter types to no more than two for small sign and three for larger signs.
  - (f) Avoid faddish or unusual typefaces if they are difficult to read. These typefaces may be in vogue and look good today, but soon may go out of style. The image conveyed by the sign may quickly become that of a dated and unfashionable business.
  - (g) Use symbols and logos in the place of words whenever appropriate. Pictographic images will usually register more quickly in the viewer's mind than a written message.

#### (4) Sign Illumination

The way in which a sign is to be illuminated should be considered carefully. Like color, illumination has considerable value for visual communication.

First, consider if the sign needs to be lighted at all. Lights in the window display may be sufficient to identify the business. This is particularly true if good window graphics are used. Often, nearby street lights provide ample illumination of a sign after dark.

- (a) If the sign can be illuminated by an indirect source of light, this is usually the best arrangement because the sign will appear to be better integrated with the building's architecture. Light fixtures supported in front of the structure cast light on the sign and generally a portion of the face of the structure as well. Indirect lighting emphasizes the continuity of the structure's surface and signs become an integral part of the façade.
- (b) Whenever indirect lighting fixtures are used (fluorescent or incandescent), care should be taken to properly shield and place the light source to prevent glare from spilling over into mixed use or residential areas, any public right-of-way and into the "Night Sky". Signs should be lighted only to the minimum level required for nighttime readability.
- (c) Individually illuminated letters, either internally illuminated or back-lighted solid letters (reverse channel), are a preferred alternative to internally illuminated plastic cabinet signs. Signs comprised of individual letters mounted directly on a structure can often use a distinctive element of the structure's façade as a backdrop, thereby providing a better integration of the sign with the structure.
- (d) The most appropriate type of sign illumination is indirect lighting. Indirect lighting helps the sign to appear as an integral part of the façade, not something that was added later. In addition, indirect lighting produces a more intimate ambience on the street.

#### (5) Awning Signs

- (a) Only permanent signs that are an integral part of the awning or canopy should be allowed.
- (b) Sign of logo should not occupy more than 60% of the awning valance or the bottom 10 inches of the awning if a variance is not present.
- (c) Awnings should not be internally illuminated except as part of a permitted creative sign. Lighting directed downwards that does not illuminate the awning is allowed.
- (d) No structural element of an awning or canopy should be located less than eight feet above finished grade. An awning valance may be located up to seven feet



above finished grade. No structural element of an awning or canopy should be located more than four feet above the window it is meant to shade.

- (e) Awning signs should be regularly cleaned and kept free of dust and visible defects.
  - (f) Signs on awnings should only be located on first-and second-story building frontages, including those fronting a parking lot or pedestrian way.
- (6) Projecting Signs
- (a) Projecting signs should be at least 12 feet above finished grade and be placed only on a ground-floor façade, except as part of a creative sign.
  - (b) Sign supports and brackets should be compatible with the design and scale of the sign.
  - (c) The maximum allowable sign area should be 10 square feet.
  - (d) Internal illumination of a projecting sign is discouraged, except as part of a creative sign.
  - (e) External illumination of projecting signs is encouraged.
  - (f) Projecting signs should be constructed of metal, wood or fiberglass made to look like metal or wood. Plastic projecting signs are strongly discouraged, except as part of a creative sign.
  - (g) The text, copy, or logo face should not exceed 75% of the sign face of a projecting signs.
  - (h) The sign should be hung at a 90 degree angle from the face of the building.
- (7) Wall Signs
- (a) Wall signs should not project from the surface upon which they are attached more than required for construction purposes and in no case more than 12 inches.
  - (b) Indirect lighting is preferred over internal illumination. Internally illuminated can signs are discouraged. Internally illuminated, individually cut channel letters are encouraged.
  - (c) Reverse channel letter signs are encouraged.
  - (d) Wall signs should not project above the edge of the roof or outside the walls of a structure.
  - (e) Signs should not be placed to obstruct any portion of a window, doorway, transom, or other architectural detail.

- (f) Lettering should not occupy more than 75% of the area where the sign is placed to avoid a cluttered look.
  - (g) A wall sign should be located where architectural details suggest a location size or shape for the sign. The best location for a wall sign is generally a band or blank area between the first and second floor of a building.
  - (h) New wall signs in commercial center should be placed consistent with sign location on adjacent buildings. This can establish visual continuity among storefronts. As changes to the remaining center tenants occur, it is recommended, that a comprehensive sign program be established for the center. It is not necessarily meant to create sameness, but some thread of consistency be established.
- (8) Window Signs
- (a) Window signs (permanent) should not cover more than 20 percent of the area of each window.
  - (b) Window signs should be limited to individual letters placed on the interior surface of the window and intended to be viewed from outside. White, black or gold leaf paint are the recommended colors. Glass-mounted graphic logos may be applied by silk screening or pre-spaced vinyl die-cut forms.
  - (c) The text or sign copy of a window sign should be limited to the business name and brief messages identifying the type of product or service or pertinent information.
- (9) Changeable Copy Signs
- (a) Changeable copy signs should employ a field or background color which is darker than the letter (copy) logo on the sign. No white translucent backgrounds are recommended.
- (10) Figurative Signs
- (a) Signs which advertise the occupant business through the use of graphic or crafted symbols, are encouraged.
- (11) Freestanding Signs
- (a) Monument signs are the preferred freestanding sign type. Pole signs are discouraged.
- (12) Roof Signs
- (a) Roof Signs are discouraged.

- (13) Sign Type A (Directional Signage) **(Figure IV-27)**
- (a) Painted plate aluminum sign with faux parchment finish painted graphics to match themed style;
  - (b) Tubular aluminum frame with powder coat finish, verdi-gris color;
  - (c) Aluminum post and base with powder coat finish verdi-gris color; and
  - (d) Concrete base with natural or manufactured stone veneer and cast stone cap;
- (14) Sign Type B (Traffic Control Signage) **(Figure IV-28)**
- (a) Painted plate aluminum sign;
  - (b) Aluminum post with powder coat finish verdi-gris color with bronzed accent; and
  - (c) Concrete base with natural or manufactured stone veneer and cast stone cap;
- (15) Sign Type C (Additional Signage) **(Figure IV-29)**
- (a) Aluminum bracket, arm with powder coat finish, verdi-gris color with bronzed accents (optional double armed);
  - (b) Painted plate aluminum sign with faux parchment finish and painted graphics to match themed style;
  - (c) Aluminum post with powder coat finish, verdi-gris color with bronzed accents;
  - (d) Concrete base with natural or manufactured stone veneer and cast stone cap;
- (16) Monument Signage
- Monument signs identifying the project entries and other significant project features will be strategically located throughout the NorthStar project site. Monument signs will have indirect or backlit lighting and will be constructed with quality materials similar to **Figure IV-30** (Project Identification Monument Sign) detailed below.
- Project Identification Monument Sign **(Figure IV-30)**
- (a) Terra cotta planters;
  - (b) Octagonal wall pier;
  - (c) Painted plate aluminum signage;
  - (d) Sign wall with integral color plaster finish;

- (e) Cast stone trim; and
  - (f) Natural or manufactured stone veneer;
- (17) Arena and Event Center

A sign program for Planning Area No. 11, Arena and Event Center, will be developed and submitted for approval with the plot plan submittal. See section IV, 11, b., (3) for further discussion.

#### APPLICATION AND OBJECTIVES

- (18) Application

This Sign Program is applicable to Planning Area 11: Arena & Event Center as defined in County of Riverside Specific Plan No. 343 – NorthStar and illustrated in Figure 1, Riverside County Arena Sign Program Area Map.

- (19) Objectives

- (a) Support and enhance the land uses and urban design objectives in the Specific Plan.
- (b) Encourage vibrant, clear, attractive signage that enhances the mixed use development allowed by the NorthStar Specific Plan while complimenting and protecting the character of the surrounding areas by limiting visual clutter.
- (c) Ensure that new signs are responsive to and integrated with the aesthetic character of the area, and are positioned in a manner that is compatible both architecturally and relative to other signs within Planning Area 11.
- (d) Encourage well-designed signs that are part of an integrated development that contribute in a positive way to the visual environment of the NorthStar Specific Plan Area in a manner that accentuates and reinforces the Arena & Event Center as an entertainment, cultural and visitor destination, with an exciting pedestrian experience and visually attractive character.
- (e) Ensure consistency with the goals and objectives of the Riverside County General Plan and NorthStar Specific Plan while preventing visual blight and proliferation of unnecessary signs.

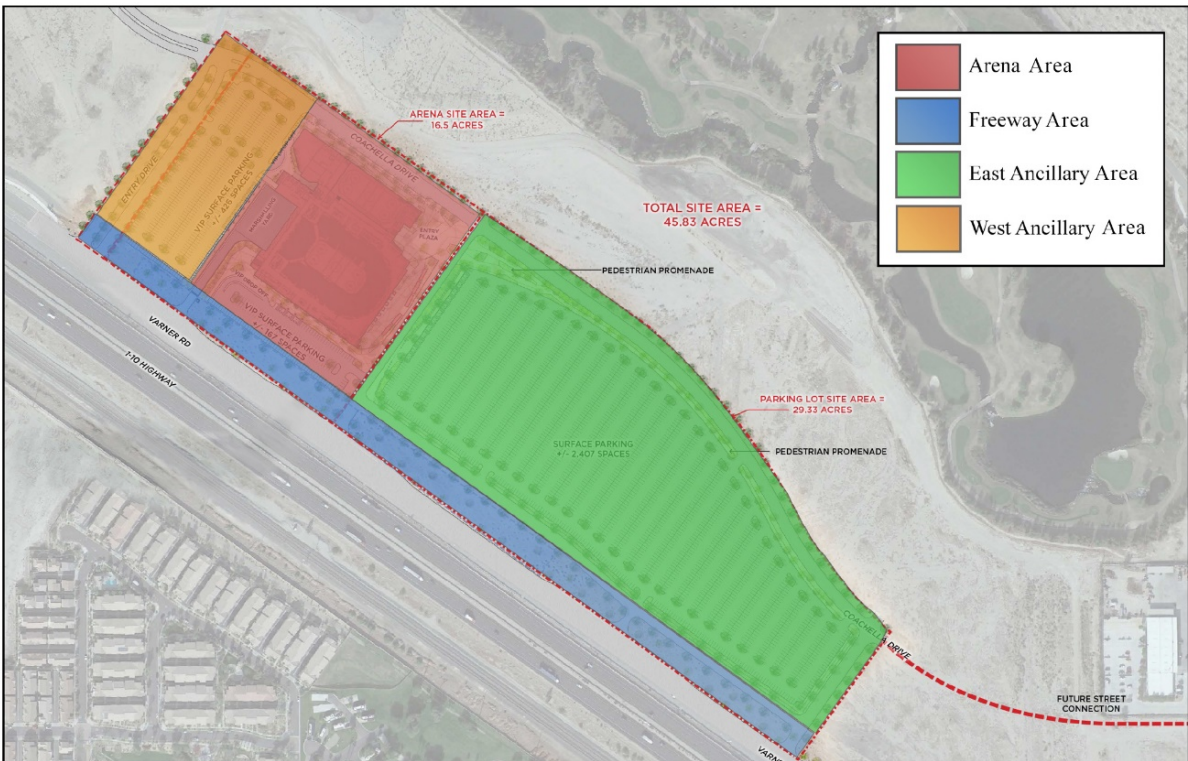
- (20) Sign Areas

This Program is subdivided into four Sign Areas as shown in Figure 2, Riverside County Arena Sign Program Areas. Sign Areas are established to set regulatory standards for the Sign Type, and Sign Orientation allowed within specific areas of the development to integrate the Arena & Event Center into the NorthStar Specific Plan Area and achieve the Objectives of the Sign Program.

Figure 1: Riverside County Arena Sign Program Area Map



Figure 2: Riverside County Arena Sign Program Areas



## DEFINITIONS

## (21) Generally.

Whenever the following terms are used in this Program, they shall be construed as defined in this Section. The definitions set forth in this Section are intended to encompass future technologies and materials which may be utilized in the construction and implementation of the permitted Signs.

## (22) Sign Type.

- (a) **Banner Sign.** A non-illuminated, non-digital, sign that is made of fabric or vinyl material, attached to a freestanding pole or building façade designed to cantilever from attachment point. May be single or doublesided.
- (b) **Channel Letter Sign.** A non-digital display comprised of multidimensional individual letters, numbers, figures, and/or an image or images that is attached to or suspended from a building or structure.
- (c) **Digital Display.** A display that exhibits still images or moving images, including video and animation, through the use of grid lights, cathode ray projections, light emitting diode displays, plasma screens, liquidcrystal displays, fiber optics, or other electronic media or technology, that may be changed remotely through electronic means.
- (d) **Facade Sign.** Any sign attached to, painted on, erected against, suspended from, or projected onto any facade or projection from a facade of a building or structure, which may project from or be parallel to the facade.
- (e) **Free-standing Sign.** A sign that is not attached to, supported by, or projected onto a building or structure, which may include a Freeway Sign, or Monument Sign.
- (f) **Freeway Sign.** A Sign intended to be viewed primarily from a freeway, highway or interstate which may include Freestanding Sign or Monument Sign.
- (g) **Illuminated Signs.** Signs producing lighting emissions, comprised of luminous Channel Letter Signs, front-lit Signs and Digital Displays.
- (h) **Monument Sign.** A Sign that is intended to be viewed by pedestrian and vehicular traffic that may be comprised of Digital Displays and luminous Channel Letter Signs, and which may include Free-standing Sign.
- (i) **Perimeter Sign.** A free-standing Monument or Freeway sign located near a site access point from the publicright-of-way.
- (j) **Scoreboard Sign.** Signs intended for viewing by the seats of the Arena, located in the interior of the Arena.

## (24) Sign Orientation.

- (a) **External Primary.** A sign oriented towards and intended to be viewed from Interstate 10, or Varner Road, and public rights-of way, which may be incidentally viewed from other adjacent streets or properties.

- (b) **External Secondary.** A sign oriented towards and intended to be viewed from a public street other than Interstate 10 and Varner Road, which may be incidentally viewed from adjacent properties.
- (c) **Internal.** A sign oriented towards and intended to be viewed primarily from outdoor pedestrian circulation areas within the Arena site or adjacent public rights-of-way, which may be incidentally viewed from adjoining streets or adjacent properties.

(25) Sign Technology.

- (a) **Refresh Rate.** The refresh rate of a Sign, inclusive of any change in whole or in part of the Sign image.

GENERAL REQUIREMENTS.

(26) Hours of Operation.

- (a) Non-digital displays shall not be subject to restriction of hours of operation.

The hours of operation for Digital Displays shall be subject to the hours set forth in Table 1 according to Sign Area.

**Table 1**  
**Sign Hours of Operation Per Area**

Sign Area	Digital Sign	Static Sign	Special Event
Arena Area	Sunrise - Midnight	24 Hours Per Day	Sunrise – 2 Hours After Event End If Later Than Midnight
Freeway Area	5am – 1am	24 Hours Per Day	5am – 2 Hours After Event End If Later Than 1am
East Ancillary Area	Sunrise - Midnight	24 Hours Per Day	Sunrise – 2 Hours After Event End If Later Than Midnight
West Ancillary Area	Sunrise - Midnight	24 Hours Per Day	Sunrise – 2 Hours After Event End If Later Than Midnight

(27) Illumination.

- (a) Any Sign within the Sign Program may be illuminated by internal or external means unless expressly prohibited by their definition.

- (b) All Digital Display Signs shall be controllable by the combination of a photocell that measures available daylight and remote adjustment capabilities that control the luminance levels of the Sign, and utilize automatic dimming technology, include a default mechanism that causes the Sign to revert immediately to a black screen if the Sign malfunctions in a way that causes the display to wholly or partly flash.
- (c) All Digital Display Signs shall comply with the relevant maximum daytime and nighttime luminance levels set forth in Table 4-2 according to Sign Zone.
- (d) The luminance of any Digital Display Sign shall transition smoothly at a consistent rate of speed from the Daytime Luminance Level to the Nighttime Luminance Level, beginning at sunset and concluding the transition to nighttime intensity level no less than 15 minutes after sunset.
- (e) All External Primary Digital Displays must comply with the Controlled Refresh Rate.
- (f) All External Primary Digital Displays shall comply with the following requirements:
  - 1. Displays will have non-reflective, black, consistent, linear louvers, from end to end, above and below each individual row of light emitting diodes or similar light producing element.
  - 2. Digital Displays to have a black, ribbed background to prevent light refraction, reflection, and diffusion.
  - 3. Digital Displays will have a consistently maintained photocell with brightness keyed to an astronomical calendar and capabilities to slowly brighten throughout morning twilight to dawn for a period of 20-30 minutes and to slowly dim throughout evening twilight after dusk to sunset for a period of 20-30 minutes.
  - 4. Brightening and dimming will be at a rate of 1% dimming increments performed approximately every 12 seconds at the fastest speed.
  - 5. Digital Display dimming capabilities will be able to be enacted automatically, in a pre-scheduled fashion or manually (minimum of 64 levels).
  - 6. Dimming capabilities will be able to be controlled physically on-site as well as with software which can be accessed remotely from operator’s location and updated instantly.
  - 7. Digital Displays will be able to reach 1% of dimming while maintaining the full range of the color spectrum.

**Table 2**

**Sign Illuminance Maximum Levels Per Area**

<b>Sign Area</b>	<b>Day Time</b>	<b>Night Time</b>	<b>Special Event</b>
Arena Area	1 Footcandle Above Ambient Illuminance	0.6 Footcandles Above Ambient Illuminance	1 Footcandle Above Ambient Illuminance



Freeway Area	0.7 Footcandles Above Ambient Illuminance	0.3 Footcandles Above Ambient Illuminance	0.7 Footcandles Above Ambient Illuminance
East Ancillary Area	3 Footcandles Above Ambient Illuminance	2 Footcandles Above Ambient Illuminance	3 Footcandles Above Ambient Illuminance
West Ancillary Area	2 Footcandles Above Ambient Illuminance	1 Footcandle Above Ambient Illuminance	2 Footcandles Above Ambient Illuminance

(28) Materials.

The materials, construction, application, location, and installation of any Sign shall be in conformity with Ordinance No. 457 and Ordinance No. 787 and shall be subject to the following requirements:

- (a) Signs shall not use highly reflective materials such as mirrored glass.
- (b) All application and installation methods shall be done in conformance to the Fire Department and County of Riverside Building Department regulations.
- (c) All new Signs and Sign Support Structures shall be made of noncombustible materials or plastics approved by both the Fire Department and County of Riverside Building and Safety Department. In the case of new or untested materials, the applicant shall submit a sample of a Sign's material to both the Fire Department and County of Riverside Building & Safety Department for approval.

(30) Outdoor Advertising Act.

Signs that are both visible from and located within 660 feet from the edge of the right-of-way of interstate highways or primary highways are subject to the California Outdoor Advertising Act, as applicable or later amended.

(31) Refresh Rate.

The refresh rate of a Digital Display Sign, inclusive of any change in whole or in part of the Sign image, which is no more frequent than one refresh event every six seconds, with an instant transition between images. The Sign image must remain static between refreshes.

(32) Sign Area.

1. Arena Area.

- (a) Allowed Signs. All Signs which are allowed by this Program shall be allowed in the Arena Zone, except for the following Signs which shall be prohibited:

- i. Freeway Sign.
- ii. Monument Signs
- iii. External Primary
- (b) Standards. No Free-standing Sign in the Arena Zone shall be over 25 feet in height.

2. Freeway Zone

- (a) Allowed Signs. All Signs which are allowed by this Program shall be allowed in the Freeway Zone, except for the following Signs which shall be prohibited:

- i. Banner Sign.
- ii. Entertainment Sign.
- iii. External Secondary.
- iv. Façade Sign.
- v. Interior Sign.
- vi. Internal Sign.
- vii. Prohibited Sign.
- viii. Scoreboard Sign.

- (b) Quantity. The Freeway Area shall have no more than one (1) Freeway Sign and no more than three (3) Monument Signs.
- (c) Standards. Signs in the Freeway Area shall not have an overall height above 70 feet or an overall width above 45 feet.
- (d) Spacing. Signs in the Freeway Area shall not overhang any public right-of-way without an air space clearance from the County of Riverside.

3. West Ancillary Area.

- (a) Allowed Signs. All Signs which are allowed by this Program shall be allowed in the Arena Area, except for the following Signs which shall be prohibited:

- i. Interior Sign.
- ii. Freeway Sign.
- iii. Prohibited Sign.
- iv. Scoreboard Sign.

- (b) Standards. No Free-standing Sign in the Arena Area shall be over 25 feet in height.

4. East Ancillary Area

- (a) Allowed Signs. All Signs which are allowed by this Program shall be allowed in the Arena Area, except for the following Signs which shall be prohibited:

- i. Interior Sign.
- ii. Freeway Sign.

- iii. Prohibited Sign.
- iv. Scoreboard Sign.

(b) Standards. No Free-standing Sign in the Arena Area shall be over 25 feet in height.

(33) Visual Maintenance.

All Signs shall be maintained to meet the following criteria at all times:

- (a) The building and ground area around all Signs shall be properly maintained. All unused mounting structures, hardware, and structure perforation from any abandoned Sign shall be removed and building surfaces shall be restored to their original condition.
- (b) All Sign copy shall be properly maintained and kept free from damage and other unsightly conditions, including graffiti.
- (c) All Sign Support Structures shall be kept in good repair and maintained in a safe and sound condition and in conformity with all applicable codes.
- (d) Razor wire, barbed wire, concertina wire, or other barriers preventing unauthorized access to any Sign, if any, shall be hidden from public view.
- (e) The Sign copy must be repaired or replaced immediately upon tearing, ripping, or peeling, or when marred or damaged by graffiti.
- (f) No access platform, ladder, or other service appurtenance, visible from the sidewalk, street, or public right-of-way, shall be installed or attached to any sign support structure.

STANDARDS FOR SPECIFIC TYPES OF SIGNS

(a) Digital Displays

- 1. General. Digital Displays shall be subject to the refresh rate and illumination regulations set forth in Section 4 of this Program.
- 2. Location. Digital Displays shall be allowed in all Areas under this Program.
- 3. Illumination. Digital Displays that are not Interior Signs shall comply with the illumination requirements in Section 4.B. and Table 4-2 of this Program.

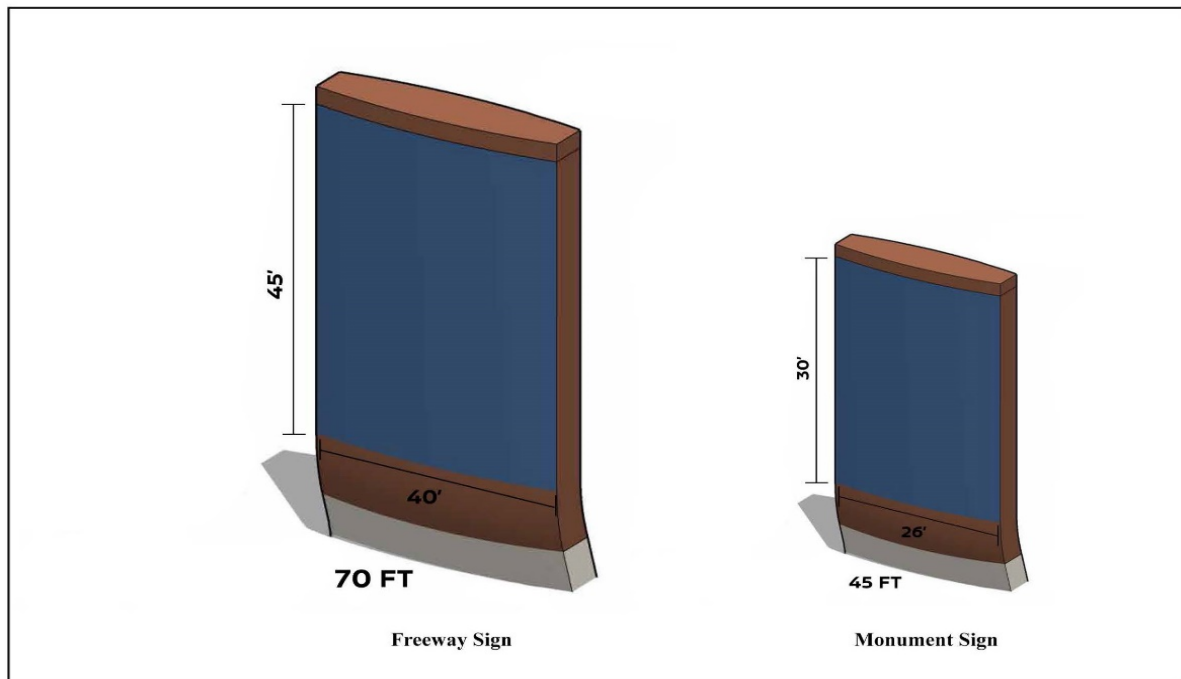
(b) Freeway Sign.

- 1. General. One (1) Freeway Sign is allowed by this Program in the location shown in Figure 3, Freeway Zone Allowed Sign Locations. This sign shall be consistent in design with Figure 4, Conceptual Designs - Freeway Area Signs.
- 2. Elements. The specific design of the Freeway Sign shall be considered during the Project Permit review for the sign. The Freeway Signs may incorporate other types of Sign elements allowed by this Program, including, but not limited to, Digital Display and Channel Letters.
- 3. Architectural Continuity. Freeway Signs must have visual continuity with the architecture of the Arena and Ancillary Structures for a cohesive representation to the Freeway.

Figure 3: Riverside County Arena Freeway Area Established Sign Locations



Figure 4: Riverside County Arena Freeway Area Conceptual Designs



## (c) Identification Signs.

1. General. An Identification Sign may take the form of any type of Sign permitted by this Program.
2. Location. Identification Signs may be located in all Sign Areas unless restricted by regulations in this Program applicable to the particular type of Sign.
3. Identification Signs are permitted to break the plane of a roof. Any portion of an Identification Sign that reaches above the plane of a roof shall consist of freestanding letters or characters that are not applied or attached to any background structure, building, or material, except as necessary for support.

## (d) Information Signs.

1. Location. Information Signs shall not be limited as to location, except that Information Signs that are Free-standing Signs shall not interfere or present a hazard to pedestrian or vehicular traffic.

## (e) Interior Signs.

1. General. Interior Signs shall not be regulated by this Program except that prior to County of Riverside issuance of a final certificate of occupancy for the Arena, the Applicant shall submit to the Director an Interior Sign plan for the Director's review and approval indicating the size, placement, and lighting methods of all Interior Signs to confirm:
  - a. That all Interior Signs are consistent with the definition of Interior Sign provided in this Program; and
  - b. That no Interior Sign conflicts with any other applicable regulations in this Program.

## (f) Monument Signs.

1. Height. Monument Signs will be limited to a maximum overall height of 45 feet above the natural or finished grade as measured vertically unless otherwise prohibited by another clause of this Program.
2. Location. There shall be no limitation on the location of a Monument Sign relative to any another Sign, except that the location of any Monument Sign shall not interfere or present a hazard to pedestrian or vehicular traffic.
3. Quantity. There shall be a maximum of three (3) Monument Signs permitted in the Freeway Zone. Monument Signs quantity shall not be limited in the Arena Zone, West Ancillary Zone or East Ancillary Zone as long as they are in conformance with the other clauses of this section and Sign Program.

## V. GENERAL PLAN/ENVIRONMENTAL ANALYSIS

### A. INTRODUCTION

#### ❖ Project Description

The current request is to replace SP 151, Amendment No. 2 with SP 343. The new SP proposes 455.75 gross acres of multi-phased development of a unique blend of resort golf, residential, resort retail commercial, and research and development (R&D) park uses, along with associated parking, landscaping and utility improvements on mostly vacant, previously farmed land (see Figure 1). **Table V-1** summarizes the various components, densities and floor area ratios, where applicable, for the project.

SP 343 shows a total of 455.75 acres for development. Earlier iterations of the specific plan, i.e. Specific Plan 151, Amendment No. 2, indicated that the property had 460 acres. It is likely that the earlier plan computed the total acreages by adding up the acreages associated with the tax assessor's maps and not based on an actual survey of the property. The acreage total for SP 343 is based on surveys and is more accurate with regard to the total.

**TABLE V-1  
SUMMARY OF LAND USES  
PROPOSED SP 343**

Planning Area	Land Use Description	Land Area (acres)	Dwelling Units/Acre	Total No. of Dwelling Units	Maximum Floor Area (ft <sup>2</sup> )
1	18-hole Golf Course	240.00	-	-	-
2	Golf Clubhouse	5.90	-	-	81,000
3	Golf View Hotel	17.60	-	-	350 (rooms), 25,000 ft <sup>2</sup> . spa, 32,000 ft <sup>2</sup> meeting rooms
4	Golf View Villas	7.30	7.4	54	-
5	Resort Timeshare Units	9.95	21.7	216	-
6A & 6B	Golf View Condominiums	33.20	16.6	550	-
7	Mixed Use Retail Village	36.20	4.14	150	400,000
8	Industrial Park (Research & Development)	69.60	-	-	1,200,000
9	Executive Office	16.0	-	-	230,000
10	Community Commercial	20.0	-	-	100,000
<b>Total</b>		<b>455.75</b>		<b>970</b>	<b>2,068,000*</b>

\* Does not include square footage for hotel rooms

In conjunction with the new SP, the proposal is to also change the General Plan Designation to reflect the new project land uses and to change the zoning from SP 151, Amendment No. 2 to SP 343.



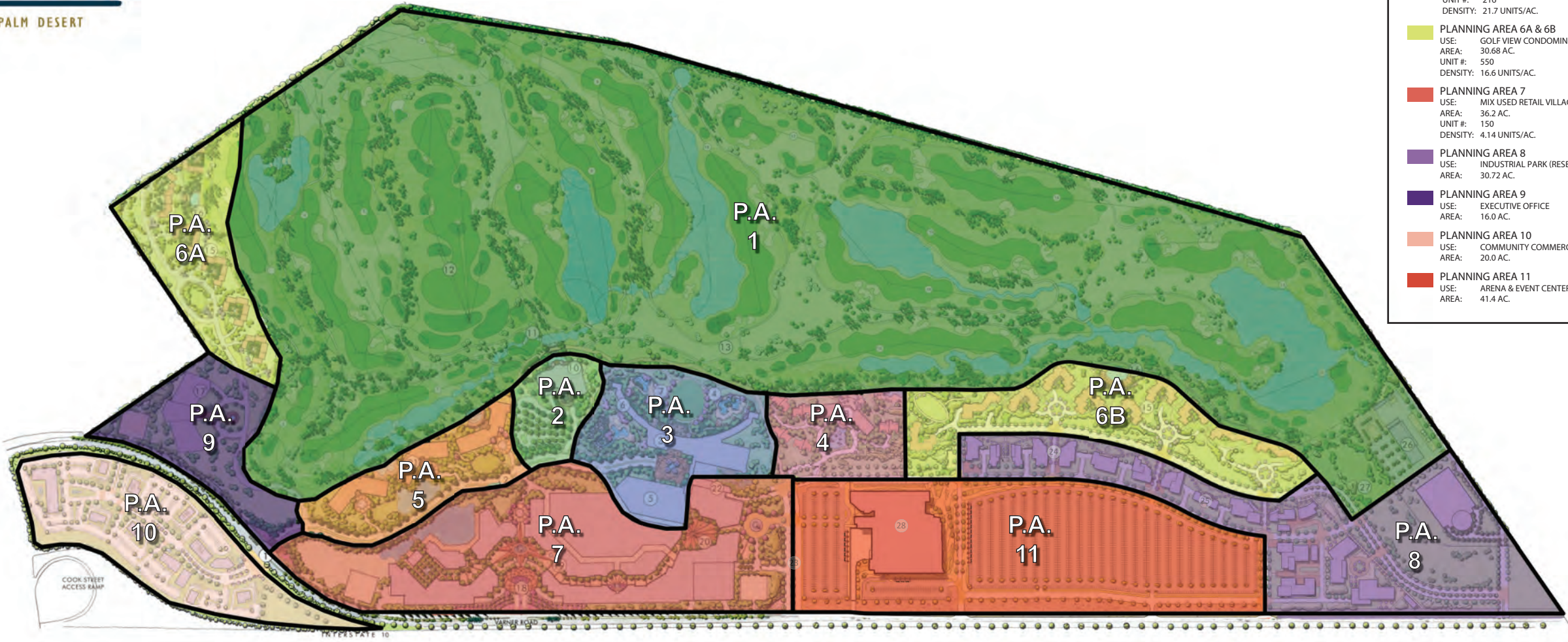
**APN's**

695-100-001	*695-100-008
695-100-002	*695-100-009
695-100-004	*695-100-010
695-100-005	*695-100-012
695-100-006	*695-100-014
695-100-007	*695-100-015
695-100-011	
695-100-017	
695-070-001	

\* APN's associated with Specific Plan Amendment

**LAND USE SUMMARY**

<span style="color: green;">■</span>	<b>PLANNING AREA 1</b> USE: CHAMPIONSHIP GOLF COURSE AREA: 240 AC.
<span style="color: lightgreen;">■</span>	<b>PLANNING AREA 2</b> USE: GOLF CLUBHOUSE FACILITIES AREA: 5.9 AC.
<span style="color: blue;">■</span>	<b>PLANNING AREA 3</b> USE: DELUXE GOLF-VIEW HOTEL AREA: 17.6 AC.
<span style="color: pink;">■</span>	<b>PLANNING AREA 4</b> USE: RESORT GOLF-VIEW VILLAS AREA: 7.3 AC. UNIT #: 54 DENSITY: 7.4 UNITS/AC.
<span style="color: orange;">■</span>	<b>PLANNING AREA 5</b> USE: RESORT TIMESHARE UNITS AREA: 9.95 AC. UNIT #: 216 DENSITY: 21.7 UNITS/AC.
<span style="color: yellow;">■</span>	<b>PLANNING AREA 6A &amp; 6B</b> USE: GOLF VIEW CONDOMINIUMS AREA: 30.68 AC. UNIT #: 550 DENSITY: 16.6 UNITS/AC.
<span style="color: red;">■</span>	<b>PLANNING AREA 7</b> USE: MIX USED RETAIL VILLAGE AREA: 36.2 AC. UNIT #: 150 DENSITY: 4.14 UNITS/AC.
<span style="color: purple;">■</span>	<b>PLANNING AREA 8</b> USE: INDUSTRIAL PARK (RESEARCH & DEVELOPMENT) AREA: 30.72 AC.
<span style="color: darkpurple;">■</span>	<b>PLANNING AREA 9</b> USE: EXECUTIVE OFFICE AREA: 16.0 AC.
<span style="color: peachpuff;">■</span>	<b>PLANNING AREA 10</b> USE: COMMUNITY COMMERCIAL AREA: 20.0 AC.
<span style="color: darkred;">■</span>	<b>PLANNING AREA 11</b> USE: ARENA & EVENT CENTER AREA: 41.4 AC.



# CONCEPTUAL LAND USE PLAN

NORTHSTAR  
40421.03.000 SPECIFIC PLAN  
AMENDMENT NO. 2



**Figure IV-1**



❖ *Project History*

The property in question has a long and complex history, dating from 1981, involving three versions of a Specific Plan. In 1981, the County approved Specific Plan 151, the Oasis, along with a mitigated negative declaration addressing the CEQA requirements that supported the approval of the Specific Plan. That project was a mixed-use residential (including mobile homes) and commercial development that included a golf course.

In 1988, that plan was amended (Amendment No. 1) to facilitate a similar mixed-use concept as the Oasis, but modified to include single-family detached residential units instead of mobile homes. The commercial area was also changed to convey a more business-park sense of place.

In 1989, a land trade was completed that realigned the property line between the site and the Coachella Valley Preserve to the north. That transaction served, in part, to meet the project's biological resources mitigation and fee requirements.

Approval of Amendment No. 2 to the Specific Plan No. 151 in 1998, referred to as "North Star Commerce Center and Golf Club," also facilitated a mixed-use concept, but modified to be even more of a business-park, commercial and recreational development. Amendment No. 2 resulted in the elimination of all permanent dwelling units.

Concurrent with Amendment No. 2, was the approval of several related, discretionary actions. Most of those actions, in one way or another, brought Amendment No. 2 into conformity and consistency with relevant land use, legal, policy, and other pertinent documents. Related approvals included, but were not limited to, Comprehensive General Plan Amendment No. 443 and the Zone Change No. 6346 and Mitigated Negative Declaration for Environmental Assessment No. 37291.

In December, 2003, the County approved a mass grading permit (BGR 03-1397) to allow for the grading of the entire site. That approval was based on the finding that the grading was consistent with Amendment No. 2 and on the environmental clearances associated with that action. It was also found that, although the golf course was changed somewhat because of the need to accommodate flood issues and golfer preferences, the changes were in substantial conformance with the North Star Specific Plan and was therefore consistent with that plan.

- 1981** The County of Riverside approved the "Oasis" project (Specific Plan No. 151). The project was a mixed-use residential (1522 mobile home lots) and commercial development (12 acres) that included a 27-hole golf course and maintenance facility
- 1988** A name change occurred and the "NorthStar" Specific Plan was amended to facilitate a similar mixed-use concept as the "Oasis", but modified to include single-family detached residential dwellings instead of mobile homes. The commercial area was also changed to accommodate a business park.
- 1989** A land trade with the U.S. Fish and Wildlife Service was completed realigning the property line between the site and the Coachella Valley Preserve to the north. The transaction served, in part, to meet the project's biological resource mitigation and fee requirements.
- 1998** The County of Riverside approved a 2<sup>nd</sup> amendment to Specific Plan No. 151, referred to as the "NorthStar Commerce Center and Golf Club". The mixed-use development



concept remained, but the plan was modified to include additional business park, commercial and recreational oriented land uses. Amendment No. 2 also resulted in the elimination of all permanent dwelling units.

**2003** The County of Riverside approved a mass grading permit (BGR 03-197), consistent with Specific Plan 151 Amendment No. 2 and on the environmental clearances associated with the action.

**2005** The County of Riverside approved a Golf Course Plot Plan (PP19242), consistent with prior approvals associated with Specific Plan No. 151 Amendment No. 2.

**2005** The County of Riverside approved two additional Plot Plans (PP19740 and PP 20512) which allowed for the construction of an 81,000 square foot golf clubhouse, and two comfort stations. Each plot plan is consistent with Specific Plan No. 151 Amendment No. 2.

## **B. LAND USE AND SOCIOECONOMICS**

This section of the environmental impact report for the NorthStar Specific Plan addresses Land Use, Population, Employment, Housing and Fiscal Impacts. Applicable Thresholds of Significance related to the above topics are as follows:

A project will normally have a significant impact on the environment if it will:

**Re: Land Use**

- a) Physically divide an established community.
- b) Conflict with any applicable land use plan, policy or regulation of any agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.
- c) Conflict with any applicable habitat conservation plan or natural community conservation plan. (*Please see Section\_\_ Biological Resources for a discussion on this issue.*)

**Re: Population and Housing**

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).
- b) Displace substantial numbers of existing housing, necessitating the construction or replacement housing elsewhere.
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

❖ **Land Use**

*General Plan Land Use determination System*

Site Identification within Multipurpose Open Space Plan

The first step in the General Plan Land Use Determination System is to review the Open Space and Conservation Map to determine if the proposed project site is intended to be preserved as open space or to provide for the conservation of a particular resource. Land use designations such as Agriculture, Desert Areas, Mineral Resources, Mountainous Areas, Parks/Forests, Water Resources/Flooding and Wildlife/Vegetation are areas to be preserved as open space or would provide for conservation of a specific resource. The map also identifies areas with approved Specific Plans and Community Plans which have been adopted in the General Plan Open Space and Conservation Map.

**Table V-2** outlines the designations contained in the Open Space and Conservation Maps on the NorthStar project.

**TABLE V-2**  
**OPEN SPACE DESIGNATION FOR NORTHSTAR**  
**RIVERSIDE COUNTY GENERAL PLAN**

MAP NUMBER	RESOURCE	DESIGNATION
OS-1	Water Resource	Colorado River Watershed
OS-2	Agricultural Resource	Prime Agricultural
OS-3	Parks, Forests & Recreation Areas	None
OS-5	Mineral Resources	MRZ-3
OS-6	Relative Archeological Sensitivity	None
OS-7	Historical Resources	None
OS-8	Paleontological Resources	Low
WCVAP Fig. 3	Specific Plan	SP 151, Amendment No. 2
WCVAP Fig. 10	Fringe Toed Lizard Habitat Area	None
WCVAP Fig. 11	Multi-Species Habitat Conservation	None

Site Identification within Safety Element

This step in the land use determination system includes a review of the Safety Element of the Riverside County General Plan. Based on the location of hazards on or near the project site, an enumeration between the project and the hazards/resources can be made. As a result, those hazards/resources either limit or identify mitigation needs for specific land uses contained in the project.

Based on maps contained in the Riverside County General Plan, **Table V-3** shows which hazard areas the subject property is within:

**TABLE V-3**  
**SITE IDENTIFICATION WITHIN SAFETY ELEMENT**

MAP	HAZARD	DESIGNATION
S-1	Faulting	None
S-2	Earthquake Fault Study Zone	None
S-3	Generalized Liquefaction	Medium Deep Groundwater
S-4	Slope Stability	None
S-5	Steep Slopes	Less than 15%
S-6	Geologic Materials	Holocene, Fine-grained unconsolidated sediments
S-7	Subsidence	Susceptible
S-8	Wind Erosion	High
S-9	Flood Hazard Zone	100-year
S-10	Dam Failure Inundation Zone	Outside
S-11	Wildfire Susceptibility	Low/Very Low

Subsequent sections of this EIR will address in detail the various hazards/resources outlined above. **Table V-4** summarizes the safety issue and the section associated with it.

**TABLE V-4  
LIST OF SAFETY ISSUES**

SAFETY ISSUE	SECTION
Seismic	C. 1
Slope and Soil Instability Hazards	C. 2
Flooding	C. 4
Hazardous Wastes & Materials	C. 8

Land Use Area Profile and Community Policy Area Identification for Project Site

The project site lies within the Western Coachella Valley Area Land Use Plan (WCVP) and carries a land use designation of Specific Plan 151, Amendment No. 2 (SP-151). The project site is not within an identified Community Policy Area as listed in the WCVP. The property is currently zoned SP-151, Amendment No. 2, which carries development standards and design parameters for improvements on the site.

Under the current requirements of SP-151, the County allows the development of a golf course, a clubhouse, a hotel and restaurant associated with the golf course, and a commercial/industrial complex to serve local and regional needs. The new plan, Specific Plan 343, calls for the golf/hotel/clubhouse components as well as the commercial/industrial uses, but adds residences and timeshares. In order to accommodate those changes, the General Plan and Specific Plan must be amended to reflect the new configurations. This Specific Plan and EIR present an analysis of the General Plan and Specific Plan amendments.

Summary of Project Proposal/Site Comparison with Applicable Land Use Category Policies or Community Plan

The Riverside General Plan identifies five land use categories to define appropriate land use types and intensities. Although not mapped, the categories – Heavy Urban, Urban, Rural, Outlying Areas, and Planned Community – are based on relevant General Plan policies and are made on a project-by-project basis.

Each category includes a general description of permitted land uses and intensities corresponding to the level of public facilities needed to serve a development. The categories are as follows:

- ***Agriculture*** - The Agriculture land use designation has been established to help conserve productive agricultural lands within the County. These include row crops, nurseries, citrus groves and vineyards, dairies, ranches, poultry and hog farms, and other agricultural related uses. Areas designated for Agriculture generally lack an infrastructure that is supportive of urban development.
- ***Rural*** - The Rural General Plan Foundation Component is intended to identify and preserve areas where the rural lifestyle is the desired use, including areas of remote cabins, residential estates, limited agriculture, equestrian, and animal keeping uses. In the future, the challenge will focus on preserving the character of established rural areas while accommodating future growth, preventing the encroachment of more intense urban uses, and ensuring compatibility between rural and urban uses.

- **Open Space** -One of the most distinctive features of Riverside County is its variety of open spaces. These open spaces vary by terrain, from remote deserts and mountains, to rolling hills and canyons, to lakes and streams, to protected habitat areas, to passive and active recreational areas, and are vital to the heritage, character, and lifestyle of Riverside County.
- **Community Development** - The Community Development General Plan Foundation Component depicts areas where urban and suburban development are appropriate. It is the intent of this Foundation Component to provide a breadth of land uses that foster variety and choice, accommodate a range of life styles, living and working conditions, and accommodate diverse community settings. The goal is to accommodate a balance of jobs, housing, and services within communities to help achieve other aspects of the RCIP Vision, such as mobility, open space, and air quality goals. It is the expressed goal of the General Plan to focus future growth into those areas designated for Community Development and in a pattern that is adaptive to transit and reduces sprawl.

#### *General Plan Land Use Element*

##### Land Use Planning Area Policy Analysis

The project site is subject to policies contained in the Riverside County Integrated Plan, the Western Coachella Valley Area Land Use Plan (WCVP) and Specific Plan 151, Second Amendment. When the SP 151, No. 2 was approved, the permitted uses and development standards were also changed to reflect the development vision of the North Star Project. The plan basically called for three zoning designations for the property, the C-T (Tourist Commercial), C-P-S (Scenic Highway Commercial) and I-P (Industrial Park) categories. A golf course was also planned for the property.

Land use policy objectives, programs and standards located in the Land Use Element of the General Plan also apply to the determination of General Plan consistency for a land use development proposal.

##### Community Policy Area Analysis

There are three policy areas identified in the Riverside County General Plan. They are: 1) the Rancho Mirage Sphere of Influence Policy Area; 2) the San Gorgonio Pass Wind Energy Policy Area; and 3) the Hot Springs Policy Area. The NorthStar project is outside those policy areas so policies contained in those areas do not apply.

In addition to the three policy areas mentioned above, the County has listed adopted Specific Plans as Policy Areas to provide detailed study and development direction for new projects. Specific Plan 151 is the current plan for the property contained in the NorthStar project.

##### Land Use Category Policy Analysis

The NorthStar project lies within the Western Coachella Valley Planning Area (WCVP) area which consists of lands east of the Banning Pass, south of the Little San Bernardino Mountains, north of the San Jacinto and Santa Rosa Mountains and east of the City of Coachella. The WCVP includes the incorporated cities of Palm Springs, Cathedral City, Rancho Mirage, Palm Desert, La Quinta, Indio and Desert Hot Springs. The area also includes the unincorporated communities of

Thousand Palms, Sky Valley and Bermuda Dunes along with the unincorporated Riverside County lands.

According to the General Plan, NorthStar exhibits a number of characteristics conducive to accommodating the forecasted growth. They include:

- Proximity to the City of Palm Desert.
- Freeway access to both the Cook Street and Washington Street interchanges.
- Easy access to sewer, water, electricity, telecommunications, gas, and other infrastructure.

However, there are some concerns that could impact development in some parts of the project. They include:

- Proximity to the Coachella Valley Preserve
- Location within the 100-year flood plain as identified on Federal Emergency Management Agency Flood Insurance Rate Maps
- Location along the I-10 corridor, a County-designated Scenic Corridor
- Impacts to groundwater levels
- Location within a blowsand area
- Land subject to ground shaking

The NorthStar project serves to provide commercial, industrial, recreational and residential land uses to serve economic and recreational needs within the Coachella Valley. The project, as proposed, will also extend infrastructure, especially water, to the site and other properties in the area north of the I-10 freeway between Cook Street and Washington Street. Additionally, the project will utilize reclaimed water for irrigation of the golf course, control blowsand through best management practices for dust control during and after construction, construct building pads and buildings in such a way as to address ground shaking, build the golf course in such a way as to retain and convey flood waters in order to protect buildings and people, provide a development along the I-10 corridor that presents an aesthetically superior streetscape, and provide a sensitive interface between the project, the golf course and the Coachella Valley Preserve.

#### Community Plan

The project site does not lie within any Community Plan area as identified with the Riverside County General Plan or the WCVF.

#### Actual Existing and Surrounding Uses

Property to the east is fallow agricultural land that is currently vacant and is designated as High Density (8 to 14 dwelling units per acre) for the properties fronting Varner Road/Avenue 38, and Conservation – Habitat for the land north and east of the High Density areas and north of Avenue 38. Property to the north and east is vacant land that has been preserved for Habitat Conservation as part of the Coachella Valley Preserve. Land to the northwest is occupied by scattered residences and a decommissioned school. A new school is currently proposed for construction along Cook Street (Chase School Road) north of Western Avenue and is scheduled for development within the near future. The property to the immediate west and across Cook Street contains scattered residences but is mostly vacant. Property to the south and across Interstate 10 is within the City of

Palm Desert and is being developed with freeway commercial, educational and light industrial uses.

*Conclusion (Land Use)*

Based on the foregoing, the proposed NorthStar Specific Plan is consistent with the land use goals and policies of the Riverside County General Plan and the Western Coachella Valley Area Plan and will not divide an established existing community.

*Population, Employment and Housing*

The Housing Element of the Riverside County General Plan identifies and establishes the County's policies with respect to meeting the needs of existing and future residents in Riverside County. The need for housing is predicated on population growth in a particular area and that area's economic vitality. The following table presents the rate of population growth in the Coachella Valley in relation to other areas between 1990 and 2004. As indicated, the Coachella Valley had a higher growth rate than any of the other compared to areas, 59 percent. This population growth rate, and thus a corresponding demand for housing is expected to continue into foreseeable future.

**TABLE V-5  
COACHELLA VALLEY POPULATION GROWTH COMPARISON 1990 - 2004**

<b>U.S.</b>	<b>Los Angeles</b>	<b>California</b>	<b>Riverside County</b>	<b>Coachella Valley</b>
18%	12%	21%	52%	59%

*By: Coachella Valley Economic Partnership, 2003*

*Housing Affordability in Riverside County and the Coachella Valley*

The following information is excerpted from the Riverside County General Plan Housing Element. The costs of home ownership and renting can be compared to a household's ability to pay for housing, based on the 2000 HUD median income of \$47,400 for Riverside County, and based on the 1990 median income of \$37,694. The term "affordability gap" refers to the difference between prevailing housing costs and the income levels of area residents.

The table below presents the affordable rents and purchase prices by income category based on 30% of income expended. In the case of rent, the 30% does not include allowance for utilities which may impose additional costs to the renter of between \$50 and \$100 per month or more, depending on which utilities the renter is responsible for paying. Renters may be required to cover water, sewer, and trash pickups in addition to the usual electric, gas, telephone, and in many cases, cable service. The addition of these costs may cause the rental of a unit, which would otherwise be affordable, to become unaffordable. In the case of purchase, the 30% includes payment on principal and interest, and an assumed 1.25% allocation for taxes and homeowner insurance.

In actuality, taxes and insurance may exceed the assumed 1.25% in newer areas subject to assessment, Mello-Roos districts or high fire hazard/flooding. A 10% down payment and a 7.5% interest rate is assumed, based on current market conditions, in the Very Low category (less than 50% of median income), the maximum affordable rent is \$593 per month using the HUD standard of paying no more than 30% of gross income for housing. The maximum purchase price for the same category would be approximately \$80,000. Although it is not specifically addressed in the analysis of regional housing needs, the Extremely Low Income category is also included in the table. This income level translates to approximately \$7.00 per hour for a full-time job. This wage level is typical of agricultural workers and unskilled service industry jobs such as in the fast food or restaurant business, day care workers, laborers, landscape maintenance, maids, etc. (Source: California Employment Development Department, 1998 Occupational Employment Statistics Survey.) In addition, there are elderly persons whose only source of income may be Social Security.



**TABLE V-6**  
**AFFORDABLE RENT AND PURCHASE PRICE BY INCOME CATEGORY - 2000**

Type	Annual Income	Affordable Rent Payment	Estimated Affordable Purchase Price <sup>3</sup>
Extremely Low	Under \$14,220	\$356	Under \$50,000
Very Low	\$14,220 - \$23,700	\$357 - \$593	\$50,000 - \$85,000
Low	\$23,701 - \$37,920	\$594 - \$948	\$85,000 - \$130,000
Moderate	\$37,921 - \$56,880	\$949 - \$1,422	\$130,000 - \$180,000
Above Moderate	Over \$56,880	Over \$1,422	Over \$180,000

<sup>1</sup> Income limits established by HUD. Based on MFI of \$47,400 for Riverside County.

<sup>2</sup> Based on 30% of income.

<sup>3</sup> Assumes 10% down payment, an 7.5% interest rate, 1.25% tax and homeowners insurance.

Source: The Planning Center

Overpayment refers to renters and homeowners who must pay more than 30% of their gross incomes for shelter. A high cost of housing eventually causes fixed income, elderly, and lower income households to use a disproportionate percentage of their income for housing. This may cause a series of related financial problems which may result in a deterioration of the housing stock, because housing costs associated with maintenance must be sacrificed for more immediate expenses (e.g. food, clothing, medical care and utilities), or inappropriate housing sizes and types to suit the needs of the household.

A comparison of rental affordability maximums based on 2000 HUD income limits presented in the above table shows that only studio and one-bedroom units are generally within the financial reach of Very Low income households in both the western (WRCOG) and eastern (CVAG) areas of the County. The average two-bedroom and larger units are offered at rents that exceed the affordability limits for this income range. This analysis indicates a need for increased rental opportunities at rents affordable to Very Low income households, whether at market rate or assisted through federal, state or local programs.

Between January 2003 and January 2004, the Valley grew by 3.8%, Riverside County grew 3.4% according to the Coachella Valley Economic Partnership. In California in June, the minimum household income needed to purchase a median-priced home at \$542,720 was \$125,870, based on an average effective mortgage interest rate of 5.71 percent and assuming a 20 percent down payment. And currently in California as of Aug. 2005, the affordable index (the percentage of households that can afford the median priced house) for the state is 16%.

Regional price variation between counties can deviate from area to area within the state as shown below.

**TABLE V-7  
REGIONAL PRICE VARIATION**

County	Price in June 2005	Price in June 2004
San Francisco Bay	\$734,610	\$655,990
Santa Clara	\$760,000	\$642,000
Orange County	\$702,400	\$657,930

The local market prices:

**TABLE V-8  
LOCAL MARKET PRICES**

County	Price in June 2005	Price in June 2004
Palm Springs/Lower Desert	\$393,370	\$346,700
Riverside County/ San Bernardino	\$373,860	\$304,810
San Diego County	\$614,120	\$580,670

According to the chart provided below housing is needed in low, medium and high income housing ranges. (Regional Housing Needs Assessment, 1998-2005, Adopted by Southern California Association of Governments, Regional Council, November 2, 2000).

**TABLE V-9  
HOUSING NEEDS BY INCOME GROUP**

COACHELLA VALLEY	Very Low Income	Low Income	Moderate Income	Above Moderate Income	Total Construction Need	Percent of Sub-regional Total
Blythe	234	137	166	316	853	5.9%
Cathedral City	208	142	186	329	865	6.0%
Coachella	402	283	301	502	1,488	10.3%
<b>Unincorporated CVAG</b>	<b>1,649</b>	<b>1,028</b>	<b>1,150</b>	<b>2,224</b>	<b>6,051</b>	<b>41.9%</b>
Desert Hot Springs	66	37	47	84	234	1.6%
Indian Wells	27	18	27	110	182	1.3%
Indio	228	181	220	409	1,038	7.2%
La Quinta	178	103	196	436	913	6.3%
Palm Desert	77	67	85	215	444	3.1%
Palm Springs	383	260	289	570	1,502	10.4%
Rancho Mirage	157	111	135	470	873	6.0%
Sub-regional Total	3,609	2,367	2,802	5,665	14,443	100.0%

Riverside County serves as a bedroom community that supplies a substantial portion of the labor pool for the Los Angeles-Orange County metropolitan area. Statistics for 1990 and 1997 show that Riverside County's jobs-household balance is slowly improving, however, from 0.80 jobs per household in 1990 to 0.90 jobs per household in 1997 (Table H-13). The unincorporated area shows a severe shortage of jobs, however, with only 0.47 jobs per household in the western county and 0.30 jobs per household in the eastern county in 1997. The foregoing situation has improved little since that time

This proposed project complies with the legal requirements for universal access to public buildings, sidewalks, and public spaces. The project utilizes energy efficient components and appliances. The project housing is unique to its setting, context, and placement. The project represents design excellence by not just building townhouses, and villas but also adding a sense of place with recreational opportunities, community commercial and executive office and industrial park areas. The size and orderly planning of 455.75 acres is a unique opportunity to create a community neighborhood.

The foregoing conforms to the General Plan Housing Elements vision statements that state:

- Foster and encourage innovative design, variety, and flexibility in housing types which would not otherwise be allowed in other zoning districts;
- Ensure the provision of open space as a part of the development; and
- Provide a greater diversity in housing choices.

The project fills a need for housing units for the more affluent sectors of the general population. Growth patterns in the Riverside General Plan state that all types of housing are available and all types of housing are needed.

1. New growth patterns no longer reflect a pattern of random sprawl. Rather, they follow a framework of transportation and open space corridors, with concentrations of development that fit into that framework. In other words, important open space and transportation corridors define growth areas.
2. Growth focus in this County is on quality, not on frustrating efforts to halt growth.
3. Population growth continues and is focused where it can best be accommodated.
4. Growth is well coordinated between cities and the County and they jointly influence periodic state and regional growth forecasts affecting Riverside County and its cities.

The following RCIP Housing Element goals and policies are applicable to the proposed project:

**Policy 1.7:** Encourage innovative housing, site plan design and construction techniques to promote new affordable housing by the private sector.

**Policy 2.2:** Enhance the quality of existing residential neighborhoods by including adequate maintenance of public facilities in the County's capital improvement program and requiring residents and landlords to maintain their properties in good condition.

**GOAL 3:** TO PROMOTE EQUAL HOUSING OPPORTUNITIES FOR ALL PERSONS REGARDLESS OF RACE, AGE, SEXUAL ORIENTATION, RELIGION OR SEX.

**Policy 3.1:** Continue to support fair housing laws and organizations that provide fair housing information and enforcement.

**GOAL 4:** ESTABLISH ADEQUATE PLANNING, ADMINISTRATIVE AND FISCAL TOOLS TO IMPLEMENT HOUSING POLICIES.

**Policy 4.2:** Establish and maintain accurate planning and demographic data using GIS (Geographic Information systems)

**GOAL 5:** REDUCE PER CAPITA RESIDENTIAL ENERGY USE

**Policy 5.1:** Encourage the use of energy conservation features in residential construction and remodeling

Cooperative policies and programs are now in place and closely coordinated with cities, the County of Riverside, and the Local Agency Formation Commission and concentrate development where it is most appropriate. Community expansion and development have given incentives for innovative design that “raise the bar” in creating communities of excellence that commonly stimulate the development community to exceed the norms of development standards and this project is an example of this excellence.

The project conforms to the following County of Riverside General Plan, Western Coachella Valley Area Plan Policies:

**WCVAP 1.2** Coordinate with local agencies to ensure adequate service provision for all development within the Policy Area.

**WCVAP 1.6** Require that development be sensitive to and retain the unique topographical features within and adjacent to the planning area.

**WCVAP 1.7** Ensure a mix of land uses that creates a vital, economically and environmentally healthy area that is supportive of transit and other forms of alternative modes of transportation, promotes walkability and civic life, and provides a variety of housing, civic, employment, and open space opportunities throughout the planning area. General land uses may include a mix of:

- Regional and local-serving commercial uses;
- Tourist facilities;
- Residential densities from Medium to High Density Residential’
- Active and passive open space area;
- Mixed Use;
- Cultural, educational, and civic uses;
- Transit facilities;

- Employment-intensive office and business park uses; and
- Light Industrial uses north of Interstate 10.

**WCVAP 1.8** Incorporate open space and recreational amenities into the planning area in order to enhance recreational opportunities and community aesthetics.

**WCVAP 1.9** Apply the City of Rancho Mirage’s adopted standards for median strips along specific roadways as those roadways extend into the City’s Sphere of Influence.

The growth developed by this project is projected within forecasts of population and housing trends. The Specific Plan identifies the number, characteristics, geographic distribution, and timing of new housing units associated with the proposed project. The NorthStar project is consistent with the RICP which defines this as a Community Center Overlay to provide the option for the Specific Plan to define concentrations of residential and other mixed-use, commercial and industrial areas.

The North Star Specific Plan will create a master planned resort community consisting of a variety of residential opportunities, centered around an 18-hole, world class golf course. These will include golf villas, resort timeshare units and condominiums geared for moderate and higher income households. Other land uses within the North Star project will include a mixed-use retail village, industrial park, community commercial buildings, executive offices, 350-room hotel and golf clubhouse.

- 1 The project implements innovative development standards and design guidelines and controlled phasing that as they are created are mitigating land use conversion effects. Methods include providing landscaping, recreational uses, and buffers between dissimilar land uses. The project is designed to contain impacts of increased population on-site and on existing road corridors.
- 2 The project is providing needed housing in an area of the county that is forecasted by Southern California Association of Governments (SCAG) for increased population pressures. Mitigation from land use change is balanced with a new creation of amenities and features that enhance the environment.
- 3 The project provides the necessary infrastructure including, roads, trails and emergency fire safety design criteria.
- 4 The project will comply with Title 24 of the California Code of Regulations will promote energy efficiency.
- 5 The project will comply with Federal, State, and County laws and regulations that promote fair and equal housing opportunities for all persons.
- 6 The project complies with policies in the County of Riverside General Plan, Western Coachella Valley Area Plan policies: WCVAP 1.2, 1.6, 1.7, 1.8, 1.9, 3.2, and 3.3.

The Specific Plan/Environmental Impact Report identifies the land use change proposed and describes guidelines, details, and practices that lessen the impacts of the proposed land use changes. For example, North Star utilizes numerous features and development standards that lessen the impacts from land conversion by providing and incorporating features such as:

1. By placing multi-unit housing clusters in different groupings and defining planning areas and phasing schedules the project addresses and lessens the effects from construction on the area.
2. By surrounding the buildings with landscaped open areas that incorporate variety that includes different colors, heights and textures the project design mitigates visual impacts of the built environment.
3. By creating a interconnecting curved pedestrian walkway, and providing inter-modal options to encourage bikes, or walking and connecting the 455. Acres the project provides recreational and open space areas to the housing complexes.
4. By placing attenuation walls and buffer zones the project mitigates noise.
5. Adding a world-class golf course and water elements that also act as run-off drainage retention areas the project creates views and focal interest areas adjacent to the housing areas.
6. By creating passive traffic calming devises built into the streets such as landscaping, islands, and berms, the streets become slow moving internal streets for the housing units.
7. By creating streets with shade trees and different levels and textures of shrubs and flowers the project creates visual interest, color, design and windbreaks to enhance the housing environment mitigating glare, and exposure to the elements.

*Conclusions (Housing):*

The project site is currently devoid of any dwelling units. As a consequence, the proposed project will not displace any existing housing units. The North Star Specific Plan is a mixed-use project that will supply a variety of residential housing types as well as commercial uses. The project's development standards and design guidelines require the incorporation of landscaping, recreational uses, buffers between dissimilar land uses and fire safety design criteria. The project's compliance with Title 24 of the California Code of Regulations will also promote energy efficiency.

The growth rate base is already in a pattern of substantial growth and the RICP land use element has determined this area as an area identified for growth (as discussed in the land use element).

The proposed project meets SCAG housing growth projections by providing 754 homes and 7,000 jobs generated from the mixed use and commercial/industrial areas. However, it is also estimated that more than half of the potential employment opportunities created by the proposed project may be filled by immigrants to the Coachella Valley. These immigrants will likely not be able to afford rental or for sale housing given the prices for same in the area. This will place added pressure on the already affordable component of the housing market. However, the affordability of Coachella Valley housing is a situation unlikely to be remedied by this or any other project and will likely have to be addressed by changes in the housing marketplace typically brought forth by economic pressures and the NorthStar project will not address low and moderate income housing. As a result, the impact of the proposed project on affordable housing is not considered to be significant.

*Regional Growth*Regional Growth (SCAG) Forecasts

This subsection is organized into three parts as follows: 1) a statement of the regional growth forecasts for the project site; 2) a description of the growth forecast for the Western Coachella Valley Area Plan Land Use Plan in which the site is located; and 3) a comparative analysis of the project's population in relation to the population forecasts for the region and the Western Coachella Valley. Information for this section was obtained from publications prepared by SCAG, CVAG and the County of Riverside (i.e. the General Plan).

Identification of Regional Growth Forecasts for Project Site

The 2004 SCAG Regional Transportation Plan (April 2004) developed the following forecasts for the Coachella Valley Sub-Region. The Sub-Region encompasses the cities of Cathedral City, Coachella, Desert Hot Springs, Indian Wells, Indio, La Quinta, Palm Desert, Palm Springs, Rancho Mirage and the accompanying unincorporated areas of Riverside County. Although the CVAG Sub-Region also includes Blythe, it is not included in this analysis because the City is over 100 miles to the east and separated from the Coachella Valley by vacant desert. Blythe, although technically within the CVAG Sub-Region, is not within the employment, housing and population market with the other cities listed above.

**TABLE V-10  
FORECASTS FOR THE COACHELLA VALLEY SUB-REGION\***

COACHELLA VALLEY SUB-REGION	YEAR				
	2005	2010	2015	2020	2025
Population	397,904	449,032	515,911	580,589	641,549
Households	137,082	159,665	185,082	210,536	235,672
Employment	148,157	177,131	196,138	215,637	235,388

*\*Numbers are from the SCAG 2004 RTP, April 2004*

The NorthStar Specific Plan is located in the unincorporated part of the Coachella Valley just north of the City of Palm Desert. The unincorporated area in the Coachella Valley is estimated, based on SCAG projections, to have 90,668 people in 2005 and is expected to grow to 169,437 by the year 2025, for an increase of 78,769 or 86.9%. In that same timeframe, the number of households in the unincorporated portion is expected to rise from 26,827 to 56,666 for a 29,839 increase, or 111% increase. The greater percentage increase between the number of households compared to the population number is attributed to the reduction in the average household size from 3.37 in 2005 to 3.0 in 2025.

Western Coachella Valley Sub-Regional Growth Forecast

The NorthStar Specific Plan lies within the Western Coachella Valley Community Plan (WCVP) Area. It is not within a County Service Area or a Unique Community or a Special Policy Area according to the Western Coachella Valley Area Plan. The WCVP does not have a separate growth forecast but does outline some general population growth direction as follows:

*“Population Growth (Vision Summary)- The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible.”*

In addition to the general vision summary, the County’s General Plan reads as follows:

*“Population Growth (A Special Note on Implementing the Vision) – This plan (the County General Plan) focuses on growth in areas well served by public facilities and services or where they can readily be provided. Development is concentrated in key unincorporated areas located near existing development and major roadways. Residential land uses provide for a variety of densities, which in turn provide for a variety of housing choices. The rural and open space character of remote areas is protected through the use of appropriate rural and open space land use designations. These areas serve as natural boundaries between unincorporated communities, protect sensitive habitat areas, limit susceptibility to natural hazards, and serve as tremendous visual and passive recreational amenities.”*

SCAG also has growth principles, designed to make the SCAG region, including the Coachella Valley Sub-Region and the project site, a better place to live, work and play for all residents regardless of race, ethnicity or income class. The following “Regional Growth Principles” are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal.

**Principle 1: Improve mobility for all residents**

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development
- Promote a variety of travel choices.

**Principle 2: Foster Livability in all communities**

- Promote infill development and redevelopment to revitalize existing communities.
- Promote developments which provide a mix of uses.
- Promote “people scaled,” walkable communities.
- Support the preservation of stable, single-family neighborhoods.

**Principle 3: Enable prosperity for all people**

- Provide, in each community, a variety of housing types to meet the housing needs of all income levels.



- Support educational opportunities that promote balanced growth.
- Ensure environmental justice regardless of race, ethnicity or income class.
- Support local and state fiscal policies that encourage balanced growth.
- Encourage civic engagement.

**Principle 4: Promote sustainability for future generations**

- Preserve rural, agricultural, recreational and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.
- Utilize “green” development techniques.

Project Growth Forecast Comparative Analysis with Regional Growth Forecast

Based on the SCAG forecasts, the Coachella Valley Sub-Region (excluding Blythe) is expected to grow from 397,904 people today to 515,911 by 2015, the anticipated buildout timeframe for NorthStar. That translates into 118,007 settling in the Coachella Valley in the next ten years. Of those 118,007 people, 36,257 are planned for the unincorporated areas.

The project envisions 970 dwelling units within its boundaries. A simple estimate of population would merely multiply that number of units times 3.37 (the current average household size in unincorporated Coachella Valley Sub-Region) for 3,268 people at buildout.

However, a number of factors will reduce that number significantly. First, 216 of the units will be timeshares which are designed as dwelling units but will be sold as fractional ownership in one or two-week segments. Those units will therefore function more akin to hotel rooms with no permanent residents.

Secondly, the 54 units in the Golf View Villas will be part of the rental pool associated with the Hotel and will, as with the timeshares, function more as hotel rooms.

Thirdly, the remaining dwelling units will be higher end and a major portion will be second homes, held for occasional occupancy. As such, the average household size will be less than the 3.37 for Riverside County. Since the property is next to and more in line with the City of Palm Desert market, it is more appropriate to use Palm Desert’s household size rather than the more regional numbers from Riverside County. Palm Desert’s average household size is 2.2 persons and will be used for the NorthStar project.

Based on the above, the number of persons anticipated for NorthStar at buildout can be reduced from 3,268 people as follows:

1. 970 dwelling units can be reduced to 700 because 270 units will be used as transient occupancy of two weeks or less.
2. The average household size is reduced from 3.37 to 2.2 because of the targeted market for the units and the proximity to Palm Desert, a more realistic market comparison.

3. The total number of people anticipated to reside in NorthStar is therefore **1,540** (700 dwelling units x 2.2 persons per unit).

In addition to the quantitative analysis, there are qualitative issues expressed in the County's Vision Statement, the County's Population Growth statement, contained in the Western Coachella Valley Area Plan and SCAG's growth principles. Based on those concerns, NorthStar exhibits a number of characteristics that are consistent with qualitative matters as follows:

- The NorthStar project has been slated for development with a project that is similar (except for the residential component) to the current proposal since 1982.
- The Riverside County General Plan has designated the property for development with a project not unlike the current proposal.
- All public services are available to the property in sizes that can service the various uses on site.
- The project will implement the County's Master Plan for street improvements and the regional bike path along the Varner Road frontage.
- NorthStar will extend services along Varner Road and through the project that helps complete needed infrastructure to properties east and west of the site that are planned for urban level development.
- The project will provide for a mix of housing choices immediately adjacent to and, with the inclusion of housing in the retail village, within employment opportunities.
- The project provides a transition and buffer, the golf course, between the Coachella Valley Preserve, a major natural open space, to the north and the more intense development along the Varner Road frontage.
- NorthStar provides for a walkable, village style atmosphere that incorporates facilities for automobiles, bicycles, and electric carts into the circulation system.

With the design and nature of the site development, NorthStar offers a unique, integrated community where people can live, work and play but still have easy access to the rest of the Coachella Valley and places beyond, consistent with the policies expressed by the County and SCAG.

*Applicable Employment/Housing Balance Policies*

The Riverside County General Plan states:

*"Job growth in Riverside County has exceeded the remarkable population growth experienced during the last 20 years. This is a consequence of the natural pattern of jobs following labor force and the extensive efforts by local governments, the business community and educational institutions to stimulate and reinforce new economic activity. The effort has been aided by the fact that Riverside County offers an outstanding variety of living environments and housing choices and now enjoys a reputation as a highly desirable place for business relocation. The expansion of educational opportunities and complementary programs between education, industry, and the work force has played a significant part in this economic vitality."*

In support of that vision, the General Plan contains certain policies to promote a jobs/housing balance in areas that are considered to be housing-rich and jobs-poor, such as the Coachella Valley. Those policies are:

**LU 7.12** Improve the relationship and ratio between jobs and housing so that residents have an opportunity to live and work within the County.

Year 2000 Riverside General Plan and SCAG statistics indicate that the ratio of jobs to housing is about 1.27 jobs per household in the entire Southern California region, 0.92 in Riverside County and 0.26 in the eastern portion of Riverside County including the Coachella Valley. SCAG estimates for 2005 show that those numbers for Riverside County and the Coachella Valley have improved to 1.08 and 0.38, respectively. They are still well below the ratio of 1.5 envisioned by SCAG, however.

For the NorthStar project, it is estimated that there will be 700 full-time living units on the property. It is also estimated that there will be about 7,000 jobs created in the entire project once built. That translates into a jobs-to-housing ratio of 10.0, a ratio much higher than Riverside County and the Coachella Valley. Development of the property would therefore greatly contribute to bringing the jobs/housing ratio up to the Southern California level and the SCAG target.

#### *Regional Policies*

Outlined below is a discussion on regional policies from the SCAG and NorthStar relationship and consistency with those policies.

- A. GMC policies related to the RCGP goal to improve the regional standard of living
- 3.05 Encourage patterns of urban development and land use, which reduce costs on infrastructure construction and make better use of existing facilities.
- 3.09 Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.
- 3.10 Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.
- B. GMC policies related to the RCPG goal to improve the regional quality of life
- 3.12 Encourage existing or proposed local jurisdictions' programs aimed to designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.
- 3.13 Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.
- 3.16 Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems and areas needing recycling and redevelopment.
- 3.18 Encourage planned development in locations least likely to cause environmental impact.

- 3.20 Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.
- 3.21 Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.
- 3.22 Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.
- 3.23 Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.
- C. GMC policies related to the RCGP goal to provide social, political and cultural equity.
- 3.24 Encourage efforts of local jurisdictions in the implementation of programs that increase the supply and quality of housing and provide affordable housing as evaluated in the Regional Housing Needs Assessment.
- 3.27 Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.

D. Regional Transportation Plan

*Regional Transportation Plan Goals:*

- Maximize mobility and accessibility for all people and goods in the region.
- Ensure travel safety and reliability for all people and goods in the region.
- Preserve and ensure a sustainable regional transportation system.
- Maximize the productivity of our transportation system.
- Protect the environment, improve air quality and promote energy efficiency.
- Encourage land use and growth patterns that complement our transportation investments.

*Regional Transportation Plan Policies:*

Transportation investments shall be based on SCAG's adopted Regional Performance Indicators:

**TABLE V-11  
REGION PERFORMANCE INDICATORS**

<b>PERFORMANCE INDICATOR</b>	<b>PERFORMANCE MEASURE</b>	<b>DEFINITION</b>	<b>PERFORMANCE OUTCOME</b>
<i>Mobility</i>	Average Daily Speed	Speed experienced by travelers regardless of mode.	10% improvement
	Average Daily Delay	Delay excess travel time resulting from the difference between a reference speed and actual speed. Total daily delay and daily delay per capita are indicators used	40% Improvement
<i>Accessibility</i>	Percent PM peak period work trips within 45 minutes of home		
	Distribution of work trip travel times		
<i>Reliability</i>	Percent variation in travel time	Day to day change in travel times experienced by travelers. Variability results from accidents, weather, road closures, system problems and other non-recurrent conditions	10% improvement
<i>Safety</i>	Accident rates	Accidents per million vehicle miles by mode for injury and property	
<i>Cost Effectiveness</i>	Benefit to Cost ratio	Ratio of benefits of travel alternatives to the costs of travel including infrastructure, maintenance, travel time, environmental, accident and vehicle operating costs.	\$3.08
<i>Productivity</i>	Percent capacity utilized during peak conditions	Transportation infrastructure capacity and services provided:	
		Roadway Capacity – vehicles per hour per lane by type of facility  Transit Capacity – seating capacity by mode	
<i>Sustainability</i>	Total cost per capita to sustain system performance at base year levels	Focus is on overall performance, including infrastructure condition. Preservation measure is a sub-set of sustainability.	\$20 per capita primarily in preservation costs
<i>Preservation</i>	Maintenance cost per capita to preserve system at base year conditions	Focus is on infrastructure condition sub-set of sustainability.	
<i>Environmental</i>	Emissions generated by travel	Measure/forecast emissions include CO, NOX, PM10, SOX, and VOC. CO2 as secondary	Meet conformity requirements

PERFORMANCE INDICATOR	PERFORMANCE MEASURE	DEFINITION	PERFORMANCE OUTCOME
		measure to reflect greenhouse emissions.	
<i>Environmental Justice</i>	Distribution of benefits and costs	Share of net benefits and costs by mode, household income, race/ethnicity:	
	Accessibility	RTP expenditures Taxes paid Travel time savings by mode	
	Environmental: Emissions Noise	Access to jobs Environmental impacts from PEIR	

- Ensuring safety, adequate maintenance, and efficiency of operations on the existing multi-modal transportation system will be RTP priorities and will be balanced against the need for system expansion investments.
- RTP land use and growth strategies that differ from currently expected trends will require a collaborative implementation program that identifies required actions and policies by all affected agencies and sub-regions.
- HOV gap closures that significantly increase transit and rideshare usage will be supported and encouraged, subject to Policy #1.

D. Air Quality Chapter Core Actions

- 5.07 Determine specific programs and associated actions needed (e.g. indirect source rules, enhanced use of telecommunications, provision of community based shuttle services, provision of demand management based programs, or vehicle-miles-traveled/emission fees) so that options to command and control regulations can be assessed.
- 5.11 Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, sub-regional and local) consider air quality, land use, transportation and economic relationships to ensure consistency and minimize conflicts.

E. Open Space Chapter Ancillary Goals

Outdoor Recreation:

- 9.01 Provide adequate land resources to meet the outdoor recreation needs of the present and future residents in the region and to promote tourism in the region.
- 9.02 Increase the accessibility to open space lands for outdoor recreation.
- 9.03 Promote self-sustaining regional recreation resources and facilities.

## Public Health and Safety:

- 9.04 Maintain open space for adequate protection of lives and properties against natural and man-made hazards.
- 9.05 Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.
- 9.06 Minimize public expenditure for infrastructure and facilities to support urban type uses in areas where public health and safety could not be guaranteed.

## Resource Protection:

- 9.07 Maintain adequate viable resources production lands, particularly lands devoted to commercial agriculture and mining operations.
- 9.08 Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.

F. Water Quality Chapter Recommendations and Policy Options

- 11.07 Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.

An Air Quality Impact Analysis was prepared for the NorthStar project. The conclusions were that after implementing the suggested mitigation measures, potential impacts will be reduced to less than significant on a localized basis.

The NorthStar project has easy access to a wide array of recreational and outdoor activities, both on-site and off-site. Within a one-hour drive of the project is the Joshua Tree National Park and the Santa Rosa Mountains National Monument. The San Jacinto and San Geronio Wilderness areas are also close by. Many regional and local parks, golf course, and other recreational opportunities offer many passive and active areas for recreation. On-site, 240 acres of the 455 acre site is dedicated to golf, both an open space and recreational amenity. In conjunction with the golf course and the project, the plan calls for extensive internal bicycle and pedestrian paths, open spaces, gathering space, and views of the Coachella Valley Preserve and Little San Bernardino Mountains to the north. Plus, the project will construct along the entire frontage along Varner Road, a portion of a Class I Bike Path that will connect to other, regional paths.

The two major natural hazards that will impact NorthStar are shaking due to nearby fault rupture and flooding. The property has been extensively reviewed for both of those hazards and mitigation measures have been attached to assure safety. In addition, the golf course will serve as a flood control channel and protect the rest of the project site and properties downstream. The course will eventually tie into an Army Corps of Engineers regional flood control project that will protect land north of the I-10 Freeway, east of Thousand Palms.

The NorthStar project will alter 455 acres into commercial, industrial, residential and recreational uses. Throughout that process, various aspects of the development could lead to the degradation of water quality. Because of that, all phases of the development will be required to prepare and have approved a SWPPP plan during construction and have in place best management practices during and after construction to insure water quality. With the mitigation measures outlined in the Water Quality section of this EIR, water quality issues will be addressed and all potential impacts will be reduced to less than significant.

*Conclusion (Regional Population, Housing & Employment Growth)*

Based on the foregoing, the proposed NorthStar Specific Plan will not induce population growth beyond those articulated in regional growth forecasts for the Coachella Valley and furthers the goals and policies for population, employment and housing in the sub-region by improving the current jobs/housing balance.

**FISCAL IMPACTS**

This summary is based on a fiscal impact analysis entitled *Fiscal Impact Analysis: NorthStar Specific Plan, Riverside County, California*, prepared by Roger Rostvold, Real Property Consultant, September 2005. That report is included in Section 4.7 of the Technical Reports.

The Fiscal Impact Report (FIR) was prepared to analyze the potential public revenue and public costs of the NorthStar Specific Plan. More specifically, the purpose of the fiscal analysis is to determine if the project, as proposed, is in the best fiscal interest of Riverside County. Project elements were defined by the ten Planning Areas shown in the Specific Plan. Those Planning Areas include a championship golf course with a clubhouse, a destination resort hotel, estate villas, vacation ownerships (timeshares), condominiums, apartments, retail space, office space and a research and development industrial park.

The public cost-benefit analysis determines whether or not the fiscal benefits are greater than the incremental public costs. To the extent that public benefits (revenues) contributed by the project exceed the public cost of providing services, the project has a net positive (benefit) impact in a fiscal sense. For purposes of the FIR, public revenues and public costs are stated in year 2006 constant dollars (i.e., discounted for inflation).

The most significant public revenue sources for the project are property tax, retail sales tax, transient occupancy tax and motor vehicle in-lieu fees. The design and character (e.g. the high end residential/resort, controlled access, etc.) of the project indicates that the cost of public safety, typically a significant public expense for a residential project, will be significantly reduced. Maintenance of public right-of-way and infrastructure is, usually another significant public cost factor for a new project. This cost is also significantly reduced because of the project design.

The following assumptions and base data were used in the FIR:

Residential Component:



- Project construction is assumed to begin in 2006 with initial occupancy occurring in 2007. It is further assumed that stabilized project occupancy will occur five years after initial occupancy.
- Project residents and visitors are demographically characterized as being well-to-do. The average annual household income for residential unit purchasers will be \$205,000.
- All of the villas, condominiums, and apartments will be occupied on a year-round basis.
- Assumed market values of the residential units are \$700,000 per unit for the vacation ownership units, \$1,000,000 per unit for the estate villas, and \$1,080,000 to \$1,200,000 per unit for the condominiums.
- Inflation will be 3.5% resulting in a net deflation factor of negative 1.5%.
- It is assumed that 3% of the units will be resold each year thus mitigating any deflationary impact on property tax revenues.
- About 20% of household income (\$205,000 per year) would be available for the purchase of retail good and services. That would be about \$41,000 per household per year.
- Because there will be significant “leakage” of retail sales to merchants located outside of NorthStar, it is assumed that 35% of household retail purchases will occur in Riverside County and the balance in incorporated cities of the Coachella Valley.
- Visitors to the resort hotel and vacation ownership units will spend, on average, \$75.00 per capita per day. The “leakage” factor listed above will also apply to visitors.

Commercial Component (including Hotel):

- It is assumed that the hotel will be developed in a single phase.
- Hotel room rates will average \$200.00 per night and visitor spending is projected to be over \$250.00 per day.
- Occupancy will average 60% year round.
- The Riverside County transient occupancy tax is 10%.
- Assumed market values of the residential units are \$372,000 per hotel room.
- Projected annual retail sales in Planning Area 7 is \$132 million.
- Market rents for the apartments will range from \$960 to \$1,450.
- Finished floor space in Planning Area 7 will be \$135.00 per square foot.
- Finished floor space in Planning Area 8 will be \$90.00 per square foot.
- Finished floor space in Planning Area 9 will be \$175.00 per square foot.
- Finished floor space in Planning Area 10 will be \$100.00 per square foot.

With those assumptions, **Table V-12** summarizes the public cost/benefit of the NorthStar project on Riverside County.

**TABLE V-12  
NORTHSTAR RIVERSIDE COUNTY  
PUBLIC COST/BENEFIT SUMMARY**

<b>PUBLIC REVENUE</b>	
Planning Areas 3 – 6A & 6B	\$2,843,073
Planning Area 7	\$239,029
Planning Area 8	\$264,320
Planning Area 9	\$97,900
Planning Area 10	\$24,474
<b>Total Public Revenue</b>	<b>\$3,468,796</b>
<b>PUBLIC COST</b>	
Planning Areas 3 – 6A & 6B	\$923,161
Planning Area 7	\$202,566
<b>Total Public Cost</b>	<b>\$1,125,727</b>
<b>Net Public Revenue Benefit</b>	<b>\$2,343,069</b>

*Conclusion (Fiscal Impacts)*

The FIR presented the findings with respect to the public revenues and public costs associated with development of the NorthStar Specific Plan. Significant public revenues include real property taxes, retail sales tax, transient occupancy tax, and motor vehicle in-lieu fees. Significant public costs are related to public protection (sheriff patrol, structural fire, public health). The analysis has segregated several of the Planning Areas for individual analysis.

The NorthStar project, when stabilized, will produce an annual public revenue benefit for Riverside County of \$3,468,796. The cost of public services provided by Riverside County is estimated to total \$1,125,727 on an annual basis. The resulting *net* public fiscal benefit to Riverside County will exceed \$2,300,000 annually, upon project stabilization. Therefore, the NorthStar Specific Plan will have a positive fiscal impact on Riverside County.

## C. ENVIRONMENTAL HAZARDS AND RESOURCE ELEMENTS

### 1. Geology and Soils

#### ❖ Existing Conditions

##### *Region Geologic Setting*

The project site is located in the eastern Coachella Valley near the base of the Indio Hills. The Coachella Valley is part of the tectonically active Salton Basin. This basin is a closed, internally-draining trough that has been filled with a complex series of continental clastic materials during Pleistocene and Holocene time.

The San Andreas rift zone dominates the geology of the Coachella Valley. The Banning and Mission Creek faults, which are parts of the San Andreas system, are responsible for most of the earthquakes felt in the Coachella Valley. Other regional faults, such as the San Jacinto, Imperial and Elsinore faults, have also produced earthquakes felt in the Coachella Valley area.

Based upon the historical and prehistoric record, the Coachella Valley segment of the San Andreas fault system is likely to generate a magnitude seven or greater earthquake within the next 50 years. The potential for a magnitude seven earthquake is therefore considered high.

##### *Local Geologic Setting*

The project site is located in an with sand dunes. Surface lithologic units observed on site are primarily well sorted sands deposited by Aeolian process.

The southern branch of the San Andreas Fault (Banning Fault) is located about 2.5 miles northeast of the project area. Figure 3.3.1-1 shows the site's proximity to the San Andreas Fault.

##### *Geologic Hazards*

#### Primary Seismic Hazards:

Primary seismic geologic hazards that may affect any property in the seismically active Southern California region include ground rupture and strong ground motion.

Figure 3.3.1-1 - Site Proximity to San Andreas Fault

#### a. Fault Rupture

The project site is not located in any Alquist-Priolo special study zones and there are no faults mapped through or adjacent to the project area. At the time of drilling no surface expression of faulting was observed. Fault rupture would most likely occur along previously established traces, however, fault rupture may occur at other locations not previously mapped.

#### b. Ground Shaking

Strong ground motion is the seismic hazard most likely to affect the site during the life of the intended structures. Using methods developed by Seed and Idris (1982), the following **Table V-13** was compiled for anticipated accelerations which may be experienced during an earthquake at the project site.

**TABLE V-13  
ANTICIPATED EARTHQUAKE ACCELERATIONS**

FAULT	DESIGN EARTHQUAKE	MAXIMUM ACCELERATION IN ROCK	MAXIMUM ACCELERATION IN SOIL	ESTIMATED REPEATABLE GROUND ACCELERATIONS	APPROXIMATE DISTANCE TO PROJECT SITE
San Andreas	7.5	0.60g	0.44g	0.29g	3.0 miles

Because of the alluvial sedimentary nature of the soils on-site, ground shaking characteristics are expected to include low-frequency vibration with relatively high amplitudes. Duration of shaking could be from 15 to 45 seconds. The project site is mapped in Riverside County Seismic Shaking Zone V-C (thick alluvium and soft sediments).

#### Secondary Seismic Geologic Hazards:

Secondary seismic geologic hazards that may affect the project site area include liquefaction, ground lurching and subsidence. Subsidence, whether seismically related or not, is considered a potential hazard in the area. Historic records report significant episodes of subsidence in the Coachella Valley area due to seismic forces or heavy rainfall and flooding.

Liquefaction is the loss of soil strength as a result of an increase in pore water pressure due to cyclic seismic loading. Conditions for liquefaction include relatively high water table (within 40 feet of the surface), low relative densities of the saturated soils and susceptibility of the soil to liquefy based on grain size. No free groundwater was encountered in the exploratory borings.

Ground lurching is generally associated with fault rupture. Because the site is at a moderate distance from any known "active" faults, the probability of ground lurching affecting the site is considered low.

#### Geologic Hazards (Non-Seismic)

Other geologic hazards that could affect the project site include landslides, flooding and erosion, and formation of sand dunes. No evidence of past landsliding was observed on the site and no known landslides are mapped in or around the project site. The subject property is not at the immediate base of any steep hills and is located on relatively flat ground.

Flooding and erosion are always a consideration in arid regions. The property's flat topography suggests this is an area of deposition. No gullies or areas of active erosion were observed on site. Because of the proximity to the Indio Hills, flooding and flood control should be further investigated

(see Section 3.3.4 for a detailed analysis of flooding issues). Increased erosion, either fluvial or Aeolian, may occur as a result of construction activity.

The site is mapped in the Riverside County active blowsand area. Therefore, the installation and maintenance of windbreaks and dust control is needed during construction.

Landslides, rockfalls, and debris flows occur continuously on all slopes; some processes act very slowly, while others occur very suddenly, often with disastrous results. As human populations expand over more of the land surface, these processes become an increasing concern.

There are predictable relationships between local geology and landslides, rockfalls and debris flows. Knowledge of these relationships can improve planning and reduce vulnerability. Slope stability is dependent on many factors and their interrelationships, including rock type, pore water pressure, slope steepness, and natural or man-made undercutting.

Landslide Management Zones (LMZs) identify regions susceptible to slope instability. This instability can include deep-seated landslides, rockfalls, soil slumps, and debris flows. Without the presence of extensive flood control devices, including large debris basins, the areas outlined by an LMZ may be subject to debris flow inundation. Most often, debris flow inundation results in roadways and improvements blocked by boulders. Rarely do storms that generate debris-flow affect the entire county.

Most of the area within Landslide Potential Management Zones of the County, as shown on Figure S-4 in the County's General Plan, is designated for open space or rural development. Investigations and stability evaluations should be conducted prior to any proposed grading, if conditional use permits or variances are granted. Within a Landslide Potential Management Zone, mitigation of existing and/or potential slope problems can be required when substantial improvements are proposed.

Subsidence and expansive and collapsible soils are prevalent in the Coachella including the subject site. Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes.

Expansive soils have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillsides as well as low-lying alluvial basins.

Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. These designs include the use of reinforcing steel in foundations, drainage control devices, over-excavation and backfilling with non-expansive soil. For new development, future problems with expansive soils can be largely prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the County Building Code.

Hydroconsolidation, or soil collapse, typically occurs in recently deposited, Holocene (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. These soils typically contain minute pores and voids. The soil particles may be partially supported by clay or silt, or chemically cemented with carbonates. When saturated, collapsible soils undergo a rearrangement of their grains, and the water removes the cohesive (or cementing) material. The result is rapid and substantial settlement. An increase in surface water infiltration, such as from irrigation or a rise in the ground-water table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack.

Wind-blown sand is a well-recognized hazard for developments in the Coachella Valley. It has forced abandonment of dwellings and subdivided tracts in the central valley. In addition, dust particles in the air can create major health problems such as respiratory discomfort, may carry pathogens that cause eye infections and skin disorders, and can reduce highway and air traffic visibility. Dust storms can cause additional problems, especially damage by abrasive blowing soil to buildings, fences, roads, crops, trees and shrubs.

The primary source of sand is the Whitewater River which is a vehicle for the sand and allows it to be deposited by flood and wind action. Increases in the amount of wind-blown sand are related to episodic flooding of the Whitewater River. In fact, a 15-fold increase in wind erosion rates in the Coachella Valley has been noted following heavy flood events. Therefore, mitigation of wind-blown sand is directly related to mitigation of flood potential on the Whitewater River.

#### ❖ *Thresholds of Significance*

Impacts on geology and seismic safety may be considered potentially significant if the proposed project would cause:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault.
  - Seismic-related ground failure, including liquefaction.
  - Strong seismic ground shaking.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards.
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence.
- Be located in an area subject to seiche, mudflow, or volcanic hazard.
- Change topography or ground surface relief features.
- Create cut or fill slopes greater than 2:1 or higher than 10 feet.
- Result in grading that affects or negates subsurface sewage disposal systems.
- Result in substantial soil erosion or the loss of topsoil.
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.

- Change deposition, siltation or erosion which may modify the channel of a river or stream or the bed of a lake.
- Result in any increase in water erosion either on or off site.
- Be impacted by or result in an increase in wind erosion and blowsand, either on or off site.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

*General Plan Policies*

The project site is located in a high wind hazard area as identified in Figure S.8, Wind Erosion Susceptibility Map, in the Safety Element of the Riverside County General Plan. Therefore, the control of dust will be necessary during and after construction.

There is no evidence of past landsliding at the site and no known landslides are mapped in or around the project site. In fact, the Riverside County General Plan indicates that the property has a slope of less than 15%. A more detailed and refined contour map of the property shows that the site slopes northwesterly to southeasterly at a grade of less than 0.5%.

In addition, the property is not at the immediate base of any steep hills. The closest hills with any slope are the Indio Hills, about one mile away.

The Seismic Safety section of this EIR addressed subsidence, expansive soils, and hydroconsolidation as it relates to the NorthStar project. The accompanying Geotechnical Analysis did find that subsidence is a potential problem for the site and suggested mitigation measures address those problems.

**S 3.11** *Require studies that address the potential of this hazard on proposed development within "High" and "Very High" wind erosion hazard zones as shown on Figure S-8, Wind Erosion Susceptibility Map.*

As the property is under construction, specific measures are and will be taken to control dust and wind blown sand. A PM-10 plan, consistent with state, regional and local laws, has been prepared for the golf course and will be prepared for other developments as they occur. Those plans contain best management practices to control dust by means such as watering, chemical bindings, landscaping, and other techniques. Properties surrounding the project site will be subject to similar restrictions as they develop.

The Coachella Valley Preserves runs the entire length of the northwestern, north and eastern boundaries. That interface is also the primary direction from which wind blows. Since the Preserve will remain in a natural state, blow sand will be a constant problem into the future.

To address the matter, the project will have the golf course along the boundary, thereby placing the least impacted use in the heaviest blow sand area. In addition, in an agreement with the Preserve, snow fences or a similar structure will be placed along the entire boundary. That fence places a barrier in the wind path and slows the wind. Once the wind slows, sand particles are deposited on the leeward side of the fence. The golf course operator will then be responsible for collecting the sand

and properly disposing of it in an area designated by Preserve staff. This will meet two goals: to help protect the developed areas from blowsand, and to supply the Preserve with a stockpile of sand.

**S 3.12** *Include a disclosure about wind erosion susceptibility on property title.*

A mitigation measure has been attached to this section in compliance with this policy.

**S 3.13** *Require buildings to be designed to resist wind loads.*

The Uniform Building Codes adopted by the County of Riverside contains wind load requirements for buildings. In order to receive a building permit, those wind loads will have to be calculated by the architect or engineer and approved by the County Building Department. Therefore, all buildings will be designed to resist design wind loads.

*Western Coachella Valley Area Plan*

**WCVAP 23.1** *Minimize damage from, and exposure to, wind erosion and blowsand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element.*

The project site will adhere to slope and soil instability problems through the placement of buildings, landscaping, fences and other techniques.

**WCVAP 23.2** *Require protection of soil in areas subject to wind erosion or blowsand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation.*

Soil on the site will be protected from wind erosion and blowsand through buildings, fences, landscaping, pavement and other techniques. Landscaping will be irrigated via a comprehensive irrigation system that addresses dust control as well as water conservation.

**WCVAP 23.3** *Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element.*

During construction, PM10 plans will be required and prepared consistent with federal, state and local law.

**S.2.1** *Minimize fault rupture hazards through enforcement of Alquist-Priolo Earthquake Fault Zoning Act provisions and the following policies:*

- a. *Require geologic studies or analyses for critical structures, and lifeline, high-occupancy, schools, and high-risk structures, within 0.5 miles of all Quaternary to historic faults shown on the Earthquake Fault Studies Zones map.*
- b. *Require geologic trenching studies within all designated Earthquake Fault Studies Zones, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented. The County may require geologic trenching of non-zoned faults for especially critical or vulnerable structures of lifelines.*



- c. *Require that lifelines be designed to resist, without failure, their crossing of a fault, should fault rupture occur.*
- d. *Support efforts by the California Department of Conservation, Division of Mining and Geology to develop geologic and engineering solutions in areas of disseminated ground deformation due to faulting, in those areas where a through-going fault cannot be reliably located.*
- e. *Encourage and support efforts by the geologic research community to define better the locations and risks of County faults. Such efforts could include data sharing and database development with regional entities, other local governments, private organizations, utility agencies or companies, and local universities.*

As stated in the geologic study, the subject property is not within an Alquist-Priolo Earthquake Fault Zone. This is corroborated on the Western Coachella Valley Area Plan Seismic Hazards Map (Figure 14) and the Riverside County General Plan Earthquake Fault Study Zones Map (Figure S-2) that show that the NorthStar property is not within an Alquist-Priolo Zone, near a fault zone, or within an existing or recommended County zone. The geologic study also included drilling on-site, but found no evidence of faulting.

Based on those findings, none of the sub-policies (a. through e.) are applicable.

**S 2.2** *Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.*

Figure 14 of the Western Coachella Valley Area Plan shows that the subject site is moderately susceptible to liquefaction. Because of that potential, the geologic study included an analysis of liquefaction probability. Conditions for liquefaction include relatively high water table (within 40 feet of the surface), low relative densities of the saturated soils and susceptibility of the soil to liquefy based on grain size. No free groundwater was encountered in the exploratory borings.

Ground lurching is generally associated with fault rupture. Because of the moderate distance from any known “active” faults to the property, the possibility of ground lurching affecting the site is considered low.

Figure 15, Western Coachella Valley Area Plan Steep Slope and Figure 16, Western Coachella Valley Area Plan Slope Instability, show that the property slope is less than 15% and that the slope instability is very low. The geologic study also found no evidence of landsliding on the site.

Subsidence, whether seismically related or not, is considered a potential hazard in the area. Historic records report significant episodes of subsidence in the Coachella Valley area due to seismic forces or heavy rainfall and flooding. In light of the potential for settlement, especially during seismic events, the geologic study recommended specific measures on cut, fill and compaction to minimize subsidence and damage to buildings. Those measures have been included in the mitigation measures below.

*S 2.5 Require that engineered slopes be designed to resist seismically-induced failure. For lower-risk projects, slope design could be based on pseudo-static stability analyses using soil engineering parameters that are established on a site-specific basis. For higher-risk projects, the stability analyses should factor in the intensity of expected ground shaking, using a Newmark-type deformation analysis.*

The project involves intensive re-sculpturing of the property for the golf course, flood control and building pads. Because the property is characterized by soils that are potentially susceptible to settlement, cuts and fill must be engineered to assure stability. As part of the geologic study, measures were incorporated that addressed the proper methods for site preparation, especially for cut and fill slopes. Those mitigation measures have been incorporated below.

*S 2.6 Require that cut and fill transition lots be over-excavated to mitigate the potential of seismically-induced settlement.*

As stated in S 2.5 above, the geologic study analyzed the soils on the property. As a result, mitigation measures incorporated below identify various methods, including over-excavation, to reduce potential seismically-induced settlement.

*S 2.7 Require a 100% maximum variation of fill depths beneath structures to mitigate the potential of seismically-induced differential settlement.*

Again, geologic issues with regard to settlement, especially beneath structures, have been analyzed and mitigation measures suggested and incorporated to make sure new structures are safe.

*S 3.8 Require geotechnical studies within documented subsidence zones, as well as zones that may be susceptible to subsidence, as identified in Figure S-7 (Riverside County General Plan) and the Technical Background Report, prior to the issuance of development permits. Within the documented subsidence zones of the Coachella, San Jacinto, and Elsinore valleys, the studies must address the potential for reactivation of these zones, consider the potential impact on the project, and provide adequate and acceptable mitigation measures.*

Figure S-7 of the Riverside County General Plan shows that the subject property is within a susceptible area for subsidence. As a result and in compliance with this policy, a geologic study was done for the project site. That study found that subsidence, whether seismically related or not, is considered a potential hazard in the area, consistent with Figure S-7. Historic records report significant episodes of subsidence in the Coachella Valley due to seismic forces or heavy rainfall and flooding.

Because subsidence is an issue and the project entails considerable cut and fill (especially for the golf course and building pads), care must be taken during excavation, fill and overall site preparation to insure safety. The geologic report has made several suggestions regarding site preparation. Those mitigation measures have been included below.

*S 3.11 Require studies that address the potential of this hazard on proposed development within "High" and "Very High" wind erosion hazard zones as shown on Figure S-8, Wind Erosion Susceptibility Map.*

Based on information contained on Figure S-8, Wind Erosion Susceptibility Map of the Riverside County General Plan, the subject property has a high wind erodability rating. As such, Policy S 3.11 requires a study that addresses potential hazards on the proposed development.

The geologic study verified that the site is mapped in the Riverside County active blowsand area. Therefore, the installation and maintenance of windbreaks and dust control is needed during construction. The report recommends that dust control should be implemented and that site grading should be in strict compliance with the requirements of the South Coast Air Quality Management District. That has been incorporated as a mitigation measure below.

**S 3.12**      *Include a disclosure about wind erosion susceptibility on property title.*

Because the project site is within a high wind erosion area, a disclosure must be placed on property titles to comply with this policy. That requirement has been included as a mitigation measure.

**S 3.13**      *Require buildings to be designed to resist wind loads.*

The Uniform Building Code contains design wind loads for all building occupancy types. In order to obtain a building permit, plans must be reviewed by the County Building Department and must meet all building code requirements, including wind loads. Therefore, normal review of building plans will bring all buildings into compliance with this policy.

*Applicable Western Coachella Valley Area Plan Policies*

**WCVAP 25.1**      *Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.*

Discussions above address the various aspects of seismic safety and the proposed project's compliance with County-wide, Western Coachella Valley Area Plan, and various building codes, including the County adopted Uniform Building Code. As evidenced by the discussion, there are issues with regard to seismic shaking, wind erosion, wind loads, and subsidence. In response to those potential hazards, a geologic study, with a recent update, were prepared for the site. Those reports suggested various methods to assure that buildings and the use of the property is safe. Those methods have been included as mitigation measures below and will become specific conditions for certification of the Environmental Impact Report and approval of the project.

**WCVAP 23.1**      *Minimize damage from, and exposure to, wind erosion and blowsand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element.*

This policy was discussed above and analyzed as to potential impacts. Mitigation measures have been included below to deal with any hazards related to this policy.

**WCVAP 23.2**      *Require protection of soil in areas subject to wind erosion or blowsand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation.*

In conjunction with project construction, the developer is required to prepare plans for wind erosion control through the development of a PM-10 Plan. The plan must outline methods used, including best management practices, to control blowsand. The PM-10 plan must be reviewed by the County and approved prior to any earth movement. Submittal and approval of the PM-10 plan will insure the subject site and surrounding properties are protected from wind erosion and blowsand.

Once the project is built, vegetation, walls, fences, buildings and other features on site will stabilize the soil so as to protect on-site and off-site properties during the life of the development.

All the measures mentioned above will minimize wind erosion and blowsand problems in compliance with the policy.

*WCVAP 23.3 Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element.*

A PM-10 plan will be required for each phase of development with a potential particulate problem. The preparation, submittal, review and approval of the plan will bring the project into compliance with the policy.

#### ❖ *Mitigation Measures*

The following mitigation measures are recommended by the County of Riverside to reduce the potentially significant adverse resource impacts and constraints (identified in the impact discussion provided above) for the project to a non-significant level of impact.

#### *Grading*

- SS-1** Clearing and grubbing: At the start of site grading, existing vegetation, trees, large roots, pavements, foundations, non-engineered fill, construction debris, trash, and abandoned underground utilities (including the old irrigation pipes) shall be removed from the proposed building, structural, and pavement areas. The surface shall be stripped of organic growth and removed from the areas that are likely to receive structures and improvements. Areas disturbed during clearing shall be properly backfilled and compacted as described in SS- below.
- SS-2** Dust Control: Dust control shall be implemented during construction. Site grading shall be in strict compliance with the requirements of the South Coast Air Quality Management District.
- SS-3** Site Preparation: Because of the relatively under-compacted nature of the near surface site soils, on likely building areas, pre-compaction of soils in areas of fill is required. The existing surface soils within these areas shall be scarified and then moisture conditioned such that the moisture penetrates to a depth of at least three feet below existing grad. The resting grade shall be compacted to at least 90% relative compaction. If unsuitable materials are found in the areas of future improvement, over-excavation of the soils will be required. The depth and lateral extent of unsuitable soil to be over-excavated will be determined in the field at the time of grading.

- SS-4** Auxiliary Structures Subgrade Preparation. Auxiliary structures such as garden or retaining walls shall have the foundation sub-grade prepared similar to the building pad recommendations given in SS-3 above. The lateral extent of the over-excavation needs only to extend two feet beyond the face of the footing.
- SS-5** Engineered Fill Soils: The native soil is suitable for use as engineered fill and utility trench backfill, provided it is free of significant organic or deleterious matter. The native soil shall be placed in maximum 8-inch lifts (loose) and compacted to at least 90% relative compaction (ASTM D 1557) near its optimum moisture content. Compaction shall be verified by testing.
- SS-6** Shrinkage: The shrinkage factor for earthwork is expected to range from 15 to 25 percent for the upper excavated or scarified site soils. This estimate is based on compactive effort to achieve an average relative compaction of about 92% and may vary with contractor methods. Subsidence is estimated to be less than 0.2 feet. Losses from site clearing and removal of existing site improvements may affect earthwork quantity calculations and shall be considered.
- SS-7** Site Drainage: Positive drainage shall be maintained away from the structures (5% for five feet minimum) to prevent ponding and subsequent saturation of the foundation soils. Gutters and downspouts may be considered as a means to convey water away from foundations if adequate drainage is not provided. Drainage shall be maintained for paved areas. Water shall not pond on or near paved areas.

#### *Structures*

- SS-8** Foundations: All foundations shall be placed on compacted soils as recommended above. In addition, foundations shall meet the following:
- A. A minimum footing depth of 12 inches and 18 inches below the lowest adjacent grade shall be maintained for one and two story structures, respectively.
  - B. For conventional foundations, the estimated bearing values are given below for foundations on re-compacted soils, assuming fill import (if required) is equal to or better than site soils:
    - (1) Continuous foundations of one foot wide and 12 inches below grade:
      - i) 1500 psf for dead, plus reasonable live, loads
      - ii) 2000 psf for wind and seismic considerations
    - (2) Isolated pad foundations 2' x 2' and bottomed 12 inches below grade:
      - i) 1800 psf for dead, plus reasonable live, loads
      - ii) 2400 psf for wind and seismic considerations
  - C. Allowable increases of 300 psf per one foot of additional footing width and 300 psf for each additional six inches of footing depth may be used. Maximum bearing capacity shall not exceed 3000 psf.

- D. Although footing reinforcement may not be required, one number four rebar at the top and bottom of the footings shall be considered in order to span surface imperfections. Other requirements that are more stringent due to structural loads will govern.
- E. Soils beneath footings and slabs shall be pre-moistened prior to placing concrete.
- F. Lateral loads may be resisted by soil friction on floor slabs and foundations and by passive resistance of the soils acting on foundation stem walls. Lateral capacity is based partially on the assumption that any required backfill adjacent to foundations and grade beams is properly compacted.
- G. Foundation excavations shall be visually observed by the soil engineer during excavation and prior to placement of reinforcing steel or concrete. Local variations in conditions may warrant deepening of footings.
- H. Allowable bearing values are net (weight of footing and soil surcharge may be neglected) and are applicable for dead, plus reasonable live, loads.
- I. Allowable bearing values are net (weight of footing and soil surcharge may be neglected) and are applicable for dead, plus reasonable live, loads.

#### SS-9 Slabs-on-Grade

- A. Concrete slabs-on-grade shall be supported by compacted structural fill placed in accordance with applicable sections of these mitigation measures.
- B. In areas of moisture sensitive floor coverings, an appropriate vapor barrier shall be installed in order to minimize vapor transmission from the sub-grade soil to the slab. The membrane shall be covered with two inches of sand to help protect it during construction. The sand shall lightly moistened just prior to placing concrete.
- C. Reinforcement of slab-on-grade is contingent upon the structural engineers recommendations and the expansion index of the supporting soil. Since the mixing of fill soil with native soil could change the expansion index, additional tests shall be conducted during rough grading to determine the expansion index of the sub-grade soil. Also, due to the high temperature differential endemic to desert areas, large concrete slabs on grade are susceptible to Tension cracks. Although reinforcing is not required, consideration shall be given to reinforcing slabs with 6" x 6"/#10 x #10 welded wire fabric. Additional reinforcement due to the expansion index of the site soil shall be provided as recommended in SS-13 below. Additional reinforcement may also be required by the structural engineer.
- D. It is recommended that the proposed perimeter slabs (sidewalks, patios, etc.) be designed relatively independent of foundation stems (free-floating) to help mitigate cracking due to foundation settlement and/or expansion.

**SS-10** Settlement Considerations: Maximum estimated settlement, based on footings founded on firm soils as recommended, shall be less than one inch. Differential settlement between exterior and interior bearing members shall be less than one-half inch.

**SS-11** Frictional and Lateral Coefficients:

- A. Resistance to lateral loading may be provided by friction acting on the base of foundations, a coefficient of friction of 0.50 shall be used for dead load forces.
- B. Passive resistance acting on the sides of foundation stems (300 pcf, equivalent fluid weight), may be included for resistance to lateral load.
- C. A one-third increase in the quoted passive value may be used for wind or seismic loads.
- D. Passive resistance of soils against grade beams and the frictional resistance between the floor slabs and the supporting soils may be combined in determining the total lateral resistance, however, the friction factor shall be reduced to 0.31 of dead load forces.
- E. For retaining walls backfilled with compacted native soil, it is recommended that an equivalent fluid pressure of 35 pcf be used for well drained level backfill conditions.

**SS-12** Slope Stability: If slopes exceed five feet, engineering calculations shall be performed to substantiate the stability of slopes steeper than 2 to 1. Fill slopes shall be overfilled and trimmed back to competent material.

**SS-13** Expansion: The design of foundations shall be based on the weighted expansion index (UBC Standard) of the soil. As stated in the soil properties section, the preliminary expansion index of the on-site soil is in the very low (0-19) classification. However, during site preparation, if the soil is thoroughly mixed and additional fill is added, the expansion index may change. Therefore, the expansion index shall be evaluated after the site preparation has been completed, and the final foundation design adjusted accordingly.

**SS-14** The developer or successor interest shall include a disclosure about wind erosion susceptibility on property title.

**SS-15** The developer shall include a disclaimer on all deeds, homeowners associations, maintenance associations and other similar mechanisms, that the property is within a "High" blow sand area.

❖ *Significance After Mitigation*

With the mitigation measures mentioned above incorporated into the project approval, there will be no unavoidable significant impacts as a result of project build-out.

## 2. Flooding

### ❖ *Existing Conditions*

The Coachella Valley has experienced severe flooding many times throughout its history, resulting in the loss of lives and millions of dollars in property damage. The North Star property, located in the heart of the Valley, will experience flooding events. Provisions for maintaining flood control and minimizing flood damage is paramount.

Floods are caused by rivers and creeks overrunning their banks or by water running off of hillsides across alluvial fans in a sheet-type of flow. Those sheet flows are common in the desert because of the abutting hills and mountains which flank the Valley floor. The main water course through the Valley is the Whitewater River which is fed by numerous smaller streams and washes.

Flooding in the Coachella Valley and the subject property is sporadic and usually due to intense, short-lived (less than one day) storms. Often times, the most severe weather occurs in the summer when remnants of typhoons in Mexico travel up the Gulf of California and press up against Mount San Jacinto and Mount San Gorgonio.

When it does rain, the surrounding mountains have little capacity to absorb the water because of the very rocky terrain. Additionally, the little soil that does exist is usually extremely dry and hard. Water therefore quickly runs off the mountains and hills causing flash flooding in the canyons and along the Valley floor.

In order to accommodate the flood waters, extensive investment in flood control facilities, such as dikes, channels, levees and dams, have been made over the past half century. Regional facilities have often times been augmented by local improvements created when projects develop. Examples include the incorporation of hard facilities such as dikes and levees, and soft facilities, such as golf courses and open space. In either case, the intent is to safely transport water through an area or project.

Besides flooding from rainfall, dam failure can also produce flooding downstream. An example is dam failure from an earthquake. Often, inundation is triggered by damage from a seiche, a wave that reverberates on the surface of the water in an enclosed or semi-enclosed basin in response to ground shaking. Based on Figure S-10 contained in the Safety Element of the County of Riverside General Plan, the subject project is not within a dam failure inundation zone.

### ❖ *Thresholds of Significance*

Impacts on flooding may be considered potentially significant if the proposed project would:

- Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area).
- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site.
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows.



- Change absorption rates or the rate and amount of surface runoff.
- Change the amount of surface water in any water body.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The North Star property is located entirely within a 100-year flood zone as identified in Figure S-9 of the Riverside County Safety Element and the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (Panel 060245 1625 C, dated November 20, 1996). As such, the project must consider the impacts of floodwaters and design the project and flood facilities accordingly.

Because the property is within a flood plain and the proposed development is so extensive, a complete and detailed flood analysis has been performed for the project site.

*Project Impact*

In response to the flooding issues on the project site, an extensive study was prepared to determine and define the existing condition flood plain in the vicinity of the project site and to evaluate the impact of the proposed NorthStar project on the flood limits at the upstream and downstream Project boundaries. Specific objectives of the report include:

- Establish water surface elevations and velocities of existing condition storm flows for various flood frequencies upstream, downstream, and within the limits of the proposed Project (no development in place);
- Determine the water surface elevation and velocities of the proposed condition storm flows for various flood frequencies at the same locations as described above and demonstrate that the proposed golf course will safely convey off-site flood flows within the Project (with development in place);
- Compare the results of the above with the condition in which the proposed U.S. Army Corps of Engineers (ACOE) Whitewater River Basin Flood Protection Concept (ACOE Levee/Channel) is in place and demonstrate that the proposed Project will not have an adverse impact to any properties downstream or upstream when compared with the ACOE Levee/Channel condition;
- Demonstrate that the proposed golf course will provide flood protection for the proposed development areas; and
- Demonstrate that the proposed Project will comply with Coachella Valley Water District's Thousand Palms Riverine Corridor Drainage Policy.

*Hydrology*

Previous Studies

The potential flooding at the project site would come from the northern boundary of the Whitewater River Drainage Basin fed by major tributaries of the watershed by the Morongo Wash, Long Canyon and Wilde Canyon, collectively called the Riverine Flooding Source, and from the Thousand Palms Canyon.

Several studies have been previously performed by various agencies for this drainage area. The main studies that would affect the proposed Project are described below.

#### 1. Riverine Flooding Source

The Riverine Flooding Source is an approximate 2,000-foot wide strip of land north of and adjacent to Interstate 10. It is bounded on the upstream side by the Coachella Valley storm water unit at Palm Drive and Avenue 22 and on the downstream side by Adams Street.

A new hydrology study for the Riverine Flooding Sources was reviewed and approved by the Coachella Valley Water District's (CVWD) consultant, Bechtel Corporation, in 2003. As a result, the District approved revised 100-year flow rates for the Riverine Flooding Source as part of the Thousand Palms Riverine Drainage Area Policy, summarized in **Table V-14** below. The total Riverine flow at the upstream end of the proposed golf course is 985 cubic feet per second (cfs).

**TABLE V-14  
RIVERINE FLOODING SOURCE 100-YEAR PEAK FLOW RATES**

LOCATION	100-YEAR PEAK FLOW (CFS)
At Date Palm Drive	6,830
Halfway Between Date Palm Dr. and Bob Hope Dr.	4,600
At Bob Hope Drive	4,110
At Cook Street (upstream of Project)	985
At Washington Street	310
At Adams Street	0

The Riverine flows, which are conveyed along the north side of I-10, will be combined with the flows from the Thousand Palms Canyon (described later in this section) by the construction of the proposed ACOE Levee/Channel system. Therefore, the Riverine flows are included in the ACOE Levee/Channel design flows described below, which are used for all hydraulic modeling scenarios.

The peak 100-year flow rates stated in **Table V-14** must be maintained through the implementation of the CVWD's Thousand Palms Riverine Corridor Drainage Policy (Riverine Flow Policy). Compliance with this policy requires that following criteria be implemented by developments affected by Riverine Flow:

- Incremental increases due to paving must be retained.
- Incidental and obstruction losses must not be reduced.
- Policy defined flow rates at discharge points must be maintained.

Discussions below discuss the features associated with the Project that demonstrates compliance with the Riverine Flow Policy.

## 2. Whitewater River Basin Feasibility Report

The 100-, 50-, 25- and 2-year peak flow rates for the northern boundary of the Whitewater River Drainage Basin were established in a report prepared by the ACOE entitled "Whitewater River Basin Feasibility Report and Final Environmental Impact Statement/Environmental Impact Report" dated September 2000. The peak flow rates for various flood events at the southerly Project boundary as published by ACOE are listed in **Table V-15**.

**TABLE V-15  
WHITEWATER RIVER WATERSHED, NORTHERN BOUNDARY  
PEAK FLOW RATES**

FLOOD FREQUENCY (YEAR)	PEAK FLOW (CFS)
100	23,200
50	12,000
20	4,250
10	1,800
2	600

The Project's flood control improvement plan (FCIP) will convey the above stated flows, which include the Riverine flows as defined by CVWD.

The ACOE feasibility study for the Whitewater River Basin identified several alternative plans to alleviate the flooding problem within the Basin area. Those alternatives consisted of the construction of a levee/channel system along the north side of the I-10 freeway starting upstream from the mouth of Long Canyon and ending downstream at Washington Street. ACOE and CVWD have selected a preferred alternative referred to as the ACOE Levee/Channel condition in the report prepared for the NorthStar project. It is anticipated that the preferred alternative will be constructed in several phases over the next few years.

## 3. FEMA Flood Zone

The Project site is within the FEMA "AO" flood zone, as identified with the Flood Insurance Rate Map (FIRM), with an average depth of three feet. However, with the construction of the golf course, all development outside of the course will be out of the flood plain. Therefore, the FIRM for the project site will require revisions. This will be accomplished by the preparation and approval to FEMA of a Letter of Map Revision (LOMR) based on the As-Built plans for the golf course conveyance and the adjacent development grading. CVWD will be the local public agency sponsoring the LOMR document.

### *Hydraulic*

#### 1. Methodology

The hydraulic analyses for the existing and proposed development conditions were performed using the ACOE Hydraulic Engineering Centers' River Analysis System (HEC-RAS) computer modeling software, Version 3.0.1, March 2001. HEC-RAS uses cross-sectional data and flow rates to compute flow depths and velocities at points along a water carrying conveyance.

The HEC-RAS model was run for two levels of analyses for the Project: a regional model and a localized model. The regional model was used to determine the Project's effects on flow conditions upstream and downstream of the Project, in compliance with California Drainage Law. More detailed localized models focused on flows through the golf course conveyance and were used to establish pad and berm elevations to meet freeboard requirements.

Due to the complexity of the localized model compared to the regional model, a comparison of the results between the two cannot be confidently made.

## 2. Regional HEC-RAS Analyses

The regional HEC-RAS model used for analyzing the existing conditions and the existing reaches upstream and downstream of the Project was originally developed by the ACOE as part of the Whitewater River Basin Feasibility Study. Within the Project limits, the same ACOE model was used, but the cross sections were revised based on updated topographic and grading plan data.

The regional analyses of the proposed project conditions used modified section locations within the limits of the golf course to evaluate the effects of the golf course grading. In the upstream portion of the golf course, flow must pass through lake areas of relatively large conveyance capacity. Flow must also pass through fairway areas where it will be conveyed through valleys and restricted knolls. Therefore, the hydraulic modeling of the golf course emphasizes the fairway restrictions by taking the HEC-RAS cross-sections along the ridgelines of the fairways. In the downstream reaches of the proposed golf course, the flow conveyance is through more consistent conveyance paths. Additional non-ridgeline cross-sections were added to reduce the overall distance between consecutive cross sections in this area as compared to the original ACOE models.

Obstructions and ineffective flow area designations were entered into the regional HEC-RAS model to denote locations where cross-sectional area would not contribute to the actual conveyance area. For instance, along the westerly edge of the golf course, at the boundary between the golf course and the condos in Planning Area 6A, development pads or levees will be constructed of sufficient height to limit flows to areas within the golf course. An artificial levee/obstruction was entered into the cross-sections at this location to prevent flow from occurring within the development area. Ineffective flow areas were used to denote potential conveyance areas on cross-sections where flow into or out of the conveyance area does not exist.

The following regional HEC-RAS models were assembled and analyzed to determine the effects of the proposed golf course on existing and future flow characteristics. In all analyses, the flow rates for the Whitewater River Basin were used.

- Existing Condition (Model No. 4D)

This model was developed to establish the existing condition flow depths and velocities without the proposed golf course in place. The 2003 topographic map of the project site was

used for this model. The ACOE topographic map was used for the areas upstream and downstream of the Project.

- Existing Condition with ACOE Levee/Channel in Place (Model No. 1L)

This model included the assumption that the proposed ACOE Levee/Channel system is in place and the golf course is not in place. The alignment and location of the levee was obtained from ACOE. Topographic mapping from the project engineer was used for the areas within the vicinity of the Project.

- Proposed Golf Course In-Place without ACOE Levee/Channel (Model No. 4J)

This model considered the proposed golf course is in place and the ACOE Levee/Channel upstream and downstream of the Project site is not in place.

- Proposed Golf Course and ACOE Levee/Channel (Model No. 4K)

This model is similar to Model No. 1L, but considered that the proposed golf course and the development are in place. This model considered that the proposed ACOE Levee/Channel would be tied into the golf course grading at the upstream end of the Project and would again tie into the golf course grading at the downstream end of the Project.

The following factors were used in the development of the regional HEC-RAS analysis. The full hydraulic report contains the summary of the results.

- Topographic Map
- Boundary Conditions
- Mannings "n" Values (roughness coefficient)
- Contraction and Expansion Coefficients

A review of the regional HEC-RAS analysis for the existing condition (Model 4D) indicates that subcritical flow characterizes the flow regime for the analysis reach located downstream of the Project site. Thus, the water surface profile for this reach is controlled by the losses in energy that occur between the Project boundary and Washington Street. These losses are a constant between the existing condition analysis and the post-Project condition analysis (Model 4J). Therefore, since the Project will not affect these losses, the water surface throughout this downstream reach will not be affected by the presence of the proposed golf course conveyance. Furthermore, future downstream improvements to this reach should be analyzed to determine their potential impacts to water surface elevations within and upstream of the proposed golf course.

Upstream of the proposed golf course conveyance, a comparison of the results of the existing condition model (Model 4D) to the results of the post-Project model without the ACOE Levee/Channel (Model 4J) indicates that the post-Project water surface elevation will be lowered by the presence of the proposed golf course conveyance at Station 177+87.01. Therefore, this reduction in water surface elevations could be expected to propagate upstream given subcritical flow conditions or no change in the upstream water surface would be expected in the areas of super-critical type flow.

### 3. Localized HEC-RAS Analyses

While the regional HEC-RAS analyses provide average water surface elevations and velocities throughout the region, the results do not consider the localized effects of separation and recombination of flow that may be caused by local depressions, existing tree rows, and sand dunes present in the existing condition reaches upstream, downstream and inclusive of the Project area. Furthermore, the regional analysis did not consider these same effects caused by the knolls, valleys, and lakes proposed within the golf course conveyance. Since the inclusions of these effects could result in multiple and potentially higher water surfaces at any given cross-section location in the regional analysis, it was determined that a more detailed analysis within the golf course was required to adequately determine development pads and top-of-berm elevations that would meet freeboard requirement specified by CVWD.

The localized analyses consisted of separating the regional golf course conveyance into individual sub-conveyances. The separation of conveyances was defined by the detailed grading plans for the site. Each sub-conveyance spanned the reach between locations where a flow separation and/or flow combination would occur.

HEC-RAS cross-sections were then taken along each sub-conveyance reach. The cross-section locations were established at flow contraction and expansion locations along each sub-conveyance while also maintaining an approximate 200-foot spacing interval. The HEC-RAS analysis then required an iterative process to arrive at an appropriate flow distribution at each sub-conveyance, at the flow separation points, that resulted in an approximately equal Energy and Hydraulic Grade Lines at the flow combination points.

The following localized HEC-RAS models were assembled and analyzed to determine the required development pad and top-of-berm elevations along the boundary between the golf course and the development areas. In both analyses, the 100-year flow rate for the Whitewater River Basin was used.

- Proposed Golf Course without ACOE Levee/Channel (Model No. L-4J)

Model L-4J analyzed the proposed golf course sub-conveyance without the presence of the ACOE Levee Channel project.

- Proposed Golf Course with ACOE Levee/Channel (Model No. L-4K)

Model L-4K analyzes the proposed golf course sub-conveyances under the assumption that the proposed ACOE Levee/Channel is present. This model considered that the proposed ACOE Levee/Channel would tie into the golf course grading at the upstream end of the Project and would again tie into the golf course grading at the downstream end of the Project.

The following factors were used in the development of the regional HEC-RAS analysis. The full hydraulic report contains the summary of the results.

- Topographic Map
- Boundary Conditions
- Mannings "n" Values (roughness coefficient)
- Contraction and Expansion Coefficients

For the localized analyses, a review of the computed water depths as plotted on the HEC-RAS cross-sections was performed to identify areas of shallow flow. However, the results of this review indicated that significant shallow-flow conditions do not exist at any location within the proposed golf course sub-conveyances.

#### 4. Post-Project Inflow Capacity along the Northerly Golf Course Boundary

For the HEC-RAS analyses included in the report, the peak discharges shown to be tributary to the Project and reported in Table 2 of the Report were conservatively assumed to be within the golf course conveyance and sub-conveyances for the regional and localized HEC-RAS analyses, respectively. However, under an actual storm event, flows tributary to the Project consist of concentrated flows that have accumulated in the area upstream of the Project as well as flows that are collected along the length of the northerly Project boundary.

Under existing conditions, flows that approach the northerly Project boundary are shown to be approximately three feet deep per the mapped FEMA floodplain. Therefore, an analysis of the post-Project northern boundary was performed to determine the boundary's inflow capacity under a maximum depth of three feet over existing ground.

The analysis considered the head differential between water surface elevation in the proposed golf course, as computed by the localized HEC-RAS analysis without the ACOE Levee/Channel (Model No. L-4J), and mapped 100-year FEMA floodplain depth of three feet for the existing ground in the area to the north of the Project. The maximum potential rate of inflow was then computed based on the head differential acting on a broad-crested weir with the crest of the weir set to the computed water surface elevation within the golf course.

The results of the analysis show an inflow capacity of approximately twice the modeled flow rate of 23,000 cfs at the downstream section of the golf course. Therefore, the entire Project's design flows would enter the golf course across the northerly Project boundary without altering the existing condition floodplain depth in the existing areas north of the Project.

#### 5. Mid-Valley Drainage System

The proposed Project will provide an easement for conveyance of the future Mid-Valley Drainage System flows as required by the CVWD. The exact location of the proposed easement will be defined when the future System is designed by CVWD and the exact location of the jacked pipe under the railroad and I-10 Freeway is known.

#### 6. Riverine Flow Policy Compliance

Riverine Flooding Sources produce flows that occur along the northerly side of Interstate 10. In accordance with the District's Riverine Policy requirements, it is necessary to demonstrate that the Project meets the following:

- Incremental increases due to paving must be retained.
- Incidental and obstruction losses must not be reduced.
- Policy defined flow rates at discharge points must be maintained.

The proposed Project meets these requirements by way of its configuration. The golf course and adjacent development will detain the increase in runoff caused by the construction of paved streets, rooftops, and other impervious surfaces. The golf course configuration, as compared to the existing Project site, greatly increases the incidental and obstruction losses by dividing flow conveyances, the incorporation of lakes, and a grading configuration that provides about 245 acre-feet of dead storage.

The Riverine Flow rates were computed with a two-dimensional flow analysis of the contributing watershed areas and floodplain. With all other aspects being equal and the inclusion of the proposed Project, it can be concluded that a similar two-dimensional analysis would show reductions in the computed Riverine Flow rates at points downstream of the Project. Thus, the proposed Project complies with the Riverine Flow Policy.

Once the ACOE Levee/Channel project is complete, the levee/channel system will convey the Riverine flow prior to it reaching the I-10 Freeway and compliance with the District's Riverine Policy will no longer be needed.

### *Conclusions*

The results of the regional HEC-RAS hydraulic analyses indicated that there is little or no change in the water surface elevations upstream and downstream of the proposed Project as a result of the golf course. The Localized HEC-RAS analyses shall provide the basis for establishing the development pads and top-of-berm elevations along the southerly golf course boundary. Development pad elevations shall be set a minimum of 1.5 feet, and top-of-berm elevations shall be set a minimum of three feet above the 100-year water surface elevations computed in the localized analyses. In instances where there is a difference between the water surfaces computed in the two localized HEC-RAS analyses, the higher computed water surface shall govern.

### **General Plan Policies**

**OS 5.1** *Substantially alter floodways or implement other channelization only as a "last resort," and limit the alteration to:*

- a. that necessary for the protection of public health and safety only after all other options are exhausted;*
- b. essential public service projects where no other feasible construction method or alternative project location exists; or*
- c. projects where the primary function is improvement of fish and wildlife habitat.*

The NorthStar project sits within an identified 100-year floodplain with average depths of three feet. In order to protect properties that have been designated for development in the County's General Plan and the Project, consideration of flood flows must be taken.

In response to wider flooding issues, the ACOE and CVWD have been working on a plan to construct a levee/channel system from Thousand Palms to Washington Street. That system will protect properties between the levee/channel to the I-10 Freeway, much of which is already developed. In



response to that overall goal, the Project has proposed to use the golf course as the flood conveyance facility in lieu of the levee/channel. The golf course, as demonstrated in the flood analyses, will provide the protection anticipated by the levee/channel system.

As an added benefit, the golf course will accept and channel waters from properties to the north, especially the Coachella Valley Preserve, in a way that will not adversely impact the Preserve over existing conditions. The golf course flood system will therefore also protect the sensitive wildlife habitat in the Preserve.

**OS 5.2** *If substantial modification to a floodway is proposed, design it to reduce adverse environmental effects to the maximum extent feasible, considering the following factors:*

- a. *stream scour;*
- b. *erosion protection and sedimentation;*
- c. *wildlife habitat and linkages;*
- d. *groundwater recharge capability;*
- e. *adjacent property; and*
- f. *design (a natural effect, examples could include soft riparian bottoms and gentle bank slopes, wide and shallow floodways, minimization of visible use of concrete, and landscaping with native plants to the maximum extent possible).*

*A site specific hydrologic study may be required.*

A site specific study that analyzed hydrologic as well as hydraulic impacts was prepared for the project and that study shows that all of the above factors have been addressed and accommodated.

**OS 5.3** *Based upon site, specific study, all development shall be set back from the floodway boundary a distance adequate to address the following issues;*

- a. *public safety;*
- b. *erosion;*
- c. *riparian or wetland buffer;*
- d. *wildlife movement corridor or linkage; and*
- e. *slopes.*

A site specific study that analyzed hydrologic as well as hydraulic impacts was prepared for the project and that study shows that all of the above factors have been addressed and accommodated.

**OS 5.4** *Consider designating floodway setbacks for greenways, trails, and recreation opportunities on a case-by-case basis.*

The floodway will be used as a golf course.

**OS 5.5** *New development shall preserve and enhance existing native riparian habitat and prevent obstruction of natural watercourses. Incentives shall be utilized to the maximum extent possible.*

There are no native riparian habitats or natural watercourses on the subject property so the development of the Project will not impact those resources.

**S 4.1** *For new construction and proposals for substantial improvements to residential and nonresidential development within 100-year floodplains as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, the County shall apply a minimum level of acceptable risk; and disapprove projects that cannot mitigate the hazard to the satisfaction of the Building Official or other responsible agency.*

The Project does lie within a 100-year floodplain as mapped by FEMA. Because of that, a detailed hydrologic and hydraulic study was completed to evaluate potential improvements that will protect the residential and nonresidential parts of the project. The golf course has been designed to provide that protection. Based on the findings in the study and the recommended golf course construction, all structures on the Project will be flood safe.

**S 4.2** *Enforce provisions of the Building Code in conjunction with the following guidelines:*

- a. All residential, commercial and industrial structures shall be flood-proofed from the 100-year storm flow, and the finished floor elevation shall be constructed at such a height as to meet this requirement. Critical facilities should be constructed above grade to the satisfaction of the Building Official, based on federal, state, or other reliable hydrologic studies.*
- b. Critical facilities shall not be permitted in floodplains unless the project design ensures that there are two routes for emergency egress and regress, and minimizes the potential for debris or flooding to block emergency routes, either through the construction of dikes, bridges, or large-diameter storm drains under roads used for primary access.*
- c. Development using, storing, or otherwise involved with substantial quantities of onsite hazardous materials shall not be permitted, unless all standards for valuation, anchoring, and flood-proofing have been satisfied; and hazardous materials are stored in watertight containers, not capable of floating, to the extent required by state and federal laws and regulations.*
- d. Specific flood-proofing measures may require: use of paints, membranes, or mortar to reduce water seepage through walls; installation of water tight doors, bulkheads, and shutters; installation of flood water pumps in structures; and proper modification and protection of all electrical equipment, circuits, and appliances so that the risk of electrocution or fire is eliminated. However, fully enclosed areas that are below finished floors shall require openings to equalize the forces on both sides of the walls.*

As stated above, all buildings, storage and places of habitation will be flood safe because of the construction of the golf course.

**S 4.3** *Prohibit construction of permanent structures for human housing or employment to the extent necessary to convey floodwaters without property damage or risk to public safety. Agricultural, recreational, or other low intensity uses are allowable if flood control and groundwater recharge functions are maintained.*

The entire project will be protected by the golf course. No permanent structures other than two comfort stations and two irrigation pump houses, which has no housing or employment associated with them, will be on the course.

**S 4.4** *Prohibit alteration of floodways and channelization unless alternative methods of flood control are not technically feasible or unless alternative methods are utilized to the maximum extent practicable. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat requirements, and as applicable to provide incentives for natural watercourse preservation, including density transfer programs as may be adopted.*

- a. *Prohibit the construction, location, or substantial improvement of structures in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.*
- b. *Prohibit the filling or grading of land for nonagricultural purposes and for non-authorized flood control purposes in areas designated as floodways, except upon approval of a plan which provides that the proposed development will not result in any significant increase in flood levels during the occurrence of a 100-year flood discharge.*

The potential typical floods associated with the NorthStar area are characterized by sheet flow across a large area. The Army Corps of Engineers (ACOE) and the Coachella Valley Water District (CVWD) have been working on plans to channelize the sheet flows to protect property to the north of the I-10 freeway. The preferred solution is a levee/channel system that extends from Thousand Palms to Washington Street.

The development of the golf course, as an alternative to the levee/channel system, accomplishes the desired result for flood protection while at the same time addressing habitat issues on the Coachella Valley Preserve to the north.

**S 4.5** *Prohibit substantial modification to water courses, unless modification does not increase erosion or adjacent sedimentation, or increase water velocities, so as to be detrimental to adjacent property, nor adversely affect adjacent wetlands or riparian habitat.*

The flood analysis shows that erosion and sedimentation will not increase by the development of the golf course for flood conveyance. In addition, the study indicates that water velocities and volumes will not increase over present-day amounts for properties above and below the project site. There are no identified wetlands or riparian habitats on or adjacent to the property so there will be no impact on those environments.

**S 4.6** *Direct flood control improvement measures toward the protection of existing and planned development.*

The NorthStar property has been designated for development for the past 20 years. A golf course, similar to the one incorporated into the project, has also been proposed since the beginning. Other uses have changed as to type, but the location has been consistently scheduled for the southern part of the property. In order for the planned development to occur, flood protection is needed. The golf course serves that purpose.

**S 4.7** *Any substantial modification to a watercourse shall be done in the least environmentally damaging manner possible in order to maintain adequate wildlife corridors and linkages and maximize groundwater recharge.*

The proposed golf course, as a means of flood protection, accomplishes the following with regard to environmental protection:

- Provides a “soft” rather than a “hard” (levee/channel) solution.
- Provides flood protection to future development south of the golf course in a manner that protects habitat in the Coachella Valley Preserve.
- Provides a buffer, as well as the flood protection, between the Preserve and NorthStar development

**S 4.8** *Allow development within the floodway fringe, if the proposed structures can be adequately flood-proofed and will not contribute to property damage or risks to public safety.*

The flood analysis prepared for the Project shows that this policy has been complied with.

**S 4.9** *Within the floodway fringe of a floodplain as mapped by FEMA or as determined by site specific hydrologic studies for areas not mapped by FEMA, require development to be capable of withstanding flooding and to minimize use of fill. However, some development may be compatible within flood plains and floodways, as may some other land uses. In such cases, flood proofing would not be required. Compatible uses shall not, however, obstruct flows or adversely affect upstream or downstream properties with increased velocities, erosion, backwater effects, or concentrations of flows.*

The flood analysis prepared for the Project shows that this policy has been complied with.

**S 4.10** *Require all proposed projects anywhere in the County to address and mitigate any adverse impacts that it may have on the carrying capacity of local and regional storm drain systems.*

The golf course provides the mechanism by which the Project addresses regional storm flows consistent with state and federal law and the preferred alternative for the Thousand Palms flood project. Local storm drainage will be handled on site or directed toward the golf course in compliance with local ordinances.

**S 4.18** *Require that the design and upgrade of street storm drains be based on the depth of inundation, relative risk to public health and safety, the potential for hindrance of emergency access and regress from excessive flood depth, and the threat of contamination of the storm drain system with sewage effluent. In general, the 10-year flood flows shall be contained within the top of curbs and the 100-year flood flows within the street right-of-way.*

As the project develops, various components will be required to submit plot plans for approval by the County. After approval, specific development plans need to be submitted and reviewed by County personnel for compliance with applicable laws. All storm drainage will need to be consistent with those laws.

**S 4.21** *Encourage the use of specific plans to allow increased densities in certain areas of a proposed development; or apply Transfer of Development Credits to encourage the placement of appropriate land uses in natural hazard areas, including open space, passive recreational uses, or other development capable of tolerating these hazards.*

The NorthStar Specific Plan in association with this EIR meets this criterion.

*Western Coachella Valley Area Plan*

**WCVAP 22.1** *Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazard Areas.*

All development will meet Riverside County Ordinance No 458. Assurance of that compliance will be via approvals of the Specific Plan, the EIR (with accompanying special studies), plot plans and grading/building permits.

**WCVAP 22.2** *Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Coachella Valley Water District or the Riverside County Flood Control and Water Conservation District for review.*

The Project has coordinated and worked with the Coachella Valley Water District on flood control issues and will continue to do so in the future.

**WCVAP 22.3** *Create flood control projects that maximize multi-recreational use and water recharge when possible.*

The proposed flood control for NorthStar is the golf course, a recreational use. Since much of the flood waters will be retained on site, water recharge is also possible.

**WCVAP 22.4** *Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.*

Discussions throughout this section show that the Project's proposed method of flood control will comply with the Flood and Inundation Hazards section of the General Plan Safety Element.

❖ **Mitigation Measures**

**FL-1** The localized HEC-RAS analyses shall provide the basis for establishing the development pad and top-of-berm elevations along the southerly golf course boundary. Development pad elevations shall be set a minimum of 1.5 feet above the computed and adjacent 100-year water surface elevation computed in the localized analyses. In instances where there is a difference between the water surfaces computed in the two localized HEC-RAS analyses, the higher computed water surface shall govern.

- FL-2** The top-of-berm elevations shall be set a minimum of three feet above the computed and adjacent 100-year water surface elevation.
- FL-3** A Letter of Map Revision shall be submitted to the Federal Emergency Management Agency based on the As-Built plans for the golf course conveyance and adjacent development grading.
- FL-4** The landscaping for the golf course shall be desert type, except where designated otherwise, as shown on the approved landscaping plans.
- FL-5** The proposed Project shall provide an easement for conveyance of the future Mid-Valley Drainage System flows as required by CVWD. The exact location of the proposed easement will be defined when the future Mid-Valley Drainage System is designed.

❖ *Significance after Mitigation*

Incorporating the above mitigation measures into the Project will reduce all impacts associated with flooding to less than significant.

### 3. Noise

❖ *Existing Conditions*

Sound is mechanical energy transmitted by pressure waves in a compressible medium, such as air. Noise is generally defined as unwanted sound. Sound is characterized by various parameters which describe the rate of oscillation of sound waves, the distance between successive troughs or crests, the speed of propagation, and the pressure level or energy content of a given sound wave. In particular, the sound pressure level has become the most common descriptor used to characterize the loudness of an ambient sound level. The unit of sound pressure expressed as a ratio to the faintest sound detectable by a young person with excellent hearing is called a decibel (dB).

Because the human ear is not equally sensitive to all sound frequencies, noise levels at maximum human sensitivity are factored more heavily in a process called "A-weighting," or "dBA." In addition, time variations in noise exposure are typically expressed in terms of steady-state energy levels equal to the energy content of the time varying period (called Leq), or, alternately, as a statistical description of the sound pressure level that is exceeded over some fraction of a given observation period. Finally, because people are more sensitive to noise during the evening and night, State law requires that, for planning purposes, an artificial dB increment be added to quiet time noise levels in a 24-hour noise descriptor called the Community Noise Equivalent Level (CNEL).

An interior CNEL of 45 dB is mandated by the State of California Noise Insulation Standards (CCR, Title 24, Part 6, Section T25-28) for dwellings and hotel and motel rooms. Since normal noise attenuation within residential structures with closed windows is about 20 dB, an exterior noise exposure of 65 dB CNEL allows the interior standards to be met without any specialized structural attenuation (dual paned windows, etc.). A noise level of 65 dB CNEL is the level at which ambient noise begins to interfere with normal conversation. That level is therefore the exterior noise guideline for new residential dwellings in California and Riverside County. Commercial and industrial uses,

because they are not typically occupied on a 24-hour basis, are compatible in noise environments up to 75 dB CNEL.

Potential noise sources that may impact the NorthStar project are:

#### 1. Bermuda Dunes Airport

The project site is more than two miles from the Bermuda Dunes Airport, precluding any CEQA required noise analysis, although the site may experience single-event over-flight noise from air traffic from the airport, located approximately 3.5 miles south of the project site.

#### 2. Railroad

Because the highway lies between the project site and the railroad and the freeway traffic noise exceeds any noise associated with the railroad operations, analysis of the freeway generated noise will cover any noise associated with train traffic.

#### 3. Construction Activities

Although not specifically addressed by the Noise Element contained in the County General Plan, construction noise, per County Noise Ordinance No. 847, is often exempted from requirements during the hours from 7:00 a.m. to 6:00 p.m. on weekdays (6:00 a.m. start in the summer). Construction noise impacts are only considered to be significant if they occur outside these allowed hours on weekday or at anytime on Sunday or on holidays.

#### 4. Traffic

Possible traffic noise constraints for this development would derive along the perimeter lots which back up to or abut Varner Road and the I-10 freeway. While the outermost tier of NorthStar along those two thoroughfares could sustain noise constraints, those areas, because they are envisioned for office, commercial and industrial uses, will also serve as a "shield" for the interior lots. Thus, structures built in those areas create a large buffer and act as a sound wall for more noise-sensitive residential and hotel uses proposed to the north.

The development of NorthStar may increase the ambient noise due to project-related traffic on site access roads. Except close to the site, traffic from any single project becomes progressively diluted. Noise impacts are therefore mainly cumulative without a clearly perceptible impact being created by any single project. For residential use adjacent to Varner Road and the I-10 freeway, it is the noise impact of the cumulative development acting upon the project, rather than the project impact upon the ambient acoustic environment, that is of greater concern.

#### *Existing Noise Levels*

Baseline noise levels for the Coachella Valley are currently undergoing changes in response to the planned build-out of the area. Traffic noise will increase as new development occurs.

The project site experiences relatively low levels with most noise deriving from vehicular sources on Varner Road and the freeway. Airport and railroad noise constitute an occasional short-term exposure but their integrated contribution over a 24-hour CNEL exposure period is small.

Measured noise levels in similar undeveloped environments in rural areas typically record the following levels contained in **Table V-17**.

**TABLE V-17  
TYPICAL NOISE LEVELS IN RURAL AREAS**

TIME	AVERAGES (DB)	MAXIMUM (DB)
Daytime	45	65
Evening	40	60
Night	35	50
24-hour CNEL	45	-

With continued area-wide growth, the quiet noise conditions (currently 45 dB, the same as interior CNEL required for residential development), will increase to more suburban levels. Substantially degraded noise levels, however, will be confined to very narrow corridors along major freeways and roadways and will only marginally affect the proposed project.

### Noise Impacts

Two characteristic noise sources are typically identified with projects such as NorthStar. The first is project construction activities, especially from heavy equipment. The second is project-related and area-wide increases in noise levels due to development. Traffic noise impacts are generally analyzed to:

- Insure the project will not adversely impact the acoustic environment of surrounding properties; and
- Insure that the project site is not exposed to an unacceptable level of noise resulting from ambient noise acting upon the project.

Needed buffer distances and propagation barriers must be evaluated to minimize the impact potential where such impacts exceed established impact significance thresholds.

### ❖ *Thresholds of Significance*

CEQA guidelines identify significant impacts as those that cause standards to be exceeded when they are currently met. An impact is also considered significant if it “substantially” worsens an existing unacceptable noise environment.

The accuracy of sound level meters and computer models is not better than  $\pm 1$  dB. This is also the human loudness difference discrimination under ideal laboratory conditions. Most people cannot distinguish less than a 3 dB noise difference. Therefore, for purposes of this analysis, an increase of 3 dB or more in an area of noise incompatibility would be considered significant.



Because of the logarithmic nature of the noise scale, it requires a dramatic increase in traffic to create even a perceptible change in noise levels. A  $\pm 1$  dB increase requires a 25 percent increase in traffic volume. A +3 dB increase occurs when traffic volumes double. In those areas where traffic volumes are already high enough to create a noise concern, few projects would individually cause traffic volumes to double. Off-site traffic noise impacts tend to be cumulative rather than an individual impact.

Therefore, significant thresholds for NorthStar are as follows:

- On-site usable residential space exposed to levels in excess of 65 dB CNEL exterior/45 dB CNEL interior, or,
- Off-site noise levels increased by more the +3 dB due to project related traffic near noise-sensitive uses, or
- Construction activities performed near occupied residences outside the allowable times specified in the County Code.

#### *Construction Noise Impacts*

Ordinance 457.90, Section 1G of the Riverside County Building and Safety Department, states the following:

Whenever a construction site is within one-quarter (1/4) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the Riverside County Building Official.

Compliance with these limits is expected to create a less-than-significant temporary noise impact during construction activities.

#### ❖ *Project Impact/Relationship to Thresholds of Significance General Plan Policies*

##### *Off-site Traffic Noise Impacts*

Long-term noise concerns from the increased urbanization of the project area center primarily on mobile sources on nearby roadways. The California specific vehicle noise curves (CALVENO) in the federal roadway noise model (the FHWA Highway Traffic Noise Prediction Model, FHWA-RD-77-108) address those concerns. The model calculates the Leq noise level for a particular reference set of input conditions, and then makes a series of adjustments for site-specific traffic volumes, distances, speeds, or noise barriers.

Future noise levels at a number of area-wide roadways were calculated using typical traffic mixes, day/night distributions and other input parameters contained in the project traffic study prepared for NorthStar. **Table V-18** shows the calculated CNEL at a 50-foot reference distance from the centerline of 24 roadway segments for six scenarios (Existing, Existing with Project, Year2007 No Project, Year 2007 with Project, Year 2025 No Project, and Year 2025 with Project). **Table V-19** shows

the project-related noise increment for Existing, Year 2007 and Year 2025 conditions. Because the project will not be built within the existing year and the build-out year is 2010 or later, the analysis for Year 2007 conditions is considered the worst-case scenario.

**TABLE V-18**  
**TRAFFIC NOISE IMPACT ANALYSIS**  
**(DBA CNEL AT 50 FEET FROM CENTERLINE)**

<b>NORTH-SOUTH ROADWAY SEGMENT:</b>	<b>EXISTING</b>	<b>EXISTING WITH PROJECT</b>	<b>2007 NO PROJECT</b>	<b>2007 WITH PROJECT</b>	<b>2025 NO PROJECT</b>	<b>2025 WITH PROJECT</b>
<b>Monterey Avenue:</b>						
North of Varner Road	68.6	69.4	70.9	71.2	72.9	73.2
Varner – Interstate 10	70.5	71.1	72.6	72.8	74.4	74.6
South of Interstate 10	72.8	73.2	73.4	73.6	75.8	75.9
<b>Jack Ivey Drive:</b>						
North of Varner Drive	59.6	59.8	64.6	64.6	60.1	60.1
<b>Cook Street:</b>						
North of Varner Road	54.8	57.8	59.8	63.2	72.4	72.7
Varner – Interstate 10	63.5	71.3	66.6	72.0	72.2	74.4
Interstate 10 – Gerald Ford	72.0	73.4	72.5	73.7	75.0	75.7
South of Gerald Ford	69.8	71.2	70.3	71.5	75.0	75.4
<b>Berkey Drive:</b>						
North of Varner Road	62.3	62.4	62.4	62.4	62.7	62.7
<b>Washington Street:</b>						
North of Avenue 28	64.5	66.8	64.7	66.8	68.6	69.6
Avenue 38 – Varner	69.8	69.9	69.9	69.9	75.8	75.8
South of Interstate 10	74.8	75.1	75.0	75.2	76.4	76.5
<b>Varner Road:</b>						
West of Monterey	67.3	68.3	67.8	68.5	72.2	71.5
Monterey – Jack Ivey	66.9	69.3	68.8	70.4	68.5	70.2
Jack Ivey – Cook	64.1	68.5	66.6	69.5	71.7	72.9
East of Cook	62.4	68.9	62.9	72.7	72.2	73.5
West of Avenue 38	62.4	68.9	62.9	68.9	72.2	73.5
Avenue 38 – Berkey	61.8	67.5	62.3	67.6	N/A	N/A
Berkey – Washington	67.0	69.2	67.2	69.2	67.7	69.5
Washington – I-10 WB Ramps	70.3	70.9	70.5	70.9	72.4	72.7
East of I-10 WB Ramps	68.1	68.6	68.3	68.6	71.2	71.3
<b>Gerald Ford Drive:</b>						
West of Cook	67.1	68.1	67.4	68.2	72.9	73.2
East of Cook	65.0	66.5	65.4	66.6	69.4	69.9
<b>Avenue 38:</b>						
Varner - Washington	55.6	63.5	55.6	63.4	71.2	71.7

Source: FHWA-RD-77-108 (CALVENO Mod.)

N/A = Traffic Information Not Available

**TABLE V-19  
TRAFFIC NOISE IMPACT ANALYSIS  
PROJECT-RELATED IMPACTS**

<b>NORTH-SOUTH STREETS ROADWAY SEGMENT:</b>	<b>CUMULATIVE IMPACTS</b>	<b>EXISTING PROJECT- RELATED IMPACTS</b>	<b>YEAR 2007 PROJECT- RELATED IMPACTS</b>	<b>YEAR 2025 PROJECT- RELATED IMPACTS</b>
<b>Monterey Avenue:</b>				
North of Varner Road	+4.6	+0.8	+0.3	+0.3
Varner – Interstate 10	+4.1	+0.6	+0.2	+0.2
South of Interstate 10	+3.1	+0.4	+0.2	+0.1
<b>Jack Ivey Drive:</b>				
North of Varner Drive	+0.5	+0.2	0.0	0.0
<b>Cook Street:</b>				
North of Varner Road	+17.9	+3.0	+3.4	+0.3
Varner – Interstate 10	+10.9	+7.8	+5.4	+2.2
Interstate 10 – Gerald Ford	+3.7	+1.4	+1.2	+0.4
South of Gerald Ford	+5.6	+1.4	+1.2	+0.4
<b>Berkey Drive:</b>				
North of Varner Road	+0.4	+0.1	0.0	0.0
<b>Washington Street:</b>				
North of Avenue 28	+5.1	+2.3	+2.1	+1.0
Avenue 38 – Varner	+6.0	+0.1	0.0	0.0
1.7	+0.2	+0.3	+0.2	+0.1
<b>Varner Road:</b>				
West of Monterey	+4.2	+1.0	+0.7	+0.4
Monterey – Jack Ivey	+3.3	+2.4	+1.6	+1.7
Jack Ivey – Cook	+8.8	+4.4	+2.9	+1.2
East of Cook	+11.1	+10.3	+9.8	+1.3
West of Avenue 38	+11.1	+6.5	+6.0	+1.3
Avenue 38 – Berkey	N/A	+5.7	+5.3	N/A
Berkey – Washington	+2.5	+2.2	+2.0	+1.8
Washington – I-10 WB Ramps	+2.4	+0.6	+0.4	+0.3
East of I-10 WB Ramps	+3.2	+0.5	+0.3	+0.1
<b>Gerald Ford Drive:</b>				
West of Cook	+6.1	+1.0	+0.8	+0.3
East of Cook	+4.9	+1.5	+1.2	+0.5
<b>Avenue 38:</b>				
Varner - Washington	+16.1	+7.9	+7.8	+0.5

*On-site Traffic Noise Impacts*

Varner Road

Varner Road and I-10 are the only roadways that have impact on the NorthStar project. Any development, therefore, that abuts those two roadways could be impacted by noise. Varner Road has been designated as an Urban Arterial in the County's General Plan, with a maximum design capacity of 53,900 average daily trips (ADT).

Noise impacts were evaluated for traffic associated with Varner Road, the only Riverside County General Plan designated road in the vicinity of the project. Experience shows the peak noise levels are found when traffic is free-flowing at full speed. That usually occurs when daily volumes equal 80 percent of the maximum design volume, or at Level of Service C (LOS C). Varner Road, therefore, has a design capacity of 43,100 ( $53,900 \times 0.8 = 43,100$ ) ADT for purposes of noise impact analysis.

Per County guidelines, major roadways, arterial highways and expressways have the following required traffic distribution (%):

**TABLE V-20  
COUNTY REQUIRED TRAFFIC DISTRIBUTION**

VEHICLE	OVERALL	DAY (7 A.M. – 7 P.M.)	EVENING (7 P.M. – 10 P.M.)	NIGHT (10 P.M. – 7 A.M.)
Auto	92	69.5	12.9	9.6
Medium Trucks	3	1.44	0.06	1.5
Heavy Trucks	5	2.4	0.1	2.5

Noise levels were calculated for one reference traffic volume at a 50-foot reference distance, and then adjusted for specific setbacks from each roadway. The input parameters for the updated noise analysis included:

**TABLE V-21  
INPUT PARAMETERS**

SPEED	RECEPTOR HEIGHT	PROPOGATION CONDITION
40 mph	Pad elevation +5 feet, or Pad elevation +3 feet if 6-foot wall proved insufficient for a 5-foot receptor height	Acoustically "Hard"

Using the FHWA federal highway transportation noise model, combined with County regulations, the noise level at 50 feet from the centerline of an Urban Arterial is shown below.

**TABLE V-22  
NOISE IMPACT ANALYSIS  
URBAN ARTERIAL (43,100 ADT, 40 MPH)  
(DB CNEL AT 50-FEET FROM CENTERLINE)**

TYPE	DAY	EVENING	NIGHT	CNEL
Auto	69.97	68.67	62.62	71.68
Medium Trucks	62.03	54.25	63.46	69.64
Heavy Trucks	69.05	61.26	70.48	76.67
<b>Total</b>	<b>72.91</b>	<b>69.53</b>	<b>71.82</b>	<b>78.47</b>

Therefore, along the southern perimeter of the NorthStar Specific Plan development, the reference noise level at 50-feet from the centerline along the Varner Road frontage is 78.5 dB CNEL.

The closest project residences to Varner Road are about 800 feet away. The intervening surface between the road and the closest homes will be irregular and vegetated, and multiple buildings will create a partial sound wall. The traffic noise attenuation between Varner Road and the nearest project noise-sensitive use (residences) is calculated as follows:

**TABLE V-23  
CALCULATION OF TRAFFIC NOISE ATTENUATION  
BETWEEN VARNER ROAD AND NEAREST PROJECT NOISE-  
SENSITIVE USE**

DISTANCE SPREADING ("SOFT SITE")	STRUCTURAL INTERFERENCE	TOTAL ATTENUATION
-18 dB	-5 dB	-23 dB

Maximum Varner Road traffic noise will be 55 dB CNEL at any project residence.

#### I-10 Freeway

Because I-10 is adjacent to the Varner Road frontage along the entire southern edge of NorthStar, the project will be impacted by existing and future roadway traffic noise from the freeway. Future roadway noise levels were calculated (CALVENO) (FHWA-RD-77-108) and analyzed as a worst-case scenario.

Existing freeway traffic volumes near the project site are currently 80,000 ADT. A five percent exponential growth rate per year is used to calculate future freeway traffic volumes. Using existing traffic volumes, future freeway traffic volumes adjacent to the project site were calculated to be 212,000 ADT. Specific freeway traffic mixes for the Coachella Valley area (see **Table V-14**), combined with recommended Caltrans traffic volumes and traffic speeds of 65 mph were used for calculating build-out freeway traffic noise levels along the freeway segment next to the project. Noise levels are predicted to be 88 dB CNEL at 50-feet from the freeway centerline as shown in **Table V-15**. Noise levels will be diminished by several factors between the 50-foot reference level in **Table V-15** and the actual on-site exposure, including:

- Geometrical spreading losses with distance
- Screening of field-of-vision by office/commercial uses adjacent to Varner Road
- Ground absorption by vegetation and irregular terrain

The spreading and ground absorption will create -19 dB of attenuation. With 5 dB of structural screening loss, the total freeway noise attenuation will be -24 dB. Maximum on-site traffic noise will be 64 dB CNEL. Combined maximum freeway noise of 64 dB CNEL and arterial road noise of 55 dB produces a total worst-case future noise exposure of 65 dB CNEL. The maximum noise exposure for usable project recreational space meets, but does not exceed Riverside County standards. There are no noise mitigation requirements for outdoor uses at condos, villas, timeshares or the hotel.

**TABLE V-24  
NOISE IMPACT ANALYSIS  
INTERSTATE 10  
ASSUMED FREEWAY VEHICLE MIX**

VEHICLE TYPE	DAY (PERCENT)	EVENING (PERCENT)	NIGHT (PERCENT)	VOLUME (PERCENT)
Auto	73.0	8.6	18.4	91.0
Medium Trucks	73.0	8.6	18.4	3.0
Heavy Trucks	69.1	6.7	24.2	6.0

**TABLE V-25  
NOISE IMPACT ANALYSIS  
NOISE LEVELS AT 50 FEET FROM I-10 CENTERLINE**

VEHICLE TYPE	DAY	EVENING	NIGHT	CNEL
Auto	82.80	79.53	78.06	85.69
Medium Trucks	74.08	70.80	69.34	76.97
Heavy Trucks	80.35	76.23	77.04	84.16
<b>CNEL at 50 feet: 88.3</b>				

#### On-Site Noise Impacts

A common area of noise conflict is often found at the interface between commercial and residential uses, i.e. where delivery docks and truck alleys behind stores. Reduction of these impacts is achieved by placing conditions on use permits to provide shielding on loading docks on the commercial establishment. Specific uses have not been identified in Planning Areas 7 or 8 where they back up to noise-sensitive uses in Planning Areas 2-5 and 6B. If uses have the potential to generate noise (e.g. markets, restaurants, entertainment venues, etc.), they generally require a permit which can be limited or conditioned for sound attenuation for those activities.

#### Interior Noise Compliance

A maximum exterior noise exposure for residential uses of 65 dB CNEL requires 20 dB of structural attenuation to meet County standards. The noise reduction potential for standard wood-frame construction with single-paned, closed windows is 20 dB. With upgraded dual pane windows, noise reduction of -30 dB can be achieved. However, tightly closed windows require a supplemental source of ventilation, i.e. air conditioning and a supplemental fresh air intake duct on the central fan intake plenum. The southernmost tier of residential uses would require such interior noise protection due to Varner Road and freeway 2025 traffic conditions.

Riverside County may also require adequate structural noise attenuation for the non-residential uses along the southern border. An interior standard of 55 dB (peak hour Leq) is often applied to office and commercial retail uses. Peak exterior noise levels of 75 dB Leq is likely for structures closest to

the freeway. As noted for residential development, a 20 dB attenuation can be experienced with air conditioning and closed windows. Uses in Planning Areas 7 through 10 would most likely be air conditioned, especially considering the local climate and doors and windows will have the option to be closed. No substantial constraint exists for achieving non-residential interior noise levels meeting County noise standards.

### **General Plan Policies**

Riverside General Plan noise policies relative to the NorthStar project include the following policies:

*N 1.1 Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used.*

As evidenced in the Noise Impact Analysis, the residential and hotel uses are protected from the noise generators (i.e. the I-10 Freeway) by setbacks and the placement of the commercial and industrial uses. Also, the report suggests methods of construction so as to reduce noise impacts further. Industrial uses in the research and development park may have uses that produce noise. If such a use is proposed, a separate noise study should be performed to assure noise compatibility with surrounding uses, especially the residential uses.

*N 1.2 Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.*

As indicated in the Noise Impact Analysis and in the site plan, residential uses have been located at the rear of the commercial and research/development areas. That effectively buffers the residences from the freeway and other traffic noise.

*N 1.4 Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.*

This has been addressed in the Noise Impact Analysis.

*N 1.5 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County.*

This has been addressed in the Noise Impact Analysis.

*N 1.6 Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise sensitive uses.*

This has been addressed in the Noise Impact Analysis.

*N 2.3 Mitigate exterior and interior noises to the levels listed in the table below to the extent feasible, for stationary sources:*

**TABLE V-26**  
**STATIONARY SOURCE LAND USE NOISE STANDARDS<sup>1</sup>**  
**LAND USE INTERIOR STANDARDS**

RESIDENTIAL	10:00 P.M. TO 7:00 A.M.	7:00 A.M. TO 10:00 P.M.
40 Leq (10 minute)	55 Leq (10 minute)	45 Leq (10 minute)
65 Leq (10 minute)		

<sup>1</sup>These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

Based on information and mitigation measures contained in the Noise Impact Analysis, this condition has been met.

**N 3.3** *Ensure compatibility between industrial development and adjacent land uses. To achieve compatibility, industrial development projects may be required to include noise mitigation measures to avoid or minimize project impacts on adjacent uses.*

Without knowing the exact uses for the research/development area of NorthStar (Planning Area 8), it is difficult to determine if this criterion has been met. Because the anticipated uses will, however, involve the types of uses that are geared to a campus-like environment, the typical heavy industry uses will not develop there. Outdoor areas will more likely be used for parking and storage rather than manufacturing. To make sure that proposed development will be compatible with neighboring uses, the County may require a separate noise study and mitigation measures in the plot plan review process for individual projects.

**N 3.7** *Encourage noise-tolerant land uses such as commercial or industrial, to locate in areas already committed to land uses that are noise producing.*

The commercial and industrial aspects of the Project will be located next to the I-10 Freeway/Varner Road corridor, an area already impacted by noise.

**N 4.1** *Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels:*

- a. 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m.*
- b. 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.*

This has been addressed in the Noise Impact Analysis.



**N 4.8** *Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.*

This will be addressed in subsequent plot plan approvals.

**N 7.4** *Prohibit new residential land uses within the existing and future 65-decibel CNEL noise contours from an airport or air station (military installation).*

The entire NorthStar project is outside the 65-decibel CNEL noise contour for the Bermuda Dunes Airport, the nearest airport.

**N 8.5** *Employ noise mitigation practices when designing all future streets and highways, and when improvements occur along existing highway segments. These mitigation measures will emphasize the establishment of natural buffers or setbacks between the arterial roadways and adjoining noise-sensitive areas.*

The Noise Impact Analysis considered this in the development of the report.

**N 8.6** *Require that all future exterior noise forecasts use Level of Service C, and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts.*

The traffic study, on which the Noise Impact Analysis is based, used a Level of Service C in their traffic forecasts.

**N 9.2** *Encourage the use of quieter electric-powered vehicles.*

The NorthStar project has been built so that alternative forms of transportation, including electric powered vehicles and bicycles, can easily travel on the project site.

**N 9.3** *Encourage the development and use of alternative transportation modes including bicycle paths and pedestrian walkways to minimize vehicular noise within sensitive receptor areas.*

The Project has incorporated alternative forms of transportation into the development and along Varner Road.

**N 10.1** *Check all proposed projects for possible location within railroad noise contours using typical noise contour diagrams.*

The noise from the Southern Pacific Railroad to the south of the I-10 Freeway is overwhelmed by the freeway noise.

**N 12.1** *Minimize the impacts of construction noise on adjacent uses within acceptable practices.*

The project has mitigation measures so that heavy equipment operations within one-fourth mile of any occupied dwelling shall comply with time limits in the Riverside County Code.

*N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.*

The project has mitigation measures so that heavy equipment operations within one-fourth mile of any occupied dwelling shall comply with time limits in the Riverside County Code.

*N 12.4 Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.)*

That is a condition of development.

*N 13.1 Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.*

As buildings are submitted for review by the building department and other agencies, all structures must be in compliance with all codes at the time of review.

*N 13.3 Incorporate acoustic site planning into the design of new development, particularly large scale, mixed-use, or master-planned development, through measures which may include:*

- *separation of noise-sensitive buildings from noise-generating sources;*
- *use of natural topography and intervening structure to shield noise-sensitive land uses; and*
- *adequate sound proofing within the receiving structure.*

Acoustic design and site planning has been incorporated into the project by:

- Placing noise sensitive uses away from noise sources.
- Putting non-sensitive uses between noise sources and noise sensitive uses.
- Restricting noise producing activities to certain times of day, especially construction.
- Requiring certain structural solutions to noise impacts.

*N 13.5 Consider the issue of adjacent residential land uses when designing and configuring all new, non-residential development. Design and configure on-site ingress and egress points that divert traffic away from nearby noise-sensitive land uses to the greatest degree practicable.*

All access points to the Project will be along Varner Road, thus separating those points from the on- and off-site noise sensitive uses (i.e. residences).

*N 13.8 Review all development applications for consistency with the standards and policies of the Noise Element of the General Plan.*

Through the review of the Specific Plan and Environmental Impact Report and plot plans for individual developments within the Project site, this criterion will be addressed.

*N 14.1 Minimize the potential adverse noise impacts associated with the development of mixed-use structures where residential units are located above or adjacent to commercial uses.*

This was considered in the Noise Impact Analysis.

❖ *Mitigation Measures*

N1 The southern tier of residential uses, and south-facing non-residential uses, shall have adequate structural noise protection to achieve a minimum -20 dB structural attenuation. Such uses shall have a supplemental source of fresh make-up air meeting Building Code ventilation requirements to allow for closure of all doors and windows.

N2 Heavy equipment operations within one-fourth mile of any occupied dwelling shall comply with time limits in the Riverside County Code.

N3 All construction equipment shall utilize noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

❖ *Significance after Mitigation*

Compliance with the mitigation measures outlined above will reduce potential impacts to less than significant.

#### 4. Air Quality

##### ❖ Existing Conditions

###### *Meteorology/Climate*

The NorthStar property lays within the Coachella valley Planning Area (CVPA) of the Salton Sea Air Basin (SSAB). The site is within one the hottest and driest part of California characterized by hot, dry summers, relatively mild winters and scant rainfall of two to six inches per year. Differences in the seasons are by temperature rather than precipitation.

Seasonal temperature differences in the SSAB are large, confirming the absence of marine influences due to the blocking action of the mountains to the west. Average monthly maximum temperatures in the project vicinity range from 108°F in July to 57°F in January. Monthly minimums range from about 40°F in January to 80°F in July.

During much of the year, California is covered by a moderately intense high-pressure system, know as the Pacific High. In winter, that high pressure system migrates south so that frontal systems from the north Pacific can move onto the California Coast. On average, 20 to 30 frontal systems pass through California each winter. The first front usually arrives in the middle of October with the average period of frontal activity lasting for five to six months. Most of those systems are relatively weak by the time they reach the SSAB, however, and they become more diffuse as they move southeastward.

During the summer, the Pacific High is well developed to the west of California and a thermal trough overlies the SSAB. The intensity and orientation of the trough varies from day to day. Although the rugged mountains prevent normal circulation, the influence of this trough does permit some inter-basin exchange with coastal locations through the passes. Summer is also the season with occasional moisture influx from the Gulfs of Mexico and California which causes isolated thunderstorms and flash flooding.

Spring and fall are transition periods between summer and winter. Precipitation continues during the early part of spring. As fall leads to winter, it is still very dry but the temperatures are milder than the summer months.

Desert regions tend to be windy, since little friction is generated between the moving air and the low, sparse vegetation cover. In addition, the rapid daytime heating of the lower air over the desert leads to strong convective activity. This exchange of lower and upper air accelerates surface winds during the warm part of the day when convection is at a maximum. During winter, however, the rapid cooling in the surface layers at night retards this exchange of momentum, and the result is often a high frequency of nearly calm winds, especially at night.

During all seasons, the prevailing wind direction is from the west. The Banning Pass area at the western end of the Coachella Valley causes the air from the west to be squeezed through a narrow opening. This in turn causes accelerated airflow that is strong and constant enough to support wind farms. The strong winds also occasionally lead to blowing sand that sandblasts painted surfaces and can make driving conditions hazardous.

As the westerly winds fan out into the Coachella Valley, they slow down quickly. The NorthStar site is located near the southeast end of this Coachella Valley wind "funnel." The area, therefore, experiences relatively lower wind conditions in comparison with the western "wind farm" belt, but it is still within a major blowsand generation area. Reduced wind speeds around the project area are unable to keep the sand suspended in the air so the NorthStar vicinity is an area of sand deposition with numerous small sand dunes, especially on undeveloped property. While this local wind pattern is conducive to good dispersal of air pollution, it is also subject to potential sand entrainment and/or abrasion caused by blowing sand.

The mixing depth, the height available for dispersion of airborne pollutants emitted near the surface, is limited by the occurrence of temperature inversions. A temperature inversion is a layer of air in which the temperature increases with height. The temperature inversion conditions of the SSAB are quite different from those of the coastal regions of California. In coastal environments, warm, subsiding air aloft creates a lid above the shallow marine layer at the surface. The base of this subsidence inversion is approximately 1,500 feet above the surface in coastal portions of the Los Angeles basin. In contrast, when a subsidence inversion exists over the desert, the height of the inversion base lies 6,000 to 8,000 feet above the surface.

Nighttime surface inversions in the desert are common, especially during the cooler months. Mixing heights are at 1,000 feet or less. These inversions are caused by nighttime radiation cooling of the land surface. The inversions tend to be diminished early in the day in summer, due to intense solar radiation and heating of the land surface. In winter, however, these radiation inversions tend to persist until mid-morning, limiting mixing in the lower atmosphere to heights of 200 to 2,000 feet above the surface. Nuisance air quality problems in the Coachella Valley, such as dust near mining operations or odors near feedlots or wastewater plants, occur mainly late at night or early in the morning when such radiation inversions are strongest.

#### *Ambient Air Quality Standards (AAQS)*

In order to assess the air quality impact of NorthStar, the estimated impact, together with baseline air quality levels, must be compared to the applicable ambient air quality standards. These standards

are the levels of air quality, with an adequate margin of safety, low enough to protect public health and welfare, especially those most susceptible to respiratory distress or infection such as asthmatics, the elderly, the very young, those weak from other illness or disease, or persons engaged in heavy work or exercise.

The Clean Air Act Amendments (CAAA) of 1970 established national AAQS with states retaining the option to adopt more stringent standards or to include other pollution species. Because California already had standards in existence before federal AAQS were established and, because there are unique meteorological problems in California, there is considerable diversity between state and federal standards. California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS) for the criteria air pollutants are listed in **Table V-27**. Health effects of these criteria pollutants are described in **Table V-28**.

**TABLE V-27**  
**AMBIENT AIR QUALITY STANDARDS**

POLLUTANT	CALIFORNIA STANDARDS			FEDERAL STANDARDS		
	AVERAGING TIME	CONCENTRATION	METHOD	PRIMARY	SECONDARY	METHOD
<i>Ozone (O<sub>3</sub>)</i>	1 Hour	0.09 ppm (180 µg/m <sup>3</sup> )	Ultraviolet Photometry	0.12 ppm (235 µg/m <sup>3</sup> )	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.07 ppm (140 µg/m <sup>3</sup> )		0.08 ppm (157 µg/m <sup>3</sup> )		
<i>Respirable Particulate Matter (PM<sub>10</sub>)</i>	24 Hour	50 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	150 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m <sup>3</sup>		50 µg/m <sup>3</sup>		
<i>Fine Particulate Matter (PM<sub>2.5</sub>)</i>	24 Hour	No Separate State Standard		65 µg/m <sup>3</sup>	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m <sup>3</sup>	Gravimetric or Beta Attenuation	15 µg/m <sup>3</sup>		
<i>Carbon Monoxide (CO)</i>	8 Hour	9.0 ppm (10 mg/m <sup>3</sup> )	Non-Dispersive Infrared Photometry (NDIR)	9 ppm (10 mg/m <sup>3</sup> )	None	Non-Dispersive Infrared Photometry (NDIR)
	1 Hour	20 ppm (23 mg/m <sup>3</sup> )		35 ppm (40 mg/m <sup>3</sup> )		
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m <sup>3</sup> )		–		
<i>Nitrogen Dioxide (NO<sub>2</sub>)</i>	Annual Arithmetic Mean	–	Gas Phase Chemiluminescence	0.053 ppm (100 µg/m <sup>3</sup> )	Same as Primary Standard	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m <sup>3</sup> )		–		

POLLUTANT	CALIFORNIA STANDARDS			FEDERAL STANDARDS		
	AVERAGING TIME	CONCENTRATION	METHOD	PRIMARY	SECONDARY	METHOD
<i>Lead</i>	30-Day average	1.5 µg/m <sup>3</sup>	Atomic Absorption	-	-	-
	Calendar Quarter	-		1.5 µg/m <sup>3</sup>	Same as Primary Standard	High Volume Sampler and Atomic Absorption
<i>Sulfur Dioxide (SO<sub>2</sub>)</i>	Annual Arithmetic Mean	-	Ultraviolet Fluorescence	0.030 ppm (80 µg/m <sup>3</sup> )	-	Spectrophotometry (Pararosaniline Method)
	24 Hour	0.04 ppm (105 µg/m <sup>3</sup> )		0.14 ppm (365 µg/m <sup>3</sup> )	-	
	3 Hour	-		-	0.5 ppm (1,300 µg/m <sup>3</sup> )	
	1 Hour	0.25 ppm (655 µg/m <sup>3</sup> )		-	-	
<i>Visibility Reducing Particles</i>	8 Hour	Extinction coefficient of 0.23 per kilometer-visibility of 10 miles or more (0.07-30 miles or more for Lake Tahoe) due to particles when relative humidity is less than 70 percent. Method: Beta Attenuation and Transmittance through Filter Tape.		<i>No Federal Standards</i>		
<i>Sulfates</i>	24 Hour	25 µg/m <sup>3</sup>	Ion Chromatography			
<i>Hydrogen Sulfide</i>	1 Hour	0.03 ppm (42 µg/m <sup>3</sup> )	Ultraviolet Fluorescence			
<i>Vinyl Chloride</i>	24 Hour	0.01 ppm (26 µg/m <sup>3</sup> )	Gas Chromatography			

**TABLE V-28  
HEALTH EFFECTS OF MAJOR CRITERIA POLLUTANTS**

POLLUTANTS	SOURCES	PRIMARY EFFECTS
Carbon Monoxide (CO)	<ul style="list-style-type: none"> <li>Incomplete combustion of fuels and other carbon-containing substances, such as motor exhaust.</li> <li>Natural events, such as decomposition of organic matter.</li> </ul>	<ul style="list-style-type: none"> <li>Reduced tolerance for exercise.</li> <li>Impairment of mental function.</li> <li>Impairment of fetal development.</li> <li>Death at high levels of exposure.</li> <li>Aggravation of some heart diseases (angina).</li> </ul>
Nitrogen Dioxide (NO <sub>2</sub> )	<ul style="list-style-type: none"> <li>Motor vehicle exhaust.</li> <li>High temperature stationary combustion.</li> <li>Atmospheric reactions.</li> </ul>	<ul style="list-style-type: none"> <li>Aggravation of respiratory illness.</li> <li>Reduced visibility.</li> <li>Reduced plant growth.</li> <li>Formation of acid rain.</li> </ul>
Ozone (O <sub>3</sub> )	<ul style="list-style-type: none"> <li>Atmospheric reaction of organic gases with nitrogen oxides in sunlight.</li> </ul>	<ul style="list-style-type: none"> <li>Aggravation of respiratory and cardiovascular diseases.</li> </ul>

POLLUTANTS	SOURCES	PRIMARY EFFECTS
		<ul style="list-style-type: none"> <li>• Irritation of eyes.</li> <li>• Impairment of cardiopulmonary function.</li> <li>• Plant leaf injury.</li> </ul>
Lead (Pb)	<ul style="list-style-type: none"> <li>• Contaminated soil.</li> </ul>	<ul style="list-style-type: none"> <li>• Impairment of blood function and nerve construction.</li> <li>• Behavioral and hearing problems in children.</li> </ul>
Fine Particulate Matter (PM-10)	<ul style="list-style-type: none"> <li>• Stationary combustion of solid fuels.</li> <li>• Construction activities.</li> <li>• Industrial processes.</li> <li>• Atmospheric chemical reactions.</li> </ul>	<ul style="list-style-type: none"> <li>• Reduced lung function.</li> <li>• Aggravation of the effects of gaseous pollutants.</li> <li>• Aggravation of respiratory and cardio respiratory diseases.</li> <li>• Increased cough and chest discomfort.</li> <li>• Soiling.</li> <li>• Reduced visibility.</li> </ul>
Fine Particulate Matter (PM-2.5)	<ul style="list-style-type: none"> <li>• Fuel combustion in motor vehicles, equipment, and industrial sources.</li> <li>• Residential and agricultural burning.</li> <li>• Industrial processes.</li> <li>• Also, formed from photochemical reactions of other pollutants, including NO<sub>x</sub>, sulfur oxides, and organics.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases respiratory disease.</li> <li>• Lung damage.</li> <li>• Cancer and premature death.</li> <li>• Reduces visibility and results in surface soiling.</li> </ul>
Sulfur Dioxide (SO <sub>2</sub> )	<ul style="list-style-type: none"> <li>• Combustion of sulfur-containing fossil fuels.</li> <li>• Smelting of sulfur-bearing metal ores.</li> <li>• Industrial processes.</li> </ul>	<ul style="list-style-type: none"> <li>• Aggravation of respiratory diseases (asthma, emphysema).</li> <li>• Reduced lung function.</li> <li>• Irritation of eyes.</li> <li>• Reduced visibility.</li> <li>• Plant injury.</li> <li>• Deterioration of metals, textiles, leather, finishes, coatings, etc.</li> </ul>

Source: California Air Resources Board, 2002.

The entries in **Table V-27** include the recently (1997) adopted federal standards for chronic (8-hour) ozone exposure or for ultra-small diameter particulate matter of 2.5 microns or less in diameter (called "PM<sub>2.5</sub>"). The Environmental Protection Agency's (EPA) authority to adopt such standards was subsequently challenged. In a unanimous decision published at the end of February 2001, the Court ruled the EPA did have authority to promulgate standards without specific congressional authority, and that a cost-benefit analysis was not required for health-based standards. The Court also ruled, however, that there was an attainment schedule inconsistency between "old" and "new" standards. This inconsistency was resolved through a consent decree signed by the EPA in 2002. The decree required that EPA develop attainment designations for the federal 8-hour ozone and PM-2.5 standards by 2005. Preparation and implementation of non-attainment plans will likely be required by 2006.

After further review of the relationship between fine particulate matter and human health effects, the California Air Resources Board adopted a new state standard for PM-2.5 that is more stringent than the federal standard. These standards were adopted June 20, 2002 and went into effect in July 2003.



No specific control programs are in place to achieve this more stringent standard, and therefore the State PM-2.5 standard is viewed as a goal. The state standard became enforceable in 2003 when it was incorporated into the California Health and Safety Code. In addition, because of the strong evidence that chronic ozone exposure is more harmful than short-term hourly levels, the ARB has proposed a new ozone standard. The new standard mirrors the federal long-term (8 hour) exposure limit. Adoption of the new state standard occurred in April 2005, with implementation beginning in 2006.

#### Baseline Air Quality

In the CVPA portion of the SSAB, air quality planning, enforcement and monitoring responsibilities are carried out by the South Coast Air Quality Management District (SCAQMD). Existing and probable future levels of air quality around the project area can be best inferred from ambient air quality measurements conducted by the SCAQMD at the Indio and Palm Springs air quality monitoring stations. In Indio, ozone and particulates with a diameter of 10-microns or less, called PM-10, (the two pollutants out of attainment in the CVPA) are monitored. Vehicular pollution levels such as carbon monoxide (CO) and nitrogen dioxide (NO<sub>2</sub>) are monitored at Palm Springs. The last seven years of published data from Indio and Palm Springs stations are summarized in **Table V-29**.

**TABLE V-29**  
**AIR QUALITY MONITORING SUMMARY**  
**(DAYS STANDARDS WERE EXCEEDED AND MAXIMUM OBSERVED**  
**CONCENTRATIONS)**

POLLUTANT/STANDARD	1997	1998	1999	2000	2001	2002	2003
<b>Ozone<sup>1</sup></b>							
1-hour>0.09 ppm	0 <sup>4</sup>	16	13	43	21	24	24
1-hour>0.12 ppm	0 <sup>4</sup>	2	1	0	0	0	0
8-hour>0.09 ppm	1 <sup>4</sup>	12	7	7	15	16	19
Max 1-hour Conc. (ppm)	0.09 <sup>4</sup>	0.13	0.13	0.11	0.11	0.11	0.12
<b>Carbon Monoxide<sup>2</sup></b>							
1-hour>20. ppm	0	0	0	0	0	0	0
8-hour>9. ppm	0	0	0	0	0	0	0
Max 1-hour Conc. (ppm)	3	3	3	3	2	2	3
Max 8-hour Conc. (ppm)	1.5	1.6	1.8	1.6	1.6	1.2	1.3
<b>Nitrogen Dioxide<sup>2</sup></b>							
1-hour > 0.25 ppm	0	0	0	0	0	0	0
Max 1-hour Conc. Ppm	0.07	0.07	0.07	0.07	0.08	0.07	0.07
<b>Respirable Particulates (PM-10)<sup>3</sup></b>							
24-hour > 50µg/m <sup>3</sup>	25/56	32/80	0/56	52/103	55/117	52/115	52/117
24-hour > 150µg/m <sup>3</sup>	0/56	0/80	0/56	0/103	2/117	0/115	3/117
Max. 240Hr. Conc. (µg/m <sup>3</sup> )	182	114	119	114	604	139	309
<b>Ultra-Fine Particulates (PM-2.5)</b>							
24-hour > 65 µg/m <sup>3</sup>	- <sup>4</sup>	- <sup>4</sup>	0/83	0/115	0/113	0/117	0/118
Max. 24-hour Conc. (µg/m <sup>3</sup> )	- <sup>4</sup>	- <sup>4</sup>	30.	29.	34.	27.	27

Source: SCAQMD Air Monitoring Summaries

<sup>1</sup>Data from Indio monitoring station

<sup>2</sup>Data from Palm Springs air monitoring station

<sup>3</sup>Excludes highwindydays when natural sources dominate PM-10 levels (except 2001, 2003)

<sup>4</sup>Data not available before 1999

The following conclusions can be drawn from the data:

- Photochemical smog (ozone) levels continue to exceed standards in most desert communities of the basin. However, the portion of the SSAB around the project site is approaching attainment for the federal 1-hour ozone standard.
- The federal 8-hour ozone standard is exceeded frequently in the Indio area. Because most of the ozone in the project vicinity is from the fringe of the Los Angeles Basin “urban plume,” little can be done locally to substantially accelerate the rate of progress towards ultimate attainment.
- Levels of primary automotive (unreacted) exhaust such as carbon monoxide and nitrogen oxides do not exceed standards because nocturnal drainage off the mountains is clean and local development is not sufficiently intensive to allow for a significant pollution accumulation. The margin of safety between baseline vehicular pollution levels and the applicable standard is expected to be very large at any receptors near the project site.
- Dust (PM-10) levels frequently exceed the state standard, but only a few measurements in excess of the national particulate standard have been recorded at the closest air monitoring station. Project related dust impacts will therefore be superimposed upon an already elevated PM-10 baseline.
- There has been no violation of the PM-2.5 standard in the five years that data has been collected. Given the high frequency of violations of the PM-10 standards, most airborne dust clearly derives from fugitive soil dusts from agriculture, construction, unpaved roads, etc., since such dust normally does not break down into the sub-2.5 micron size range. The most significant health effects from particulate inhalation derive from chemically active, very small diameter material. Existing dust levels near the project site, while often high, are neither chemically active material, nor are they in a size range capable of reaching the deepest lung tissue.

#### *Air Quality Planning*

In 1979, the Southern California Air Quality Management District (SCAQMD) and the Southern California Association of Governments (SCAG), the two agencies designated by the governor to develop regional air quality plans, adopted an Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB). That plan was revised in several increments as attainment schedule estimates were demonstrated to be overly optimistic.

In 1988, the California Legislature enacted the California Clean Air Act (CCAA). The CCAA requires that regional emissions be reduced by five percent per year, averaged over 3-year periods, until attainment is reached. Each area that did not meet a national or state ambient air quality standard was required to prepare a plan which demonstrated how the five percent reductions could be reached.

The 1990 Federal Clean Air Act Amendments required that all states with airsheds with “serious” or worse ozone problems submit a revision to the State Implementation Plan (SIP). A 1997 federal AQMP was locally adopted and forwarded to EPA for evaluation. The 1997 AQMP for the SCAB was

designed to meet both federal (EPA) and state (ARB) air quality planning guidelines. Components of the 1997 plan update included:

- Demonstration of attainment for ozone, CO and PM-10.
- Updated emissions inventories (1993 base year) of VOC, NO<sub>x</sub>, CO, SO<sub>x</sub> and PM-10.
- Emissions budgets for future years of the inventoried compounds.
- An updated pollution control strategy.
- Contingency measures if the plan as presently proposed fails to meet stated timetables.

Before EPA's approval of the 1997 AQMP could be finalized, a number of environmental organizations sued EPA, claiming that the 1997 plan deferred too many interim attainment targets. The Ninth Circuit Court found for these organizations and remanded the plan for revisions. The 1997 plan was modified by accelerating the schedule for a variety of measures to control ozone precursor emissions. The 1999 Amendments received EPA approval and the regional air quality plan was adopted in 2000.

The 1999 Amendments were "fine-tuned" again in 2003 as part of another update cycle. The proposed 2003 plan was locally adopted and has been approved by EPA. This will be the last clean air plan designed to meet the federal 1-hour ozone standard. That attainment planning emphasis will shift to the 8-hour standard in the next several years. This change may be useful in Indio since the 1-hour federal standard is already met, but the 8-hour standard is frequently exceeded.

The 1997 AQMP also addresses PM-10. The PM-10 portion of the 1997 plan was not challenged and contains control measures for both the SCAB and SSAB. PM-10 is an important issue in the Coachella Valley because levels are often high because of fine particulates imported into the Valley from the SCAB or from dust generated within the local arid environment. Some of the highest particulate levels in all of California may occur in the Coachella Valley on windy days, but since high wind events generate so much of their dust from "natural" sources, they are generally excluded from the attainment designation and planning process since emissions controls on anthropogenic (human-induced) sources would not necessarily be effective in achieving attainment.

PM-10 planning in the Coachella Valley has undergone several iterations. The Valley was initially declared a "moderate" non-attainment area but that was upgraded to "serious" in 1993. The "moderate" designation required that reasonably available control measure (RACM) be used for dust control but the "serious" designation requires best available control measures (BACM). A revision to the 1990 plan using BACMs was adopted in 1994 (94-CVSIP). A number of rule changes have been made by the SCAQMD relating to dust control to implement BACMs.

As noted above, EPA has ruled that unusual natural events (volcanoes, wildfires, wind/dust storms) need not be included in determining compliance with PM-10 standards. Exclusion of PM-10 measurement days with winds exceeding 50 mph shows that the CVPA of the SSAB is a federal PM-10 attainment area. The 1997 PM-10 plan therefore included a request for re-designation to "attainment." The SSAB was then changed from "non-attainment" to "unclassified" for the federal PM-10 24-hour standard. The basin remains as "severe non-attainment" for the annual federal PM-10 standard. Any new development is therefore required to use aggressive dust control measures because of the non-attainment status.

#### ❖ **Thresholds of Significance**

The SCAQMD CEQA Air Quality Handbook (1993) states that any project in the SSAB with daily emissions that exceed any of the following thresholds should be considered as having an individually and cumulatively significant air quality impact:

**TABLE V-30  
DAILY EMISSION THRESHOLDS**

<b>POLLUTANT</b>	<b>EMISSIONS (LB/DAY)</b>
ROG	75
NO <sub>x</sub>	100
CO	550
PM <sub>10</sub>	150
Sox	150

These thresholds do not take into account several important considerations, namely:

- Emission levels from one large project that may exceed thresholds while those from numerous, smaller project with identical emissions might not although the regional impact is the same.
- Large developments have a greater opportunity to effectively implement transportation control measures (TCMs) because of a greater potential participant pool for trip and vehicle miles traveled diversion programs.
- Emissions generated by project-related traffic have essentially the same regional air quality impact if they were released in any other nearby community. If the anticipated demand for residential growth is not met at the proposed project site, but in some other locality, the no-project alternative will have basically the same regional air quality impact.

Additional indicators are listed in the SCAQMD CEQA Handbook that should be used as screening criteria to evaluate the need for further analysis with respect to air quality. Whenever possible, a project should be evaluated in a quantitative analysis, otherwise a qualitative analysis is appropriate. The additional indicators are as follows:

- Project could interfere with the attainment of the federal or state ambient air quality standards by either violating or contributing to an existing or projected air quality violation.
- Project could result in population increases within the regional statistical area which would be in excess of that projected in the AQMD.
- Project could generate vehicle trips that cause a CO hot spot.

- Project might have the potential to create or be subjected to objectionable odors.
- Project could have hazardous materials on site and could result in an accidental release of air toxic emissions.
- Project could emit an air toxic contaminant regulated by District rules or that is on a federal or state air toxic list.
- Project could involve disposal of hazardous waste.
- Project could be occupied by sensitive receptors near a facility that emits air toxics or near CO hot spots.
- Project could emit carcinogenic air contaminants that could pose a cancer risk.

For commercial retail, light industrial, residential and golf course land-use such as the NorthStar development, secondary significance criteria are rarely triggered. Potential impact significance thus relates mainly to the SCAQMD CEQA Handbook numerical emissions thresholds identified above.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

Intensification of land uses in the Coachella Valley Planning Area potentially impacts ambient air quality both locally and regionally. As projected in the CVAG growth forecasts by SCAG, dwelling units in the Coachella Valley area are predicted to increase by 87,981 and jobs are predicted to increase by 101,987 between 2005 and 2030. The proposed project of 754 multi-family attached dwelling units and 216 timeshare units accounts for approximately one percent of the anticipated growth in housing. Therefore, as the regional air quality plan is based upon the expected overall level of development for the area, the proposed project is consistent with planning area forecasts in housing and no air quality incompatibility will arise from project implementation.

Traffic issues, especially associated with the commercial and industrial sectors of the project, may impact the micro-scale air quality around the new development site. As cars drive throughout the Coachella Valley, the small incremental contribution to air pollution from any single vehicle is added to that from several hundred thousand vehicles. The impact from the proposed project, even if it generates a significant number of new vehicle trips, is very small on a valley-wide scale. Basin-wide air quality impacts are, therefore, addressed in terms of project compatibility with regional air quality plans. If any given project or plan has been properly incorporated into basin-wide growth projections, which form the basis for regional air quality/transportation planning, then there will be no significant impact.

Changes in the location of any collection of automotive sources or changes in the number of vehicles or travel speeds may impact the micro-scale air quality around a new development site. Traffic increases not only contribute air pollutants in direct proportion to their cumulative percentage of traffic volume growth, but they may slow all traffic less efficient speeds. The development traffic/air quality impact is thus potentially compounded.

Temporary construction activity emissions, such as on-site generation of dust, equipment exhaust and emissions from construction workers commuting to work, will occur during project build-out. These emissions are difficult to quantify since, on any given day, the exact type and amount of equipment that will be used or acreage disturbed is uncertain. The emphasis in environmental documents relative to construction activity has therefore been to minimize emissions as fully as possible through comprehensive mitigation even if the exact amount of emissions is unknown.

The Coachella Valley Preserve, located north of the project, is a sanctuary for the Fringe-Toed Lizard and other native plant and animal species. Sand, which currently enters the Preserve via unimpeded winds and blow-sand conditions, is needed for habitat of those species. While development can slow winds and ensuing sand transport, the development itself does not stop the wind. Thus, wind picks up a short distance from the interfering structure or vegetation. While the project will not measurably alter regional wind patterns, it will decrease the available sand moving through the adjacent preserve.

The proposed project includes a 50-foot buffer along the interface between the project and the Coachella Valley Preserve. There is also an agreement for the maintenance of the buffer area including collecting trapped sand and disposing of it in an area approved by the Preserve management staff. With this buffer and the maintenance agreement, the Fringe-Toed Lizard should not experience any impacts to its environment or habitat due to the proposed project (see also Biology Section).

#### *Construction Activity Impacts*

Dust is primarily the main concern during construction of new buildings and infrastructure. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Emission rates vary based on soil makeup, wind speed, area disturbed, number and type of vehicles, depth of disturbance and other factors. Since these parameters are not known to any reasonable certainty and may change from day to day, any assignment of specific impacts is speculative and conjectural.

That inherent uncertainty leads regulatory agencies to use one universal "default" factor based on the area disturbed assuming that other parameters fall into a midrange value. In the generic dust emissions factor developed by EPA for grading activities, the PM-10 fraction of fugitive dust is predicted to be around 55 pounds per day per disturbed acre, absent any mandatory control measures required by SCAQMD Rule 403 (Fugitive Dust). Those control measures generally reduce the rate by 50 percent. Therefore, the average daily PM-10 emission due to soil disturbance is 26.4 pounds/acre. However, through the application of Best Available Control Measures (soil wetting, use of supplemental binders, early paving, landscaping, etc.), daily emissions can be reduced to ten pounds per acre.

For NorthStar, the Air Resource Board URBEMIS2002 computer model predicts that 44.5 acres could be under simultaneous heavy construction at some point during the build-out of the project. If the full 44.5 acres were graded on a single day, even with a comprehensive dust control program that meets requirements the daily PM-10 emission would be about 445 pounds per day, well over the CEQA Handbook PM-10 significance threshold of 150 pounds per day.

However, since much of the site, especially along the golf course, was pre-graded because of golf course development, only minor precise grading with much smaller equipment fleets and reduced disturbance footprints would likely occur. Such grading may generate much less PM-10 than predicted under the worst-case conditions assumed in the URBEMIS2002 model. Even so, in order to keep the daily emissions below the threshold, a daily working area limit of 15 acres will be necessary to maintain a less-than-significant PM-10 impact.

However, looking at the project on an area wide, cumulative basis, the Coachella Valley is in non-attainment for PM-10. Therefore any additional PM-10, regardless of the amount, will impact the non-attainment. Therefore, the building of NorthStar could be found to be significant on a regional, cumulative level. But, considering the overall benefit of the project to job creation and economic stimulus, a statement of overriding consideration is appropriate.

The national clean air standard for PM-2.5 is derived from chemically reactive pollutants such as sulfates, nitrates or organic material. Very little construction activity generates PM-2.5 and soil is more chemically benign than typical urban atmospheric PM-2.5. Although uncontrolled PM-10 levels are predicted to exceed standards, the absence of PM-2.5 within the dust generation suggests a minimal potential health impact.

Exhaust emissions will result from the on- and off-site use of heavy equipment during grading. Additionally, emissions will be generated during finish construction, especially during the application of paints and other coatings. These emissions, as with the PM-10, are difficult to quantify and will depend on project phasing and build-out timeframes.

The bulk of heavy equipment use will occur in conjunction with the current golf course construction. Subsequent equipment usage will be reduced because of the area limit and the fine grading and construction activities associated with individual projects. Since the exact equipment usage cannot be accurately predicted and it is temporary, impacts will be less than significant if all reasonable available control measures are implemented. These control measures are included in the menu of suggested emissions reduction measures.

Through the use of required low-VOC paints and efficient transfer equipment, approximately 0.8 pounds of ROG will be generated per gallon of applied material. A typical attached dwelling unit requires around 40 gallons of paint. Painting one home thus generates around 32 pounds of ROG. Completely painting two units in a day would generate ROG levels that are slightly below the 75 pound per day ROG threshold. The project will create 970 units in about 5 years, or an average of less than two units per day. The daily average project completion rate would thus be less than two units per day. It will therefore be likely that VOC emissions from surface coatings can be maintained at less than 75 pounds per day every day.

Air quality impacts from construction activity mainly occur in close proximity to individual disturbance areas. There may, however, be some "spill-over" into the surrounding community. That spill-over may be physical as vehicles drop or carry out dirt or silt that is washed into public streets. Passing non-project vehicles then pulverize the dirt to create off-site dust impacts. Spill-over could also occur via congestion effects. Construction may entail roadway encroachment, detours, lane closures and competition between construction vehicles (trucks and contractor employee commuting) and ambient traffic for available roadway capacity. Emissions controls require good housekeeping procedures and a construction traffic management plan that maintains such "spill-over" effects at a less-than-significant level.

#### *Operational Impacts*

By far, the greatest project-related air quality concern centers on the new vehicle trips that will be generated at project completion. The North Star SP development will generate a maximum of 38,721 daily trips at completion. Typical Riverside County trip lengths are approximately 7.0 miles

per trip. Therefore, the additional vehicle travel from implementation of the project would be about 271,000 vehicle miles traveled (VMT) per day.

Secondary impact potential will derive from energy consumption in power plants or on-site heaters, stoves, water heaters, etc. General development also creates miscellaneous emissions from a variety of sources such as cleaning products, landscaping equipment, or fireplaces, and also contributes to off-site emissions at restaurants, gas stations, dry cleaners, or sand and gravel plants. Except for more readily quantifiable energy consumption (stationary sources), many of these small miscellaneous sources are typically not quantified on a single project basis.

The operational emissions associated with build-out of the proposed North Star Specific Plan project were calculated using the URBEMIS2002 computer model. Emissions from project-related travel were calculated for a build-out year of 2010. The results of these emissions calculations are summarized in **Table V-31**. The computer outputs from the emissions model is attached as an appendix to the Air Quality Analysis report.

The project clearly contributes to the regional inability to attain the ozone standard based upon SCAQMD's recommended threshold levels. The mobile source emissions from project implementation could create a potentially significant air quality impact. Project-related emission levels at project build-out for the two ozone precursor pollutants (ROG and NOx) exceed the threshold by 314 and 212 percent, respectively. Carbon monoxide (CO) levels are shown to exceed the threshold levels by 471 percent. Project-related PM-10 emissions from dust created by vehicular turbulence, tire brake wear, and tailpipe exhaust will also exceed significance thresholds by 144 percent. No reasonable levels of mitigation could reduce such "excessive" levels to a less-than-significant level for any of these pollutants.

The question of impact significance from growth-associated emissions should not be solely related to the size of a project or the magnitude of its emissions, but rather whether such growth has been properly anticipated in the air quality planning process. The growth assumptions for the Coachella Valley region of Riverside County calls for an increase of 97,200 residents between the years of 2005 to 2030 housed in 87,981 new homes, along with an increase of 101,987 jobs. The conversion of undeveloped land to more transportation-intensive land use is therefore clearly anticipated. The proposed North Star project provides housing and jobs for the planning area within forecast levels.

A more compelling reason for determining significance would be a project's inconsistency with jobs/housing (J/H) goals, or, alternately, an inability to meet vehicle miles traveled/vehicle trip (VMT/VT) reduction goals. The basin-wide J/H ratio is 1.3. The Coachella Valley is housing rich and jobs poor. The North Star mixed-use development project will add approximately 4,500 to 7,000 jobs to the area with office, commercial retail, industrial park, resort hotel and associated golf course employment opportunities upon implementation. Therefore, the North Star development will improve the jobs/housing imbalance. The magnitude of project emissions exceeding the SCAQMD's significance thresholds suggests a finding of "significant" regional air quality impacts. However, the project improves the jobs/housing imbalance and is consistent with general plans and growth assumptions for the area, and development would occur elsewhere in the area if not here. If the project does not create localized air quality "hot spots," a finding of a less-than-significant impact could be made despite exceeding the SCAQMD's advisory thresholds.

TABLE V-31



**AVERAGE DAILY PROJECT MOBILE SOURCE  
AIR POLLUTION EMISSIONS  
(POUNDS/DAY)**

<b>YEAR 2010 PROJECT BUILD-OUT</b>	<b>ROG</b>	<b>NO<sub>x</sub></b>	<b>CO</b>	<b>PM-10</b>	<b>SO<sub>x</sub></b>
Area Source Emissions	49.8	17.4	15.0	0.1	0.1
Vehicle Source Emissions	260.4	294.1	3,123.5	365.7	2.4
<b>TOTAL</b>	<b>310.2</b>	<b>311.5</b>	<b>3,138.5</b>	<b>365.8</b>	<b>2.5</b>
SCAQMD Threshold	75.	100.	550.	150.	150.
Exceeds Threshold?	Yes	Yes	Yes	Yes	No
Percent of Threshold?	414	312	571	244	<1

Source: URBEMIS2002, Output in Appendix.

*Micro-Scale Air Quality Impacts*

Regional air quality concerns also focus on the photochemical conversion of air pollution emissions to more harmful forms. Project-related vehicular exhaust may impact air quality immediately adjacent to the roadway travel lanes. Such impacts occur during periods of maximum traffic congestion and minimum atmospheric dispersion. Micro-scale air quality impacts are a potential problem because some intersections are forecast to operate at congested levels of service (LOS) at area build-out.

A micro-scale CO impact analysis has been performed at these congested intersections to determine localized impact potential. CO impacts can be directly analyzed in terms of any localized "hot spot" potential. To determine whether future traffic changes will create an adverse air quality impact, a micro-scale air quality impact analysis was performed for the traffic analysis grid around the project area. A Caltrans screening procedure based on the California line source roadway dispersion model (CALINE4) was run for six traffic scenarios (Existing, Existing With Ambient With Project, Year 2007 No Project, Year 2007 With Project, Year 2025 No Project, Year 2025 With Project) at any intersection operating at level of service "D" (LOS=D) or worse. This analysis evaluates any possible micro-scale air quality impacts due to changes in patterns of growth anticipated as part of the proposed project.

The model procedure that was followed combined the results of the traffic analysis with very restrictive dispersion conditions in order to generate a worst-case impact assessment. Light winds almost parallel to each roadway analyzed were used to estimate pollutant exposure adjacent to twelve arterial intersections analyzed in the project traffic study. Carbon monoxide (CO) was used as an indicator of any "hot spot" potential because CO, unlike regional pollutants such as ozone, is directly related to source activity immediately adjacent to the receptor (a primary, unreacted pollutant impact). The results of the micro-scale impact analysis are summarized in **Table V-32**.

The values in **Table V-32** need to be added to the regional background level to establish the total exposure. Existing 1-hour background CO levels in the project vicinity are 3 ppm as previously shown in **Table V-29** (2003). It would require local contribution exceeding +18 ppm to cause the

California 1-hour CO standard of 20 ppm to be violated. **Table V-32** shows that the future maximum P.M. Peak Hour local micro-scale CO exposure would be 1.1 ppm. Even if the worst-case background CO level were to occur simultaneously with maximum local stagnation at rush hour, peak CO levels would still be below the 1-hour standard.

Maximum differences in future CO exposures for the with-project versus no-project scenario are +0.3 ppm. Any increment less than +1.0 ppm is considered negligible. The project-related micro-scale CO contribution constitutes an insignificant change for future air quality. Micro-scale air quality impacts from proposed project implementation are individually and cumulatively less-than-significant.

**TABLE V-32**  
**MICRO-SCALE IMPACT ASSESSMENT**  
**(1-HOUR CO CONCENTRATIONS [PPM] ABOVE BACKGROUND LEVELS)**

A.M. PEAK HOUR INTERSECTION:	EXISTING		YEAR 2007		YEAR 2025	
	EXISTING	WITH AMBIENT WITH PROJECT	NO PROJECT	WITH PROJECT	NO PROJECT	WITH PROJECT
<b>Monterey Avenue at:</b>						
Varner Road	--	--	--	--	0.3	0.4
Interstate 10 WB Ramps	--	--	--	--	0.6	0.6
<b>Jack Ivey Drive at:</b>						
Varner Road	--	--	--	0.7	0.4	0.5
<b>Cook Street at:</b>						
Varner Road	--	1.5	--	1.3	0.5	0.7
Gerald Ford	--	--	--	--	0.7	0.8
<b>Avenue 38 at:</b>						
Varner Road	--	--	--	--	0.4	0.5
<b>Berkey Drive at:</b>						
Varner Road	--	--	--	--	0.2	0.3
<b>Washington Street at:</b>						
Avenue 38	--	--	--	--	0.4	0.4

Varner Road	--	--	--	--	0.7	0.7
Interstate 10 EB Ramps	--	--	--	--	--	0.7

Note: Add 3.0 ppm to above levels.

Source: Screening procedure based upon CALINE4 model. Analyzed intersection is LOS=D or worse.

-- = Operates at better than LOS=D.

**TABLE V-33  
MICRO-SCALE IMPACT ASSESSMENT  
(1-HOUR CO CONCENTRATIONS [PPM] ABOVE BACKGROUND LEVELS)**

P.M. PEAK HOUR INTERSECTION:	EXISTING		YEAR 2007		YEAR 2025	
	EXISTING	WITH AMBIENT WITH PROJECT	NO PROJECT	WITH PROJECT	NO PROJECT	WITH PROJECT
<b>Monterey Avenue at:</b>						
Varner Road	--	--	--	--	0.6	0.6
Interstate 10 WB Ramps	--	--	--	--	0.6	0.7
<b>Jack Ivey Drive at:</b>						
Varner Road	--	0.7	0.5	1.0	0.6	0.7
<b>Cook Street at:</b>						
Varner Road	--	2.9	--	2.5	0.6	0.9
Interstate 10 EB Ramps	--	--	--	--	0.5	0.8
Gerald Ford	--	--	--	--	0.6	0.9
<b>Avenue 38 at:</b>						

Varner Road	--	--	--	--	0.4	0.5
<b>Berkey Drive at:</b>						
Varner Road	--	0.8	--	0.7	0.2	0.3
<b>Washington Street at:</b>						
Avenue 38	--	--	--	--	0.3	0.3
Varner Road	--	--	--	--	0.8	1.1
Interstate 10 EB Ramps	--	--	--	--	1.0	1.0

Note: Add 3.0 ppm to above levels.

Source: Screening procedure based upon CALINE4 model. Analyzed intersection is LOS=D or worse.

-- = Operates at better than LOS=D.

### Applicable General Plan Policies

*AQ 2.1 The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible.*

For the NorthStar project, the residential units are the only sensitive receptors on the site. Those units have been placed away from the I-10 corridor, the major east/west freeway between Phoenix, Arizona and Los Angeles, California. In addition, there are operational mitigation measures to address construction near residences.

*AQ 2.2 Require site plan designs to provide the maximum feasible protection to people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources.*

The most sensitive receptors, the residences and hotel, are removed from the greatest pollution generator, the I-10 freeway, and buffered by the commercial and industrial uses.

*AQ 2.3 Encourage the use of pollution control measures at sensitive land uses such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.*

The entire NorthStar project will be extensively landscaped, especially along the streets.

*AQ 2.4 Protect sensitive receptors by creating an urban tree planting program to plant trees that remove pollutants from the air or provide shade which decreases the negative impacts of heat on the air.*

The entire project will have extensive landscaping, especially along streets and within surface parking lots.

*AQ 4.1 Encourage the use of building materials/methods which reduce emissions.*

The only identified building materials impact is ROG associated with paint and other coatings. A mitigation measure to keep painting to an average of two equivalent dwelling units or less per day will reduce ROG's to below thresholds.

*AQ 4.2 Encourage the use of efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.*

A mitigation measure has been incorporated that encourages energy efficient appliances and HVAC equipment.

*AQ 4.4 Require residential building construction to comply with energy use guidelines detailed in Title 24 of the California Administrative Code.*

All buildings must comply with applicable building and energy codes, including Title 24 of the California Administrative Code. The Riverside County Building and Safety Department is responsible for assuring compliance.

*AQ 4.7 Require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SOCAB, the Environmental Protection Agency and the California Air Resources Board.*

Mitigation measures have been included below.

*AQ 4.8 Expand, as appropriate, measures contained in the County's Fugitive Dust Reduction Program for the Coachella Valley to the entire County.*

The Project must submit a plan to show compliance with the County's Fugitive Dust Reduction Program. That plan is reviewed by the County and must be approved prior to construction activity, especially grading and ground disturbance.

*AQ 4.9 Enforce SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.*

Project must comply with Rules 403 and 403.1 as outlined in AQ 4.8 above.

*AQ 7.1 Provide incentives to encourage new firms to locate within the County and existing firms to expand operations.*

The project will produce 4,500 to 7,000 jobs in a jobs-poor, housing-rich area.

*AQ 7.2 Work with SCAQMD and MDAQMD to develop a means to encourage the location of new commercial and industrial development in those localities where jobs are most needed.*

The project will produce 4,500 to 7,000 jobs in a jobs-poor, housing-rich area.

*AQ 8.1 Locate new public facilities in job-poor areas of the County.*

The project will produce 4,500 to 7,000 jobs in a jobs-poor, housing-rich area.

*AQ 8.2 Emphasize job creation and reductions in vehicle miles traveled in job-poor areas to improve air quality over other less efficient methods.*

The project will produce 4,500 to 7,000 jobs in a jobs-poor, housing-rich area. The NorthStar project is planned as a mixed-use development with residential uses in close proximity to commercial, office, recreational, and industrial uses. In addition, the City of Palm Desert has designated and is developing a large commercial, residential and university center just across the I-10 freeway and along Cook Street. With other policies encouraging mixed-use projects to reduce vehicle miles traveled, the NorthStar project furthers the community center concept by offering a living environment next to and near commercial, industrial and educational facilities.

*AQ 8.4 Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment, and discourage automobile dependency.*

The NorthStar project is a mixed-use development with residential, commercial, office, recreational and industrial uses.

*AQ 9.2 Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.*

SCAG has projected that the Coachella Valley will grow significantly over the next 20 years. Of particular note is the existing mix of jobs and housing. For the Coachella Valley, the jobs/housing balance is heavy on housing and light on jobs. The proposed project will help bring that ratio more in balance with the rest of the County and with SCAG goals as envisioned in the Growth Management Plan.

*AQ 8.5 Develop community centers in conformance with policies contained in the Land Use Element.*

The NorthStar project will provide a mixed-use community structure near the existing Cities of Palm Desert, Indio and Rancho Mirage. In addition, the City of Palm Desert has designated and is developing a large commercial, residential and university center just across the I-10 freeway and along Cook Street. This will provide a very dramatic and integrated community center around the Cook Street/I-10 interchange consistent with the Land Use Element. Also, the General Plan for the County has called for a development similar to the current proposal on the subject property. The only real difference is the residential component of the latest iteration. With other policies encouraging mixed-use projects to reduce vehicle miles traveled, the NorthStar project furthers the community center concept by offering a living environment next to and near commercial, industrial and educational facilities.

*AQ 8.6 Encourage employment centers in close proximity to residential uses*

Residences, both on- and off-site, will be close to the NorthStar project.

*AQ 8.8 Promote land use patterns which reduce the number and length of motor vehicle trips.*

The Project will provide numerous on-site opportunities for work, play and shopping without having to leave the project site. For example, the commercial areas will house restaurants that will serve the industrial park and convenient and efficient bicycle and pedestrian paths between those two uses. Workers can therefore have lunch without leaving the site or getting into their cars.

*AQ 8.9 Promote land use patterns that promote alternative modes of travel.*

The NorthStar project has extensive pedestrian and bicycle paths throughout the project. The developer is also providing a portion of the County's bicycle path along Varner Road that will ultimately connect to other trails throughout the County.

*AQ 9.2 Attain performance goals and/or VMT reductions which are consistent with SCAG's Growth Management Plan.*

The Project will provide jobs far in excess of the housing created to help balance the jobs/housing ratio as outlined in the SCAG Growth Management Plan.

*AQ 10.1 Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.*

One of the goals of the NorthStar project is to provide for opportunities for home-based businesses, especially in the 150 units above the retail village. Also, there is a major fiber optics conduit along the I-10 which allows for easy and rapid telecommunications into and out of the site.

*AQ 11.1 Establish requirements for special event centers to provide off-site parking and park-n-ride facilities at remote locations. Remote parking should be as close to practicable to the event site and the operator should supply shuttle services.*

The Bob Hope Classic Golf Tournament will use the golf course as a home course every other year. During the first few years, there will be adequate parking on site because much of the NorthStar site will be vacant. However, as the project progresses, there will be less parking area for the large crowds anticipated. In anticipation of that inevitability, a detailed parking study has been prepared. That study identifies the location of future parking and the method of transportation to and from the event.

*AQ 12.1 Manage traffic flow through signal synchronization, while coordinating with and permitting the free flow of mass transit vehicles, as a way to achieve mobility.*

The proposed NorthStar development will have four to six signals, depending on warrants and turning movements. As those signals are installed, they will be synchronized with each other consistent with the above policy and County of Riverside Transportation Department regulations.

*AQ 12.5 Encourage business owners to schedule deliveries at off-peak traffic periods.*

The various businesses in the development will consider off-peak hour deliveries where feasible. A mitigation measure has been attached reflecting this policy.

*AQ 15.1 Identify and monitor sources, enforce existing regulations, and promote stronger controls to reduce particulate matter.*

In conjunction with and prior to grading, trenching and other soil disturbance, the developer is required to prepare and submit a PM-10 plan for approval. That plan must address the methods

that will be employed to control particulate matter consistent with regulations in effect at the time of submittal.

*AQ 17.3 Identify and create a control plan for areas within the County prone to wind erosion of soil.*

As with particulate matter discussed under AQ15.1, a plan for the control of erosion is required to be submitted and approved prior to the issuance of grading permits.

❖ **Mitigation Measures**

*Construction Mitigation*

**AQ-1** Develop a dust control program to supplement the routine watering that constitutes CVBACMs in excess of any minimum SCAQMD Rule 403 and 403.1 requirements. CVBACMs that may be adopted and integrated into an enhanced dust control program include, but are not limited to, hydroseeding previously disturbed areas, adding chemical binders or surfactants to increase the effectiveness of watering, early paving or chip sealing of roads, enforcing reduced travel speeds (15 mph) on unpaved surfaces and/or using sand fences and perimeter sandbags. A Fugitive Dust Control Plan for grading the North Star SP 343 project is required. The plan would identify the “normal” dust control practices, “after-hour” controls, bulk material track-out, clean-up, long-term stabilization, soil import/export control measures, and site signage. If the disturbed surface area exceeds 50 acres, an Environmental Observer must be retained and available to be on-site within 30 minutes, day or night.

**AQ-2** Minimize construction interference with regional non-project traffic movement. Measures recommended for inclusion are:

- a. Scheduling receipt of construction materials to non-peak travel periods.
- b. Routing construction traffic through areas of least impact sensitivity.
- c. Limiting lane closures and detours to off-peak travel periods.
- d. Providing ride-share incentives for contractor and subcontractor personnel.

**AQ-3** Reduce "spill-over" effects by preventing soil erosion, washing vehicles entering public roadways from dirt off-road project areas, and washing/sweeping project access to public roadways on an adequate schedule.

**AQ-4** Require emissions control from on-site equipment through a routine mandatory program of low-emissions tune-ups, and soot filters on diesel-fueled equipment, where feasible.

**AQ-5** Utilize alternative-fueled or “green diesel” fueled construction equipment if use of such equipment will not adversely affect the project schedule or economics. A report of the availability of such equipment must be submitted in conjunction with the grading application to determine to what extent the cleaner equipment objective will be met by this project.



- AQ-6** Enforce a speed limit of 15 mph on any unpaved surface.
- AQ-7** Limit grading/soil disturbance to as small an area as practical at any one time not to exceed 15 acres on any given day.
- AQ-8** Limit the application of paints and coating to average no more than the equivalent of two dwelling units per day over the project build-out lifetime using the most currently available low-VOC paint.

#### *Operational Mitigation*

- AQ-9** Recommended developer-sponsored measures include the following:
1. Provide an attractive pedestrian environment.
  2. Incorporate bicycle trails and interconnections.
  3. Build homes that exceed minimum statewide energy construction requirements.
  4. Include residential design features that encourage trip elimination or trip diversion to alternative transportation:
    - a. Pre-wired for various telecommunications systems for in-home offices
    - b. Pre-wired for 220V electric vehicle and golf cart charging systems.
  5. Provide preferential parking spaces for employee carpools and vanpools.
  6. Schedule truck deliveries and pickups for off-peak hours where feasible.

#### ❖ *Significance after Mitigation*

With the above mitigation measures, the impacts from the proposed project will be less than significant. However, on a cumulative level, there is a significant impact on air quality, specifically PM-10. Since the project will greatly enhance job creation (especially in an area where the jobs to housing ratio is low) and stimulate economic growth, a statement of overriding consideration is warranted.

## **5. Water Quality**

#### ❖ *Existing Conditions*

##### *Impacts on Water Quality*

Water quality problems that have occurred in Riverside County are related to inadequate subsurface sewage disposal, waste disposal management of the Santa Ana River, agriculturally-related problems such as citricultural runoff in the western County and increasing salinity of the desert groundwater basins, sediment buildup of water bodies from construction-related erosion, lake water quality problems, and pollution due to urban storm water system runoff. Regional

Water Quality Control Boards for Regions 7, 8, and 9 provide state-level water quality policy for the County. Further, the National Pollutant Discharge Elimination system mandates Best Management Practices in order to effectively minimize the adverse effects of pollution and protect water quality. The following policies are intended to provide local guidance for the protection and maintenance of water quality in Riverside County.

#### *Applicable Policies and Regulations*

##### Federal Laws

The Clean Water Act is the principal federal law that addresses water quality. The primary objectives of the Act are:

“Restore and maintain the chemical, physical, and biological integrity of the Nation’s waters and to make all surface waters fishable and swimmable.”

To achieve those objectives, the Federal government established regulations for the discharge of surface water and financial assistance for public wastewater treatment systems, technology improvements, and non-point source pollution prevention programs. In addition, the Act requires that states adopt water quality standards that:

- Protect public health and welfare.
- Enhance water quality.
- Consider the use and value of state waters for public water supplies.
- Take into account the propagation of fish and wildlife.
- Consider recreation, agriculture, industrial, and navigation purposes.

The Federal Water Pollution Control Act requires that discharges into navigable water meet stringent standards under the National Pollution Discharge Elimination System (NPDES). The U.S. Environmental Protection Agency (EPA) published regulations that established requirements for storm water permits for certain categories of industries, municipalities, and construction activities. For construction activity over five acres, a NPDES permit is required to control discharge of storm water.

In addition to the NPDES requirements, non-point sources of water pollution (sources that cannot be traced to a specific location) must be addressed. For construction activities over five acres in size, an applicant must develop and implement a Storm Water Pollution Prevention Plan (SWPPP) to control non-point pollution.

Under Section 404 of the Clean Water Act, the U.S. Army Corps of Engineers (ACOE) regulates discharges of dredged or fill material into “Waters of the United States,” including wetlands. “Waters of the United States” are (33 CFR 328.2):

- “All waters currently used, or were used, or may be susceptible to use in interstate or foreign commerce;
- All interstate waters including interstate wetlands;
- All other waters such as intrastate lakes, rivers, streams (including intermittent streams), the use, degradation, or destruction of which could affect interstate or foreign commerce;

- All impoundment of waters otherwise defined as waters of the United States under the definition; and
- Tributaries of waters defined in paragraphs (a)(1)-(4) of this section.”

ACOE typically defines “waters of the U.S.” as any body of water displaying an “ordinary high water mark” (OHWM). The OHWM is defined as “that line on the shore established by the fluctuations of water and indicated by physical characteristics such as a clear natural line impressed on the bank, shelving, changes in the character of soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas. Corps jurisdiction over non-tidal waters of the United States extends laterally to the OHWM or beyond the OHWM to the limit of any wetlands, if present and extends upstream to a point where the OHWM is no longer perceptible.

Wetlands are defined as:

“Those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted to life in saturated soil conditions.”

To be considered a wetland under Section 404, an area must possess three wetland characteristics:

- Hydrophytic vegetation;
- Hydric soils; and
- Wetland hydrology.

The California Regional Water Quality Control Board (Regional Board) is responsible for the administration of Section 404 of the Clean Water Act.

#### State Laws

The California Water Code is the principal state law regulating water quality in California. The Health and Safety Code, Fish and Game Code, Harbors and Navigation Code, and the Food and Agriculture Code all contain water quality provisions which also require compliance.

Division 7 of the Water Code covers water quality protection and managements. This Division, known as the Porter-Cologne Act, establishes a program to protect water quality and beneficial uses, including both ground and surface waters. State and Regional Water Quality Control Boards are the State agencies responsible for water quality control. They formulate waste discharge requirements, water quality control planning and monitoring, enforcement of discharge permits, and ground, surface water quality objectives, prevention of the waste and unreasonable use of water, and adjudication of water rights.

The other codes mentioned above all contain the following water quality provisions:

- The Health and Safety Code provides for the protection of ground and surface waters from hazardous waste and other toxic substances.
- The Harbors and Navigation Code contains regulations designed to prevent the unauthorized discharge of waste into surface waters from vessels.

- The Fish and Game Code prevents unauthorized diversions of any surface water and discharge of any substance that may be harmful to fish, plants, animals or birds.
- The Food and Agriculture Code provides for the protection of groundwater.

The California Code of Regulations also contains administrative procedures for the State and Regional Water Quality Control Boards in Title 23 and for water quality for domestic uses, wastewater reclamation and hazardous waste management in Title 22.

Finally, the California Department of Fish and Game (CDFG), through provisions of the Fish and Game Code (Sections 1601 – 1603), is empowered to issue agreements for any alteration of a river, stream, or lake where fish or wildlife resources may be adversely affected. Streams and rivers are defined by the presence of a channel bed and banks, and at least an intermittent flow of water. CDFG regulates wetland areas only to the extent that those wetlands are part of a rivers, stream, or lake as defined.

#### ❖ *Thresholds of Significance*

Impacts on water quality may be considered potentially significant if the proposed project would:

- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site.
- Violate any water quality standards or waste discharge requirements.
- Create or contribute runoff water which would exceed the capacity of existing or planned Stormwater drainage systems or provide substantial additional sources of polluted runoff.
- Otherwise degrade water quality.

#### ❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

Development of the NorthStar project will result in cut and fill on the site that may result in short-term, construction-related erosion and sedimentation impacts. Project grading will expose soils, thereby creating a potential impact on local drainage courses, although there are no defined stream courses on or near the project property.

Pursuant to requirements of the State Water Resources Control Board, a NPDES construction permit is required for all construction on the site that is over five acres. Construction activities include clearing, grading, or excavation.

The NorthStar Specific Plan Section IV (A. 3 & A. 7) includes development standards for drainage and grading. These requirements and standards, along with any other regulations of the federal, state and county governments applicable at the time of plan review, reduce potential impacts to water quality from project construction activities to a level that is less than significant.

Implementation of the project will also alter the composition of the surface runoff due to construction, the development of impervious surfaces (e.g. streets, roofs, parking areas, etc.) and by the irrigation of landscaped areas.

Paved surfaces generate pollutants such as atmospheric pollution, tire-wear residues, petroleum products, fertilizer and pesticide wash-offs from landscaped areas, litter, animal droppings, and other pollutants. Because such runoff is a non-point source of pollutants, it is difficult to quantify pollution through flow measurements, sampling, and other analytic techniques.

Because this type of urban runoff contributes to the incremental degradation of downstream water quality, the EPA has identified runoff from paved areas as the primary source of urban pollution. Pollutants are washed from paved surfaces by rainfall. The amount of pollution depends on the amount of contaminants on the surface and the amount of rainfall. The EPA has determined that 0.5 inches of rainfall over a one-hour period is sufficient to remove 90 percent of the total accumulated pollutants on a paved surface.

During construction, the project site will prepare and follow specific NPDES and SWPPP plans that will be reviewed and approved by Riverside County. Through the use of best management practices, there will be controls for erosion, sediment, spills and other construction-related sources of pollutants.

For the post-construction period and except for major flood events, the NorthStar project will be designed to retain runoff from on-site and adjacent off-site paved surfaces in retention basins. Therefore, under normal conditions, no urban runoff will leave the site. These basins will be designed to receive and treat daily nuisance water and first flush storm flows. Those flows will be transported through a storm drain system that directs flow to the retention basins.

The golf course is designed to function as a giant retention basin by the placement of mounding, berms and piping. This will keep golf course irrigation on-site and controlled so there is no runoff from the course onto other parts of the project or onto properties downstream.

In order to minimize nutrient rich runoff from flowing downstream, especially onto the Coachella Valley Preserve to the east, a management plan will be developed to control the amount of fertilization. Fertilizer application will be limited to those areas that need it and the fertilizer used will be a slow release type to further minimize release onto other properties.

During major flood events, it may become necessary to release water onto properties downstream of the golf course. If needed, water will be pumped into a spreading facility that will release water at less than historic rates onto property to the east. When water has to be pumped, the amount of water will be very large, therefore pollutants, especially fertilizers, will be diluted. This should assure that unwanted amounts of fertilizers will not enter the Preserve. However, prior to the release of such waters (unless failure to release floodwaters would result in significant property damage or threats to life), the Preserve staff will be notified and consulted.

Finally, the project will generate a demand for treatment of sewage. Disposal of sanitary sewage will be into a 12-inch sewer line in Varner Road operated by the Coachella Valley Water District (CVWD). That line will carry sewage flows to the wastewater treatment plant located at 43000 Cook Street, Palm Desert, California. Management of the project's wastewater will be in accordance with CVWD and California State Water Quality Control Board regulations.

Considering the regulations and proposed methods of dealing with water quality management, project impacts would be considered less than significant.

❖ **General Plan Policies**

**OS 2.2** *Where feasible, decrease storm water runoff by reducing pavement in development areas, and by design practices such as permeable parking bays and porous parking lots with bermed storage areas for rainwater detention.*

Over half of the project site is dedicated to the golf course. Within the area slated for development, there are extensive areas of landscaping to reduce the amount of impervious surface.

**OS 2.3** *Encourage native, drought-resistant landscape planting.*

Landscaping on the project site will be native, drought-resistant landscaping except for those areas designed for golf or active and passive recreation. All landscaping plans are required to be reviewed by the Coachella Valley Water District and the Riverside County Planning Department to assure that landscaping meets District and County water usage requirements.

**OS 3.3** *Minimize pollutant discharge into storm drainage systems and natural drainage and aquifers.*

All water discharge systems will be designed to meet federal, state and county regulations and will be reviewed by applicable agencies to assure compliance with those laws.

**OS 4.4** *Incorporate natural drainage systems into developments where appropriate and feasible.*

There are no natural, defined drainage channels on the project site. The project will incorporate the golf course into the regional drainage system to control flood waters both on and off the site. Development off the golf course will use on-site retention and a system of storm drain channels and pipes to direct storm water into those basins.

**OS 4.5** *Retain storm water at or near the site of generation for percolation into the groundwater to conserve it for future uses and to mitigate adjacent flooding.*

Storm water will be directed toward on-site storm water retention basins where that water can either evaporate or percolate into the ground. All storm water retention basins will be placed and sized to adequately accommodate on-site storm water and water from adjacent streets.

**OS 4.6** *Use natural approaches to managing streams, to the maximum extent possible, where groundwater recharge is likely to occur.*

There are no streams on the subject property.

**Western Coachella Valley Area Plan Policies**

**WCVAP 16.1** *Protect the Whitewater River watershed and habitat, and provide recreational opportunities and flood protection through the adherence to policies in the Open Space, Habitat and Natural Resources Preservation section of the General Plan Land Use Element, and the Watershed Management section of the General Plan Multipurpose Open Space Element.*

The golf course serves many functions, such as to provide for recreational opportunities for the development and to ensure flood protection for the project and surrounding properties. In addition, the course is designed to allow the free flow of water into the course without backing water onto the Coachella Valley Preserve. Also, the course will retain major storm events and release them downstream at a rate that is less than historic rates. The golf course will improve flood water management while allowing for development of the southern part of the property.

❖ ***Mitigation Measures***

**WQ-1** Pursuant to requirements of the State Water Resources Control Board, a State-wide general National Pollutant Discharge Elimination System (NPDES) construction permit will apply to construction activities (clearing, grading, excavation, etc.) that result in the disturbance of five acres of land or activity that is part of a larger common plan of development of five acres or greater. Such permits shall be obtained prior to the start of grading activities.

**WQ-2** The project shall incorporate the current Best Management Practices and Best Available Technologies (BMPs and BATs) available at the time of application for pollution and erosion/siltation control permits. Examples of BMPs and BATs include, but are not limited to:

- Energy dissipation structures and rip-rap at storm water discharge points to stabilize flow and reduce velocities;
- Desilting basins for pollutant and siltation control during construction, resource based if possible;
- Mulching of cleared or freshly seeded areas for erosion/sedimentation control;
- Geotextiles and mats for erosion control during construction, storm drain inlet/outlet protection for siltation control;
- Slope drains for erosion control, silt fences/sand bags barriers for siltation control during construction;
- Low water vegetation in landscaped areas;
- Selection of slope planting species with low fertilization requirements;
- Requiring permanent irrigation systems to be inspected on a regular basis and properly maintained.

**WQ-3** The project shall comply with the requirements of the California State Water Quality Control Board.

❖ ***Significance after Mitigation***

Implementation of the above mitigation measures will reduce all water quality impacts to a level less than significant.

**6. Hazardous Materials and Waste**

### ❖ Existing Conditions

Generally, the Riverside County General Plan differentiates between hazardous materials and waste as follows:

*“Pre-product materials are considered to have value and are used in, or are the purpose of the manufacturing process, and are referred to as “hazardous materials.” Because they have value, hazardous materials are subject to proper management procedures. Waste, however, is just that – the valueless byproduct of the manufacturing process that must be disposed of – and is referred to as “hazardous waste.” Hazardous materials that have been spilled, dumped or otherwise released into the environment, immediately becomes hazardous waste.”<sup>1</sup>*

The reason for the distinction is based on the laws and regulations governing the storage, transportation and handling of the two categories. Secondly, the separation of hazardous substances into materials and waste is based on public perception. Although the term “hazardous waste” is more widely known, and the effects of poor management more evident, hazardous materials are generally more common and closer to the general public.

An example of an operation handling hazardous materials is an automobile service station. Service stations often store thousands of gallons of gasoline and often stock gallons more of oil, transmission fluid, brake fluid and antifreeze. These highly volatile, flammable, and carcinogenic materials solicit virtually no concern on the part of the public.

Hazardous waste, on the other hand, regularly hits the spotlight of public concern. Love Canal, Stringfellow Acid Pits, Times Beach and other incidents dramatically publicized the result of mismanaging hazardous waste. This has left the public with an understandable mistrust of industry and governmental policies on hazardous waste management.

Several government agencies share in the responsibility for the safe disposal of toxic and hazardous materials and waste and the clean up of hazardous substance spills and accidents. Because of the heightened concern for toxic pollution, state and regional agencies have asked local government to participate in the establishment of disposal sites, uniform handling practices, and regulations to insure adequate and safe disposal and clean-up of toxic substances.

### ❖ Thresholds of Significance

Impacts related to toxic substances may be considered potentially significant if the proposed project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.

<sup>1</sup> Riverside County General Plan, Hazardous Waste & Materials Section, Safety Element, Chapter 6 Page S-51



- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The subject property was formerly used for agricultural purposes, but has been idle for the past few decades. In 1981, the County of Riverside approved a Specific Plan for the property. The Plan was amended twice, but no construction occurred on the site until 2003, consistent with the approved SP 151, Amendment No. 2. The entire site was extensively graded and a golf course was subsequently constructed. Any toxic substances, wastes, fuel drums, or any other substance that could have been declared toxic were removed from the property prior to grading.

The NorthStar project is a mixed-use development that includes residential, commercial, recreational, and industrial uses; which include the golf course. The project's industrial uses and the golf course have the highest potential to have toxic substances. The commercial and residential sectors would also generate wastes and may use small amounts of hazardous materials which would be handled safely and disposed of properly in compliance with federal, state and local laws.

**General Plan Policies**

The Safety Element of the Riverside County General Plan includes the following policies concerning hazardous materials:

- S 6.1 *Enforce the policies and siting criteria and implement the programs identified in the County of Riverside Hazardous Waste Management plan, which includes the following:*
- a. *Comply with federal and state laws pertaining to the management of hazardous wastes and materials.*
  - b. *Ensure active public participation in hazardous waste and hazardous materials management decisions in Riverside County.*
  - c. *Coordinate hazardous waste facility responsibilities on a regional basis through the Southern California Hazardous Waste Management Authority (SCHWMA).*
  - d. *Encourage and promote the programs, practices, and recommendations contained in the County Hazardous Waste Management Plan, giving the highest waste management priority to the reduction of hazardous waste at its source.*

Federal, state and local laws strictly regulate the storage, handling and disposal of hazardous waste and materials. All development on the property is required to comply with those laws.

❖ *Mitigation Measures*

- TS-1 Users of hazardous materials, especially the golf course and any business that may use toxic substances, shall comply with all applicable federal, state, and local laws pertaining to hazardous waste and materials.
- TS-2 A materials storage and management plan for the golf course shall be reviewed and approved by the County Hazardous Waste Management Department.

❖ *Significance after Mitigation*

Compliance with the above mitigation measures will reduce potential impacts to less than significant.

7. *Agriculture*

❖ *Existing Conditions*

*Soil Classifications*

The Countywide Agricultural Resources Map identifies several classifications of important agricultural lands, as established by state and federal agencies. The four mapped classifications of important farmland are based on criteria for soil characteristics, climatic conditions, and water supply. The criteria include soil type, moisture content, water supply, soil temperature, acidity, salinity, depth, drainage, water table, flooding, slope, erodibility, permeability, rock content, rooting depth, growing season, crop type and value, and other economic factors. The four classifications of important farmlands shown on the Agricultural Resources Map are described as follows:

*Prime Farmlands*

Prime Farmland is land best suited for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses: cropland, pastureland, rangeland, forest land, or other land, but not urban land or water. It has the soil quality, growing season, and moisture supply needed to economically produce sustained high yields of crops when treated and managed (including water management) according to modern farming methods.

*Statewide Important Farmlands*

Farmland of Statewide Importance is land other than Prime Farmland that has a good combination of physical and biological characteristics for producing food, feed, forage, fiber, and oilseed crops, and is available for these uses (the land could be cropland, pastureland, rangeland, forest land or other land, but not urban land or water).

*Unique Farmlands*

Unique Farmland is land, other than Prime and Statewide Important Farmland, that is currently used for the production of specific high-value food and fiber crops. It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality of a specific crop when treated and managed according to modern farming methods. Examples of such economically important crops are citrus, olives, and avocados.

*U.S. Department of Agriculture Soil Classifications*

The following summarizes the various soil types and gives a brief description of their characteristics.

- CpA – Coachella Fine Sand (0 to 2% slopes): This nearly level soil is formed in alluvial fans and flood plains of the Coachella Valley. It is well drained, moderately/rapidly permeable and is light olive gray in color. A few freshwater shells can be scattered throughout the layer. Occasionally, small areas of the soil type will have a fine sandy loam or sandy loam surface layer.
- CsA – Coachella Fine Sandy Loam (0 to 2% slopes): This nearly level soil type is extremely similar to CpA, though it has a fine sandy loam surface layer. Some soil surfaces are loamy fine sand or loamy very fine sand. Runoff is medium, erosion hazard is slight and the hazard of soil blowing is moderate.
- MaB – Myoma Fine Sand (0 to 5% slopes): This nearly level to gently sloping soil is typical of the Myoma series, consisting of somewhat excessively drained soils, formed in recent alluvium and within an elevation range of 1800 feet above and 200 feet below sea level. Typically, the upper 18 inches of this soil is light olive gray fine sand, but below this to a depth of 60 inches or more is light olive gray very fine sand and fine sand. The soil is moderately to strongly alkaline and slightly to violently effervescent. This type is rapidly permeable, runoff is very slow, erosion hazard is slight and the hazard of soil blowing is high.
- MaD – Myoma Fine Sands (5 to 15% slopes): This moderately sloping to rolling Soil is on dunes and alluvial fans. Its profile is similar to other Myoma series soils, though it is non-calcareous throughout. The soil consists mainly of somewhat excessively drained soils, runoff is very slow, erosion is slight and the hazard of soil blowing is high.
- GbA – Gilman Fine Sandy Loam (0 to 2% slopes): This nearly level soil is typical of the Gilman series, consisting of mainly well drained soils, formed in alluvium and within an elevation range of 400 feet above and 230 feet below sea level. Vegetation is sparse, with an average annual rainfall of less than 4 inches. The surface layer is grayish brown fine sandy loam about 8 inches thick. The substratum, to a depth of 60 inches, is more of a light brownish gray with various striations and lenses throughout and contains many freshwater shells. The soil is moderately alkaline and slightly to strongly effervescent. The soil is moderately permeable, runoff is very slow, erosion hazard is slight and the hazard of soil blowing is moderate.

*Local Important Farmlands*

These farmlands are not covered by the above categories but are of locally significant economic importance. They include the following:

- Lands with soils that would be classified as Prime or Statewide Important Farmlands but lack available irrigation water.
- Lands planted in 1980 or 1981 in dry land grain crops such as barley, oats, and wheat.
- Lands producing major crops for Riverside County but that are not listed as Unique Farmland crops. Such crops are permanent pasture (irrigated), summer squash, okra, eggplant, radishes, and watermelon.

- Dairylands including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more.
- Lands identified by the County with Agriculture land use designations or contracts.
- Lands planted with jojoba that are under cultivation and are of producing age.

#### *Williamson Act*

The California Land Conservation Act, better known as the Williamson Act, has been the state's premier agricultural land protection program since its enactment in 1965. This program allows owners of agricultural land to have their properties assessed for tax purposes on the basis of agricultural production rather than current market value. Participation in this program is voluntary, and requires 100 contiguous acres of agricultural land under one or more ownerships to file an application for agricultural preserve status with the Riverside County Planning Department.

After an agricultural preserve has been established, the land within the preserve is automatically restricted to agricultural and compatible uses. In order to have land within an agricultural preserve assessed on the basis of agricultural production rather than full market value, the property owner(s) and the County of Riverside must enter into a Land Conservation Contract. Either party may file a Notice of Non-Renewal, which will cause the contract to expire in 10 years. After the contract has expired, a landowner may apply to remove that property from an agricultural preserve. The landowner also has the option of petitioning the Board of Supervisors for the cancellation of the contract. Cancellation of the contract involves payment of substantial cancellation fees. Land use decisions related to the use of agricultural lands after cancellation of Williamson Act contracts are subject to the provisions of the Certainty System described in Chapter 1 of the County's General Plan. Since 1998, another option within the Williamson Act Program is the rescission process to cancel a Williamson Act contract and simultaneously dedicate a permanent agricultural conservation easement on other land.

#### ❖ *Thresholds of Significance*

Impacts on agriculture resources may be considered potentially significant if the proposed project would:

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
- Conflict with existing agricultural use, or a Williamson Act (agriculture preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps).
- Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625, "Right-to-Farm").
- Involve other changes in the existing environment which, due to their location or nature, could result in the conversion of Farmland, to non-agricultural use.

#### ❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The NorthStar property was used for farming in the past but it has been fallow for many years. As evidenced by the project history, the land has also been slated for urban development through the adoption of the NorthStar Specific Plan 151 and subsequent amendments. Therefore, the County has identified and designated the site for development since 1981.

Properties surrounding the project site have also been designated for development except for the Coachella Valley Preserve property to the north and northeast. The Preserve land is designated for natural open space and will remain so indefinitely. No active farming or land zoned for farming exists on or near the NorthStar site. Farming is therefore not an existing or envisioned use in the area.

❖ *Mitigation Measures*

No mitigation measures are necessary.

❖ *Significance after Mitigation*

There are no significant impacts.

## 8. *Biological Resources*

❖ *Existing Condition*

The project area lies within the Colorado Desert, a geographic subset of the Sonoran Desert. As typical of this subdivision, the annual rainfall averages five to six inches. Most of that moisture occurs during winter and spring with occasional summer thunderstorms that account for about one-third of the annual total. Winter days are mild, averaging 71° F. Winter nights occasionally drop to near freezing. Summer temperatures are the hottest with July temperatures averaging 108° F.

The elevation of the project site is about 160 feet above sea level. Although the site appears very flat, topographic maps indicate that the site rises gently to the southwest. At the time of the Biologic Assessment, no relief existed except for scattered sand hummocks located at the extreme eastern edge. Since that time, the property has been heavily graded to construct the golf course, building pads, streets and drainage facilities, so all vegetation has been removed.

At the time of the Biologic Assessment, there were no naturally occurring springs, permanent aquatic habitats or drainages on the project site. In addition, no blue-line streams, as depicted on the U.S.

Geological Survey topographical maps, exist within the project boundaries. This conclusion was reinforced by a letter responding to comments made on April 14, 2004, from the project biological consultant that reiterated that no jurisdictional waters exist on the property.

Surrounding properties include the Coachella Valley Preserve (a nineteen square mile block of natural landscape established to protect the threatened Coachella Valley fringe-toed lizard and other plant and animal species) to the north, vacant, privately-owned property to the east, scattered home sites and the Cook Street freeway interchange to the west, and Interstate 10/Varner Road to the south.

At the time of the biologic assessment, nearly 75% of the project site was idle agricultural fields surrounded by rows of tamarisk trees. With the exception of a single mesquite shrub, all of the native vegetation was removed from the disturbed area decades ago when the land was converted to agricultural use.

The remaining 25% was in a relatively natural state though approximately 5% was impacted by off-road vehicles. That activity destroys plant and animals outright, collapses burrows and compacts soil making it unsuitable for organisms adapted to life on loose, windblown alluvium.

Starting in the early winter of 2003, the property was completely graded to accommodate the construction of the golf course and associated uses. As a result of that grading, all vegetation was stripped and the property was significantly re-contoured. No natural habitat remains on the project site.

#### ❖ *Thresholds of Significance*

Impacts on biological resources may be considered potentially significant if the proposed project would:

- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.
- Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Section 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12).
- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service.
- Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

#### ❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The Project will take vacant land and convert it into dense, urban-level development. The northern half of the site will be an 18-hole golf course and practice facility. The remainder of the property will contain commercial, residential and industrial, along with their associated uses (e.g. parking, streets, landscaping, etc.). No native habitat existed prior to development and none will be on-site after construction.

Except for the golf course, landscaping on-site will be generally indigenous to the desert environment and be drought and heat tolerant. Irrigation will be the minimum necessary to adequately keep the vegetation alive. The golf course will keep turf to the minimum to provide for green tees, landing areas and greens. Landscaping outside of those areas will have more of a desert characteristic.

Of particular note is the interface between the golf course and the Coachella Valley Preserve. The goal is to provide for an adequate buffer so the integrity and functions of the Preserve are maintained. With that in mind, a 50-foot buffer strip between the golf course playable areas and the Preserve boundary will remain. Within the buffer will be an access road that will provide ingress and egress for golf course maintenance staff and personnel for the Preserve. In addition, a row of trees, bushes, and vegetation will be located on the opposite side of the buffer from the Preserve property line. This will prevent golfers from entering the Preserve in search of their balls.

One concern that was raised by the Preserve staff was the loss of sand because of the project development. The Preserve, designed to protect the fringe-toed lizard, depends on a reliable sand supply to keep the habitat suitable for the lizard. With the development of the golf course, it was speculated that some of that sand source could be lost. In order to compensate, the NorthStar golf course operator will need to construct a fence or other barrier to trap sand. Periodically, that sand will be collected and transported to an approved dump site designated by the Preserve staff. From there, the sand, by wind action, can be transported through the Preserve.

Another issue that the Preserve staff raised was the introduction of perches for raptors and other birds of prey. This could be detrimental to the protection of the lizard, the intended purpose of the Preserve. To compensate, no trees should be over 50 feet high, all utilities should be placed underground, fan palms should be prohibited and other palm trees should be trimmed during February or March to prevent nesting.

Finally, the buffer needs to act not only as a buffer to control access, but as one to control damage and/or invasion by non-native species into the Preserve. That means that the buffer will not be fertilized or treated for weeds and pests.

Because the golf course will be used for flood control, flood waters will be retained on-site, but, in the case of larger storm events, released at historic rates downstream. Preserve staff were also concerned about that potential scenario because waters traversing the course could pick up fertilizers that could be deposited onto the Preserve property. This could lead to non-native vegetation gaining a foothold and overtaking the natural flora. As a result of conversations with the Preserve staff, it was agreed that, prior to release of waters (except in extreme cases where water cannot be held), the Preserve staff would be notified.

The NorthStar golf course will be home to a major PGA golf tournament at the end of January each year. Since the tournament is a professional, nationally televised and covered event, the crowds and media coverage is quite extensive. In fact, the golf course has been designed to accommodate the

large numbers of people, reporters and television personnel and equipment. The issue for the Preserve is the potential impact from that activity on the Preserve property. Fortunately, the same systems that buffer the golf course from the Preserve will serve to keep people out. However, to assure that does not happen, there will be a permit required by the County each year for the special event. That permit will require plans for dealing with the various issues that will arise and will be monitored and amended each year to cover unforeseen circumstances. It was requested by Preserve staff that they be included in the planning phase of the special event permit.

### General Plan Policies

**OS 9.3** *Maintain and conserve superior examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.*

The subject site was cleared for agriculture many years ago. As such, 75% of the site was totally void of native vegetation except for one mesquite shrub, although the farming has been idle for some time. The remaining 25% was left fairly natural, though that area was significantly impacted by off-road vehicles.

In December of 2003, the property owner, consistent with an approved Specific Plan and Mitigated Negative Declaration, procured a grading permit for the entire site. Based on that permit, extensive grading, grubbing and clearing have been completed in conjunction with the development of the golf course and the remaining property outside the golf course perimeter. Therefore, no native vegetation remains on-site so there are no examples of native trees, natural vegetation, stands of established trees, and other features for ecosystem, aesthetic, and water conservation purposes.

**OS 17.1** *Enforce the provisions of applicable MSHCP's, if adopted when conducting review of development applications.*

The Coachella Valley Multiple Species Habitat Conservation Plan is currently (August, 2005) in draft form and has not been adopted. It is anticipated that the plan will not be adopted prior to the adoption of this Specific Plan and Environmental Impact Report. If the plan is adopted before the Specific Plan and EIR, the Plan should be analyzed with regard to potential impacts on species and habitat covered under the draft plan.

The subject property is covered in the Thousand Palms Conservation Area section of the MSHCP. However, the property is not within a conservation area, core habitat, other conserved habitat, an identified natural community, an essential ecological process area or biological corridor, a conservation land use area, or a development ratio area. The property is adjacent to the Thousand Palms Conservation Area which means that adjacency guidelines apply.

The draft MSHCP contains land use adjacency guidelines in Section 4.5. Since the NorthStar project lies immediately adjacent to the Coachella Valley Preserve (Preserve), a natural area set aside for the preservation of the Fringe-toed lizard and other species, applicable policies regarding adjacency will apply once the plan is adopted. The Preserve is included in the Thousand Palms Conservation Area as Core Habitat for the Coachella Valley Sand-treader Cricket, the Palms Springs Pocket Mouse, the Coachella Valley Fringe-toed Lizard, the Coachella Valley Milkvetch, the Coachella Valley Round-tailed Ground Squirrel, and the Flat-tailed Horned Lizard.



Adjacency policies address the following issues:

- **Drainage** – Proposed development adjacent to or within a Conservation Area shall incorporate plans to ensure that the quantity and quality of runoff discharged to a Conservation Area is not altered in an adverse way when compared with existing conditions. Stormwater systems shall be designed to prevent the release of toxins, chemicals, petroleum products, exotic plant materials or other elements that might degrade or harm biological resources or ecosystem processes with a Conservation Area.

In conjunction with the preparation of golf course development plans, an extensive drainage analysis was performed. In fact, the golf course serves as a flood protection facility and will accept water from the north, retain water on-site as required by law, and convey flows through the property. Once storm water reaches the eastern property line of the project site, water will be released at historic rates.

The golf course is designed to retain most flood events on site. If needed, the water will be released onto neighboring properties (at historic rates) including the Coachella Valley Preserve. In cases where water is being released, the amount of water will be very large so that any pollutants will be diluted. However, in order to assure that the Preserve is protected, Preserve staff will be contacted prior to any release unless delaying the release to notify staff would lead to destruction of property or threaten human life.

- **Toxics** – Land uses proposed adjacent to or within a Conservation Area that use chemicals or generate bio-products such as manure that are potentially toxic or may adversely affect wildlife and plant species, Habitat, or water quality shall incorporate measures to ensure that application of such chemicals does not result in any discharge to a Conservation Area.

Through negotiations and discussions with the management of the Preserve, specific setbacks and management provisions have been developed to protect the Preserve from pollutants from the operation and maintenance of the Project, especially the golf course. More specifically, a 50-foot buffer between the Preserve and the Project, where no application of chemicals for plant and animal control is allowed, shall be provided in perpetuity. This will protect the Preserve from toxic materials. That provision has been included as a mitigation measure below.

- **Lighting** – For proposed Development adjacent to or within a Conservation Area system, lighting shall be shielded and directed toward the developed area. Landscape shielding may be incorporated in project designs to minimize the effects of lighting adjacent to or within a Conservation Area.

The immediate use to the Preserve is the golf course. The course will not be lighted. Uses across the golf course will have lighting associated with the various uses on the project site. That lighting is proposed to be subtle accents to the buildings and vegetation. Because the property is also within the Mt. Palomar Night Sky protection area, County ordinances (Ordinance No. 648) require that lighting protect the night sky. With project lighting goals and compliance with the night sky provisions of the County, light will be directed downward or shielded to minimize lighting to the area.

- **Noise** – Land uses adjacent to or within a Conservation Area that generate noise above 105 dBA hourly shall incorporate setbacks, berms, or walls to minimize the effects of noise on the Conservation Area resources.

The NorthStar project lies adjacent to the Coachella Valley Preserve, a natural area established for the protection of the Fringe-toed Lizard as well as other plant and animal species. The use next to the Preserve on the NorthStar site is a golf course, typically a very quiet neighbor. Other uses further away from the site include residences, again a quiet neighbor, a hotel, commercial uses and a research/development park. The heavier uses (i.e. commercial and research/development) are farthest from the Preserve. No uses on the project site will exceed the 105 dBA.

- ***Invasives*** – *Invasive, non-native plant species shall not be incorporated in the landscape for land uses adjacent to or within a Conservation Area. Landscape treatments within or adjacent to a Conservation Area should incorporate native plant materials to the maximum extent Feasible; recommended native species are listed in Table 4-11 (of the MSHCP). The plants listed in Table 4-113 (of the MSHCP) shall not be used within or adjacent to a Conservation Area.*

As part of the agreement between the Preserve and the Project, a condition has been included that requires the developer to submit a diagram of plant species proposed for landscaping use to the manager of the Coachella Valley Preserve 120 days prior to planting. This will allow the Preserve manager to make recommendations regarding species selection and placement prior to actual planting. The objective is to prevent the accidental introduction of exotic and invasive plant species into the Preserve.

- ***Barriers*** – *Land uses adjacent to or within a Conservation Area shall incorporate barriers in individual project designs to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in a Conservation Area. Such barriers may include native landscaping, rocks/boulders, fencing, walls and/or signage.*

To minimize unauthorized access into the Coachella Valley Preserve to the north and east, a fence has been constructed. Accompanying the fence is a 50-foot setback between the Preserve and the golf course. Also, signs will be placed every 50 yards that inform people of the purpose and fragile nature of the Preserve. The fence, setback and informational sign provision is a mitigation measure listed below.

- ***Grading/Land Development*** – *Manufactured slopes associated with site Development shall not extend into a Conservation Area.*

Grading plans for the entire site have been submitted, reviewed and approved. Grading has commenced based on those approved grading plans. There are a number of manufactured slopes, especially associated with the golf course, but none extend into a Conservation Area.

**OS 17.2** *Enforce the provisions of applicable MSHCP's, if adopted, when developing transportation or other infrastructure projects that have been designated as covered activities in the applicable MSHCP.*

The draft Coachella Valley Multiple Species Habitat Conservation Plan does include specific road and infrastructure improvements that are covered. Those projects include:

- The alignment of Rio Del Sol from approximately Vista Chino to 20<sup>th</sup> Avenue in this Conservation Area (Thousand Palms) identified in the Circulation Element of the Riverside

County General Plan could create significant Habitat fragmentation, impact fluvial sand transport, and disrupt a Biological Corridor. Therefore, construction of Rio Del Sol through the Conservation Area from approximately Vista Chino to 20<sup>th</sup> Avenue would require a Major Amendment to the Plan (MSHCP).

- The alignment of 22<sup>nd</sup> Avenue from Rio Del Sol to Sky Ridge in this Conservation Area identified in the Circulation Element of the Riverside County General Plan could create significant Habitat fragmentation, impact fluvial sand transport, and disrupt a Linkage between Conservation Areas. Therefore, construction of 22<sup>nd</sup> Avenue through the Conservation Area from Rio Del Sol to Sky Ridge would require a Major Amendment to the Plan.
- If an extension of Chase School road is constructed in the future, Riverside County will realign the proposed extension of Chase School Road, also known as Chocktaw Rd. and Vista del Pajaro, to an alignment outside the Conservation Area.

These projects are not within or adjacent to the NorthStar project, so the development of NorthStar will not impact the projects. No other roads or infrastructure improvements are proposed within a Conservation Area, i.e. the Thousand Palms Conservation Area.

*OS 17.3 Enforce the provisions of applicable MSHCP's, if adopted, when conducting review of possible general plan amendments and/or zoning changes.*

The approval of the Project includes a general plan and zoning amendment to designations consistent with the proposed plan. Project impacts with regard to the draft Coachella Valley MSHCP have been discussed above.

*OS 17.4 Require the preparation of biological reports in compliance with Riverside County Planning Department Biological Report Guidelines for development related uses that require discretionary approval to assess the impacts of such development and provide mitigation for impacts to biological resources until such time as the CVAG MSHCP and/or Western Riverside County MSHCP are adopted or should one of both MSHCP's not be adopted.*

A biological assessment was prepared in 1997 concurrently with the review and approval of the second amendment to the North Star Business and Commerce Center. The development of the current golf course was based on that plan and was found consistent with it. In reliance on the grading permit issued for the Project, which did not require further discretionary approvals, extensive grading of the site has been done. Because of that grading and site preparation, there is no remaining habitat on the project site.

*OS 18.1 Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCP's, if adopted.*

The Coachella Valley MSHCP is in draft form as of the writing of this EIR. It is doubtful that the plan will be adopted prior to the anticipated approval date of the SP/EIR at the end of 2005. Therefore, there is no official MSHCP or provisions to enforce.

However, because there is a possibility that the Plan will be adopted prior to approval, it is prudent to assess the proposed project with regard to the draft MSHCP. This section has done that and has found that, except for adjacency issues where a property abuts a Conservation Area, there are no enforcement provisions in the draft Plan that are applicable to this project.

With regard to adjacency issues, an analysis of the applicable provisions was made in OS 17.1 above. That analysis concluded that the adjacency guidelines have been met so there will be no significant impact on the Conservation Area from the development of the project.

**WCVAP 21.1**      *Protect biological resources in the Western Coachella Valley through adherence to General Plan policies found in the Fish and Wildlife Habitat section of the Multipurpose Open Space Element, as well as policies contained in the Coachella Valley Multiple Species Habitat Conservation Plan, upon the latter's adoption.*

The Multipurpose Open Space Element and the draft Coachella Valley Multiple Species Habitat Conservation Plan address the protection of biological resources where applicable. The Project site has been extensively altered from a natural state and is outside a Conservation Area as identified in the draft MSCHP. In addition, a biological impact assessment was performed that substantiated that the property does not have significant biological resources. In addition, this section has fully analyzed the Project in relationship to the draft MSHCP and found that there will be no significant impacts on biological resources from the development of NorthStar.

**WCVAP 21.2**      *Require all development activities within Fringe-toed Lizard habitat areas be compatible with the conservation principles and provisions of the Fringe-toed Lizard Habitat Conservation Plan and the standards of the Multipurpose Open Space Element.*

As has been stated numerous times above, the Project will have no impact on fish and wildlife, including the Fringe-toed Lizard. The Project is located next to the Coachella Valley Preserve which was specifically established to protect the Fringe-toed Lizard, as well as other species. During the review and approval of the previous Specific Plan and the plans for the approved golf course, extensive discussions and negotiations with the Project proponents and representatives from the Preserve were conducted. From those discussions came mitigation and management measures and practices that ensure that the Project and the Preserve can coexist. Please refer to the discussion above and the mitigation measures outlined below.

#### ❖ *Mitigation Measures*

**WR-1**      No use of chemical controls for weeds or animals within 100 feet of the preserve boundary.

**WR-2**      A diagram of plant species proposed for landscaping use is to be presented to the manager of the Coachella Valley Preserve 120 days prior to planting. This will allow the preserve manager to make recommendations regarding species selection and placement prior to actual planting. The objective is to prevent the accidental introduction of exotic and invasive plant species into the preserve.

- WR-3** No additional trees over fifteen feet in height will be planted within 100 feet of the preserve boundary. This will avoid unnatural perches from which avian predators can prey upon sensitive animal species.
- WR-4** Boundary fencing must allow for the movement of animals on and off the preserve.
- WR-5** Boundary fencing must prevent humans from entering the preserve from the project site. Stray golf balls from the project course will be collected periodically at the discretion of the preserve management.
- WR-6** Informational signs should be posted at 50-yard intervals informing project site users as to the purpose and fragile nature of the preserve.
- WR-7** Since night lighting can interfere with the nocturnal hunting activities of native fauna, the Project site lighting is to be directed toward the ground and away from the Preserve.
- WR-8** Domestic cats and dogs shall be controlled on the project site at all times. Stray pets, particularly cats, can prey upon small animals including the Coachella Valley fringe-toed lizard.
- WR-9** Prior to any special event on the golf course that is expected to attract large crowds, the Coachella Valley Preserve management staff shall be contacted with regard to crowd control, press and media control, equipment placement and other issues regarding the operations of the event.
- WR-10** The NorthStar project shall grant permission to the Coachella Valley Preserve staff to enter the NorthStar property for the purpose of bird of prey control.
- WR-11** No palm trees shall be placed in the golf course. For other planning areas, palm trees may be allowed with the exception of fan palms. Palm trees shall be trimmed each year in March to limit the opportunity for nesting of birds of prey.
- WR-12** Except in the case where flood waters pose a threat to life or property, no water will be released onto Coachella Valley Preserve property without first consulting the Preserve staff.
- WR-13** Adjacent to the Preserve boundary fence and on the NorthStar property, a snow fence or equivalent shall be built for the purposes of collecting blowsand. The operator of the golf course shall collect sand that accumulates along that fence and dispose of it in a place and method prescribed by Preserve staff.
- WR-14** All utilities shall be underground, especially along the common boundary between the Preserve and NorthStar.

❖ *Significance after Mitigation*

Adherence to the above prescribed mitigation measures will further ensure that no impacts to biological resources occur as a result of the proposed project.

## 9. Mineral Resources

### ❖ Existing Conditions

Mineral extraction is an important component of Riverside County's economy. The County has extensive deposits of clay, limestone, iron, sand, and aggregate. Classification of land within California takes place according to a priority list that was established by the State Mining and Geology Board (SMGB) in 1982, or when the SMGB is petitioned to classify a specific area. The SMGB has also established Mineral Resources Zones (MRZ) to designate lands that contain mineral deposits. The State of California has also designated Aggregate Mineral Resource areas within the County. These mineral resource zones are mapped in Figure OS-5 of the Riverside County Integrated Plan. The Classifications used by the state and the Riverside County General Plan to define MRZ's are as follows:

- **MRZ-1:** Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits
- **MRZ-2:** Areas where the available geologic information indicates that there are significant mineral deposits.
- **MRZ-2b:** Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits
- **MRZ-3a:** Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- **MRZ-4:** Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The subject property has been designated as an MRZ-3 in the County's General Plan. As such, the property may have mineral deposits based on the very broad assessment shown on the map. The California Department of Conservation, Division of Mines and Geology prepared a more detailed map in 1987 that shows the subject property is split with an MRZ-3 zone on the northern portion of the property and MRZ-1 on the southern portion.

The report that accompanies the maps has similar descriptions for the MRZ zones as the County. MRZ-1 areas were judged on the basis of available data to have little likelihood of containing significant deposits of PCC grade aggregate.

MRZ-3 areas are those containing aggregate deposits, the significance of which cannot be evaluated from available data. Hilly or mountainous areas underlain by sedimentary, metamorphic, or igneous rock types and low land areas underlain by alluvial wash or fan material were often included in this category.

As determined by borings, site soils were found to consist primarily of fine, windblown sands. Soils were found to be fairly loose with several in-place densities below 85 percent of maximum density. Clayey silt layers were encountered in each of the borings. The silt layers were thin and inter-bedded with sand in most instances. According to the Mineral Land Classification, older sedimentary

material judged to contain too much clay and silt, as shown to exist on NorthStar, are classified in the MRZ-1 zone. This includes Quaternary alluvial deposits in the center of the Upper Coachella Valley; the Imperial Formation which crops out in the Indio Hills, Garnet Hill, and the hills west of Whitewater River Canyon; and the Borrego Formation in the southeastern corner of the region.

#### ❖ *Thresholds of Significance*

Impacts on mineral resources may be considered potentially significant if the proposed project would:

- Result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State.
- Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.
- Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine.
- Expose people or property to hazards from proposed, existing or abandoned quarries or mines.

#### ❖ *Project Impact/Relationship to Thresholds of Significance General Plan Policies*

##### **General Plan Policies**

**OS 14.3**      *Restrict land uses incompatible with mineral resource recovery within areas designated Open Space-Mineral Resources.*

Based on the map contained in the Riverside County General Plan (Figure OS-5) and the Aggregate Resource Sectors prepared by the Division of Mines and Geology, there are no mineral resource recovery areas on or near the subject property.

**OS 14.4**      *Impose conditions as necessary on mining operations to minimize or eliminate the potential adverse impact of mining operations on surrounding properties, and environmental resources.*

There are no mining operations surrounding or near the NorthStar project site.

**OS 14.5**      *Require that new non-mining land uses adjacent to existing mining operations be designed to provide a buffer between the new development and the mining operations. The buffer distance shall be based on an evaluation of noise, aesthetics, drainage, operating conditions, biological resources, topography, lighting, traffic, operating hours, and air quality.*

Because property surrounding the NorthStar site is planned for urban development or, in the case of property to the north and northeast, destined to remain as open space, there are no planned mining operations in the future that would affect NorthStar.

#### ❖ *Mitigation Measures*

No mitigation measures are necessary.

#### ❖ *Significance After Mitigation*

Since there are no mineral resources on or near the subject property, the impact on mineral resources is insignificant.

## 10. Energy Resources

### ❖ Existing Conditions

Energy resources are divided into two major categories – renewable energy and non-renewable energy. Renewable energy resources consist of wind, solar, geothermal and biomass. Non-renewable resources mostly include fossil fuels such as oil, gasoline, coal and natural gas.

#### Renewable Resources

##### Wind Energy

Wind energy generation installation, known also as Wind Energy Conversion Systems (WECS), are a well established industry in the San Geronio Pass and in the Coachella Valley. General regulatory issues to be considered in relation to wind energy are aesthetics, safety, noise, air navigation interferences, land use, wildlife and general ecology, slopes and erosion, PM-10 and dust control, wind access and equity.

##### Solar Energy

Solar radiation in the form of sunlight can be utilized for energy production in two ways. Active solar systems involve the use of mechanical devices to convert solar energy to heat or electricity. Passive solar systems utilize natural heating and cooling from the sun through building orientation and building design techniques.

##### Geothermal Resources

Geothermal resources can be used for electricity production as geothermal steam can be used to run turbines. The exploitation of these resources, however, is frequently accompanied by detrimental impacts on the environment. Among these are the emission of toxic gases and chemical substances that result in the degradation of air quality, the threat of water pollution, damage to living organisms, and hazards to public health. Additional problems arise from the industrial character of geothermal operations for electrical generation; the frequent occurrence of exceptional natural, scenic, and archaeological values in geothermal resource areas; and the adverse effects that geothermal fluid removal may have on nearby hot springs and other natural thermal features. Currently there is no active geothermal energy production in the County, though geothermal resources are known to exist in the County.

##### Biomass Resources

Biomass resources refer to organic materials, either wastes, residues, or specific crops, that can be converted to fuel energy to replace conventional sources or directly used in combustion processes. Due to agricultural production in the County, resources exist that enable this technology to be more widely employed.

#### Non-Renewable Resources



Petroleum Resources

Riverside County’s petroleum resources are deposited in the form of oil and gas seeps. The State Division of Oil and Gas does not report significant or active petroleum extraction in the County. If extraction activities are undertaken in the future, policies contained in the RCIP provide direction for the siting of oil and gas facilities.

❖ *Project Impact/Relationship to General Plan Policies*

NorthStar will use electricity and natural gas as the dominant sources of energy for heating and cooling of home and businesses, running appliances, lighting, and operating machinery. Electricity will be provided by the Imperial Irrigation District and natural gas will be supplied by Southern California Gas Company. Both companies provide literature and offer programs for energy savings and infrastructure construction.

Electrical and gas energy resources are generally not renewable once consumed. There is the potential for solar energy, and the Coachella Valley has steadily increased the wind power generation in the western portion of the Valley near the Banning Pass. Hydroelectric power is not available to the Coachella Valley.

Oil and its derivatives (gasoline, diesel, etc.) are an increasingly important issue in California, especially in the recent past as the cost for oil products has substantially increased. As fossil fuels (non-renewable) supply decline, alternative sources will be needed to fuel vehicles. Starting in 1998, California law required that two percent of passenger vehicles and light duty trucks offered for sale must be Zero Emission Vehicles (ZEV’s), increasing to five percent in 2001 and ten percent in 2003. ZEV’s help reduce dependence on gasoline and increase consumption of electricity and other non-polluting energy sources and fuels. Solar power may augment other energy sources, i.e. electricity.

The project site is not within an energy resource area as identified in the County’s General Plan. Therefore, alternative energy resources such as geothermal, hydroelectric or wind are not likely to be incorporated into the NorthStar project.

*Project Related Impacts*

Development of NorthStar will result in the conversion of the subject site from vacant land to the mixed use project. Therefore, the demand for energy will increase for vehicles, space and water heating, lighting, air conditioning, machinery, refrigeration and other pieces of equipment. The construction phase will also require energy use.

Energy usage for the NorthStar project is summarized in Table V-34.

**TABLE V-34  
RESIDENTIAL ENERGY USAGE FOR NORTHSTAR**

PLANNING AREA	NO. OF DWELLINGS <sup>1</sup>	SQ. FT. COMMERCIAL	NATURAL GAS <sup>2</sup> (THERMS)	ELECTRICITY <sup>3</sup> (KILOWATT HRS.)
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1	0	0	0	0
2	0	81,000	N/A	N/A
3	350 (Hotel Rooms)	57,000	N/A	N/A
4	54		26,082	641.36
5	216		104,328	2,564.43
<b>6A &amp; 6B</b>	550		265,650	6,532.35
7	150	400,000	N/A	N/A
8		1,200,000	N/A	N/A
9		230,000	N/A	N/A
10		100,000	N/A	N/A
<b>TOTAL</b>	<b>1,320</b>	<b>2,068,000</b>	<b>396,060</b>	<b>9,738.14</b>

<sup>1</sup>All units in Planning Area 1 & 3 are multi-family, all units in Planning 2 are single family.

<sup>2</sup>Based on 799 Therms/Unit/Year for Single Family, 483/Unit/Year for Multi-family – Source: Southern California Gas Co.

<sup>3</sup>Based on 11.877 Kilowatts Hrs/Resident/Year - Source: Imperial Irrigation District

Unfortunately, the above table does not include electrical and gas usage for the commercial and industrial sectors. The reason for this is the uses that can locate in those spaces can use a wide range of energy sources depending on the type of equipment, hours of operation, square footage of building and many other factors that are impossible to predict.

### General Plan Relationship

No policies in the Open Space Element of the Riverside County General Plan are directly applicable to the project. However, the following policies do relate to development of NorthStar.

**OS 16.1** *Continue to implement Title 24 of the State Building Code. Establish mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of Title 24.*

The State Building Code requires that all buildings meet certain energy efficiency. The NorthStar project will be subject to all applicable codes in effect at the time of building permit submittal. If the County has mechanisms and incentives in place to exceed the energy efficiency standards contained in the building codes, this can be considered when new buildings are planned.

**OS 16.8** *Promote coordination of new public facilities with mass transit service and other alternative transportation services, including bicycles, and design structures to enhance mass transit, bicycle, and pedestrian use.*

The Sunline bus service does not currently serve the NorthStar project. Considering the amount of development planned north of the I-10, it is likely that new routes will extend down Varner in the future. Once in place, accommodations for mass transit can be made.

The proposed NorthStar project contains extensive bicycle and pedestrian facilities throughout the project (see Circulation section of this EIR). In addition, the development will build a Class A bicycle path along Varner Road, when that street is built, in conjunction with on-site development.

**OS 16.9** *Encourage increased use of passive, solar design and day-lighting in existing and new structures.*

Passive solar design generally involves orienting and constructing buildings in a way to capitalize on the design (e.g. shading, thermal massing, window design, etc.) and using vegetation to maximize

solar gain or shade. Again, when buildings are being designed, passive, as well as active, solar design can be considered.

#### ❖ *Mitigation Measures*

The proposed project is not considered an energy intensive land use. Energy will be consumed during construction and operations throughout the lifetime of the project. Energy consumption levels are not expected to exceed typical requirements for similar urban uses that are envisioned for the project site and service providers have indicated that they have the ability and capacity to provide adequate facilities without significantly impacting energy resources.

#### ❖ *Significance After Mitigation*

The proposed project has less than significant impacts to energy resources.

## 11. Aesthetics

#### ❖ *Existing Condition*

##### *Scenic Corridors*

In general, scenic resources include areas that are visible to the general public and considered visually attractive. In addition to scenic corridors described below, scenic resources include natural landmarks and prominent or unusual features of the landscape. For example, the Santa Rosa National Monument includes mountains or other natural features with high scenic value. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points accessible to the general public that provide a view of the countryside.

Riverside County contains abundant natural visual resources, including low-lying valleys, mountain ranges, rock formations, rivers, and lakes. These features are often enjoyed via the many County roadways. Due to the visual significance of many of these areas, several roadways have been officially recognized as either Eligible or Designated State or County Scenic Highways. These roadways are depicted in the Circulation Element (Figure C-7) of the RCIP as well as within each of the 19 area plans, where applicable. The intent of these policies is to conserve significant scenic resources along designated scenic highways for future generations and to manage development along scenic highways and corridors so as not to detract from the area's scenic quality.

Figure C-9 in the Circulation Element of the Riverside County Integrated Project shows that the I-10 corridor through the Coachella Valley is a County eligible scenic highway. Because the NorthStar project is immediately adjacent to the I-10 right-of-way, separated only by the Varner Road right-of-way, the project is subject to policies that seek to protect and maintain resources along scenic highways. Those policies are contained in the Circulation Element and in the Multipurpose Open Space Element and Land Use Element, Scenic Corridors section.

In addition to the scenic highway corridor, Figure 6, Western Coachella Valley Area Plan Mt. Palomar Nighttime Lighting Policy, contained in the Riverside County Integrated Plan, shows that the project site is within Zone B of the Mt. Palomar Nighttime Lighting Policy Area. Therefore, all outdoor lighting must meet the requirements of Ordinance No. 655 of Riverside County.

Refer to Specific Plan for examples.

### ❖ *Thresholds of Significance*

Impacts on aesthetics may be considered potentially significant if the proposed project would:

- Have a substantial effect upon a scenic highway corridor within which it is located.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.
- Interfere with the night time use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.
- Create a new source of substantial light or glare which would adversely affect day or nighttime view in the area.
- Expose residential property to unacceptable light levels.

### ❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The proposed NorthStar project proposes an extensive, dense project extending almost the entire length of the property which is approximately two miles. Most of the buildings will be multi-story with some architectural elements reaching 75 feet in height. In addition, the project envisions an almost continuous line of buildings from the east to the west property lines.

Although the project has plans for a very dense, continuous façade, there will be periodic breaks in the line of buildings. Starting on the east property line and traveling west, the first major break is the proposed channel for flood waters exiting out of the golf course. That feature is about 300 feet wide and offers a view into the golf course and the hills beyond. Further to the west are four major and one minor entry into the project. The entries will provide extensive landscaping and gateways into the project.

Buildings have a general design that is indicative of Mediterranean climates with stucco walls, tile roofs, and earth tone colors. Additional details like door portals, fenestration applications, balconies, towers, landscaping and lighting add to the general design theme. All utilities will be underground.

Parking is generally proposed to be underground or in structures. There will be surface parking but they will be heavily landscaped to provide shade and buffers to adjoining uses. Structures will be easily accessible from the major entries and fit with the general design theme of the overall project.

The entire project will have lighting around buildings, parking lots, signs, walkways, and streets. As such, care must be taken to assure protection of the night sky per County requirements. Because of the potential for a significant impact on the night sky, an analysis of nighttime lighting must be completed to ensure compliance and compatibility with County regulations.

### **General Plan Policies**

*OS 21.2 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.*

As evidenced by the graphics contained in this section and the Specific Plan portion of this document, the NorthStar project provides a comprehensive, aesthetically pleasing façade along the entire length of the property. A number of architectural elements, such as desert colors and materials, varied roof pitches and architectural projections (towers, cupolas, etc.) are all integrated into the general Mediterranean vernacular of the project.

In conjunction with the buildings, the project will be extensively landscaped with desert and drought tolerant plants along the entire I-10/Varner Road frontage and throughout the project. Splashes of color will highlight the general streetscape. Also, views through the project to the golf course and property to the north will be provided at strategic intervals.

Entries to the project will be focused into six controlled intersections. Landscaping and ornamentation will emphasize the access points and give views into the project.

*OS 22.1 Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.*

As shown in the Specific Plan, visual impacts with the proposed NorthStar project will not be adverse to the scenic highway corridor along I-10. If anything, the project will enhance the corridor by presenting a well integrated and designed project.

*OS 22.4 Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features*

Because the property will add to the aesthetic view along the freeway and still offer views of the hills to the north, no scenic easements are needed.

*OS 22.5 Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.*

The site has been extensively graded to accommodate the need for flood protection and to raise buildings, especially those next to the golf course, to a level that provides adequate free board above base flood levels.

The elevations of Varner Road will remain about where they are prior to the project development. That means that the project grading has been such that the finished surfaces will rise as they progress north away from Varner and the I-10 freeway.

#### ❖ *Mitigation Measures*

**SR -1** In order to ensure the project is built as envisioned and in an aesthetically pleasing manner, the various components of the project shall be consistent with the Specific Plan. Plot plan approval by the County prior to issuance of building permits will give interested parties a vehicle to review development.

#### ❖ *Significance After Mitigation*

With the above mitigation measure, impacts on scenic resources will be reduced to a level of less than significant.

## 12. Cultural, Archaeological and Paleontological Resources

### ❖ Existing Conditions

Cultural resources consist of places (historic and prehistoric archaeological sites), structures or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups or individuals. The cultural history of Riverside County is divided chronologically into three periods: prehistory, ethnohistory and history. Native American cultures predominate in the prehistorical and ethnohistorical periods of County history.

The Relative Archaeological Sensitivity of Diverse Landscapes in the County has been mapped and is shown in Figure OS-6 of the RCIP. Three classifications have been used to establish the probability of cultural resources in an area: high, undetermined, and low. Properties with high potential include those listed or determined eligible for listing in the National Register of Historic Places. The historical period includes settlement from 1774, with the expedition of Juan Bautista de Anza into the region, to 45 years before the present as defined by the California Environmental Quality Act (CEQA). An inventory of Historical Resources in the County has been completed and mapped, as shown in Figure OS-7 of the RCIP.

Riverside County has also been inventoried for geologic formations known to potentially contain paleontological resources. Paleontological resources are the fossilized biotic remains of ancient environments. They are valued for the information they yield about the history of the earth and its past ecological settings. Lands with low, undetermined or high potential for finding paleontological resources are mapped on Figure OS-8, the Paleontological Sensitivity Resources map. This map is used in the environmental assessment of development proposals and the determination of required impact mitigation. Riverside County has an extensive record of fossil life dating back to the Jurassic era, 150 million years ago.

Based on maps contained in the in the Riverside County Integrated Project, the NorthStar property does not have any identified significant cultural and historic resources, based on the broad brush inventory contained in the Plan. More specifically, Figure OS-6, Relative Archaeological Sensitivity of Diverse Landscapes, show no resource; Figure OS-7 Historical Resources, shows no resources on the property; and OS-8, Paleontological Sensitivity, shows a low probably of resource on the property. The Western Coachella Valley Land Use Plan has no further discussion on cultural resources.

In conjunction with the Specific Plan 151, Amendment No. 2, North Star Commerce Center and Golf Club, a Phase I Cultural Resources Assessment was prepared by Jean Keller of Cultural Resources Consultant. The project encompassed 460 acres but only 260 acres was included in the study because an earlier archaeological assessment had been conducted for the remaining 200 acres in 1979.

The purpose of the 1998 study was two-fold: 1) information was to be obtained pertaining to the early inhabitants of the region through research and a comprehensive field survey; and 2) a determination

was to be made if, and to what extent, existing cultural resources would be adversely impacted by the proposed project.

❖ *Thresholds of Significance*

Impacts on cultural resources may be considered potentially significant if the proposed project would:

- Alter or destroy an historic site.
- Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5.
- Alter or destroy an archaeological site.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.
- Restrict existing religious or sacred uses within the potential impact area.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

Though the research determined there is a moderate sensitivity for cultural resources in the vicinity, cultural resources of either prehistoric or historic origin were not observed within the boundaries of the proposed project during the field survey.

**General Plan Policies**

*The following County policies address cultural resources:*

*OS 19.2 Review all proposed development for the possibility of archaeological sensitivity.*

Prior to construction and in association with an earlier proposal on the same property (NorthStar Business and Commerce Center, SP 151, Amendment No. 2), a thorough cultural resources analysis was conducted for the site. That analysis found no archaeological, paleontological or cultural resources. This is probably because the property had been heavily altered due to previous farming activities. The project has therefore complied with this policy.

*OS 19.4 Require a Native American Statement as part of the environmental review process on development projects with identified cultural resources.*

As a response to the Notice of Preparation, the Agua Caliente Band of Cahuilla Indians, as well as others local tribes, were notified of the intent to prepare an EIR for the NorthStar project site. A letter from the Agua Caliente Band was received during the review period and requested the following:

1. Based on the location of the Project within the Tribe's Traditional Use Area, the Agua Caliente Tribal Historic Preservation Office (THPO) requests copies of any cultural resource documentation that might be generated in connection with the Project for permanent inclusion in the Agua Caliente Culture Register.

2. Experience has shown that there is always a possibility of encountering buried cultural resources during construction related excavations. Given that, the Agua Caliente THPO requests that an Approved Cultural Resource Monitor(s) be present during any survey and/or any ground disturbing activities. Should buried cultural deposits be encountered, the Monitor may request that destructive construction halt and the Monitor shall notify a Qualified (Secretary of the Interior's Standards and Guidelines) Archaeologist to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer and the Agua Caliente Cultural Resource Coordinator.

As a result of those comments and mitigation measures contained in the Cultural Resources study, a mitigation measure has been attached to this EIR to monitor ground disturbance.

*The following County policies pertain to historical resources:*

**OS 19.5** *Transmit significant development proposals to the History Division of the Riverside County Parks Department for evaluation in relation to the destruction/preservation of potential historical sites. Prior to approval of any development proposal, mitigation shall be incorporated into the design of the project and its conditions of approval.*

The property has been used for agriculture in the past and has been vacant for many years. No historic resources were found during the survey and, since the property has been heavily altered due to previous farming and preliminary grading for the golf course, it is reasonable to conclude that there are no historic resources on the property.

*The following County policies provide direction for paleontological resources:*

**OS 19.8** *Whenever existing information indicates that a site proposed for development may contain biological, paleontological, or other scientific resources, a report shall be filed stating the extent and potential significance of the resources that may exist within the proposed development and appropriate measures through which the impacts of development may be mitigated.*

Biological and other scientific resources are discussed in other sections of this EIR. No paleontological resources were found during the survey of the property. A mitigation measure has been added for monitoring of grading and procedures to follow if something is unearthed during site preparation (see Section 3.3.15.3, Mitigation Measures below).

**OS 19.9** *When existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading activities, with the authority to halt grading to collect uncovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department documenting any paleontological resources that are found during the course of site grading.*

A mitigation measure has been added for monitoring of grading and procedures to follow if something is unearthed during site preparation (see Section 3.3.15.3, Mitigation Measures below).

#### ❖ **Mitigation Measures**



- CPR-1** Grading shall be observed by a qualified archaeological monitor to watch for cultural and paleontological resources. Should a subsurface resource be encountered during grading operations, the grading shall be halted and diverted from the area and a qualified archaeologist shall be contacted to determine whether or not the find is significant and warrants testing.
- CPR-2** In addition to a qualified archaeological monitor, an approved cultural resources shall be retained. The monitor may request that destructive construction halt and the monitor shall notify a qualified (Secretary of the Interior's Standards and Guidelines) Archaeologist to investigate and, if necessary, prepare a mitigation plan for submission to the State Historic Preservation Officer, County Historic Preservation Officer and the Agua Caliente Cultural Resource Coordinator. This monitor shall be selected by the Agua Caliente tribe, from a list of approved monitors from the Native American Heritage Commission.
- CPR-3** Prior to the issuance of grading permits, a qualified archaeologist shall be retained by the land developer for consultation and comment on the proposed grading with respect to potential impacts to unique archaeological resources. Should the archqeologist, after consultation with the appropriate Native American tribe(s) find that potential is high for impact to unique archaeological resources (cultural resources and sacred sites), a pre-grading meeting between the archaeologist, Native American observer(s), and the excavation and grading contractor shall take place. During grading operations, the archaeologist, the archaeologist's on-site representative(s) and the Native American Oberserver(s) shall actively monitor all project related grading and construction and, when deemed necessary in the professional opinion of the retained archaeologist and the Native American Observer(s) shall have the authority to temporarily divert, redirect, or halt grading activity to allow recovery of unique archaeological resources.
- CPR-4** Prior to the issuance of grading permits, the NAME, ADDRESS, and TELEPHONE NUMBER of the retained archaeologist shall be submitted to the Planning Department and the Building and Safety Grading Division. If the retained archaeologist, after consultation with the appropriate Native American(s), finds no potential for impacts to unique archaeological resources, a letter shall be submitted to the Planning Department certifying this finding by the retained qualified archaeologist.
- CPR-5** If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of the origin and disposition pursuant to Public Resource Code Section 5097.98. The County Coroner shall be notified immediately. If the remains are determined to be prehistoric, the Coroner shall notify the Native American Heritage Commission, which shall determine and notify the appropriate Native American Tribe who is the most likely descendent. The descendent shall inspect the site of the discovery and make recommendations as to the appropriate mitigation. After the recommendations have been made, the land divider, Native American Tribal representative(s), and the County representative shall meet to determine the appropriate mitigation measures and corrective actions to be implemented.

❖ *Significance After Mitigation*

With the above mitigation measure, any potential impact on cultural resources will be reduced to a level of less than significant.

**D. PUBLIC FACILITIES AND SERVICES ELEMENT**

**1. Circulation**

❖ *Existing Conditions*

The Northstar project is located north of Varner Road, east of Cook Street in the County of Riverside. Physical access to the project site is gained from Varner Road. Varner Road is currently a two-lane, country road, that connects Washington Street, about two miles to the east, with Cook Street, about ¼ mile to the west. Both Washington and Cook Street have interchange connections to Interstate 10.

The subject property is vacant and has no improved circulation. Years of farming has haphazardly created accesses from the project site to Varner Road, mainly from dirt drives from the property. There are no improved or controlled accesses to Varner from the project site. The study area is not currently served by a public transit agency.

Varner Road is designated as an arterial in the Riverside County Integrated Plan with an ultimate build out cross section of 118 feet with two travel lanes in each direction and a 22-foot center median. Development of the property will require a proportionate share of the improvement of Varner Road to its planned profile.

### Relevant County Circulation Plans

The Riverside County Integrated Plan details general location and development standards required to serve future travel demands associated with build-out of the County in accordance with the Land Use Element. It also details the roadway designation (e.g. highway, arterial, local street, etc.), cargo transport, fixed route transit, bike ways, pedestrian facilities, and scenic corridor designations.

The master planned roadways surrounding the project site are Varner Road (designated an arterial), Cook Street (designated a major arterial) and Washington Street (designated a major arterial). All of those streets are high capacity streets with four to six travel lanes and medians. Turning movements are limited to intersections and are often signalized. Medians can be either painted (Varner Road), or raised and landscaped.

### Other Relevant Plans

The Coachella Valley Association of Governments (CVAG) has developed a Transportation Uniform Mitigation Fee (TUMF) that complements the objectives of the Riverside County Congestion Management Program (CMP). In addition, the County of Riverside has adopted a Transportation Demand Management Policy (TDM) that encourages the reduction in peak hour trips, overall roadway congestion, and a decrease in non-attainment pollutants. Examples of these strategies include: telecommuting, flexible work hours, and electronic commerce that enables people to work and shop from home.

Those implementation programs contained in the County's General Plan and the continued association and coordination with CVAG, will achieve a strategy that coordinates transportation system improvements, TUMF and TDM programs, public transit and issues of development affecting regional circulation.

The Southern California Association of Governments (SCAG) assists cities, counties, and other agencies in reviewing projects for consistency with regional plans, including SCAG's *Regional Comprehensive Plan and Guide* and *Regional Mobility Element*. Projects that are consistent with local general plan land use and circulation elements are considered to be consistent with SCAG's adopted population, housing, and job forecasts as well as the transportation systems assumed by SCAG to implement the region's growth policies.

Enhancing aesthetic experiences for residents and visitors to the County has a significant role in promoting tourism, which is important to the County's overall economic future. Due to the visual significance of some of these areas, several roadways have been officially recognized as either State or County designated or eligible scenic highways. In light of that concern, the County has designated the I-10 corridor as a County Eligible Scenic Corridor. Enhancement and preservation of the County's scenic resources will require application of scenic highway standards along Official Scenic Routes.

### Existing Roadway Conditions and Traffic Flow Terminology

The current technical guide to the evaluation of traffic operations is the 2000 Highway Capacity Manual (HCM) (Transportation Research Board Special Report 209). The HCM defines level of service (LOS) as a qualitative measure which describes operational conditions within a traffic stream,

generally in terms of such factors as speed and travel time, freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate level of service conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted.

The definitions of LOS for uninterrupted traffic flow are:

- LOS "A" represents free flow. Individual users are virtually unaffected by the presence of others in the traffic stream.
- LOS "B" is in the range of stable flow, but the presence of other users in the traffic stream begins to be noticeable. Freedom to select desired speeds is relatively unaffected, but there is a slight decline in the freedom to maneuver.
- LOS "C" is in the range of stable flow, but marks the beginning of the range of flow in which the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
- LOS "D" represents high-density but stable flow. Speed and freedom to maneuver are severely restricted, and the driver experiences a generally poor level of comfort and convenience.
- LOS "E" represents operating conditions at or near the capacity level. All speeds are reduced to a low, but relatively uniform value. Small increases in flow will cause breakdowns in traffic movement.
- LOS "F" is used to define forced or breakdown flow. This condition exists wherever the amount of traffic approaching a point exceeds the amount which can traverse the point. Queues form behind such locations.

The definition of level of service for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differs slightly depending on the type of traffic control.

The level of service is typically dependent on the quality of traffic flow at the intersections along a roadway. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. The levels of service determined in this study are determined using the HCM methodology.

Riverside County has established, as a Countywide target, a LOS "C" on all County maintained roads and conventional State Highways. A LOS "D" could be allowed in urban areas only at intersections of any combination of Major Streets, Arterials, Expressways, or conventional State Highways within one mile of a freeway interchange and at freeway ramp intersections.

Existing ADT volumes were obtained from the latest County of Riverside Traffic County Book, 2004 Traffic Census Report by the Coachella Valley Association of Governments (CVAG), 2003 Traffic Volumes on California State Highways from Caltrans, and factored from peak hour counts made for Kunzman Associates (see Appendix B of the Traffic Analysis) using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) × 12 = Leg Volume.

This is a conservative estimate and may over estimate the ADT volumes.

The technique used to assess the capacity needs of an intersection is known as the Intersection Delay Method (see Appendix C of the Traffic Analysis). To calculate delay, the volume of traffic using the intersection is compared with the capacity of the intersection.

The existing delay and LOS for intersections in the vicinity of the project are shown in **Table V35**. Existing delay is based upon manual morning and evening peak hour intersection turning movement counts made for Kunzman Associates in October/November 2003, and April/May/October/November 2004.

**TABLE V-35**  
**EXISTING INTERSECTION DELAY AND LOS**

Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay – LOS <sup>2</sup>	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
<i>Monterey Avenue (NS) at:</i>															
	TS	2	2	1>>	1	3	1	1	1.5	1.5	2	2	1	23.5-C	24.2-C
Varner Rd (EW)	TS	2	2	0	0	3	1>>	0	0	0	2	0	1	18.8-B	17.8-B
I-10 WB Ramps (EW)	TS	0	3	1>>	2	2	0	1	1.5	1.5	0	0	0	17.8-B	16.0-B
I-10 EB Ramps (EW)															
<i>Jack Ivey Drive (NS) at:</i>															
Varner Road (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	9.9-A	11.1-B
<i>Cook Street (NS) at:</i>															
Varner Rd (EW)	TS	1	1	1	1	1	1	1	1	0	2	1	0	22.9-C	23.5-C
I-10 WB Ramps (EW)	TS	0	2	0	0	3	0	0	0	0	1	0	1	11.6-B	11.3-B
I-10 EB Ramps (EW)	TS	0	3	0	1	3	0	1	0	2	0	0	0	17.2-B	14.9-B
Gerald Ford Dr. (EW)	TS	2	3	1	2	2	1	2	2	1	2	2	1	25.9-C	24.9-C
<i>Avenue 38 (NS) at:</i>															
Varner Rd (EW)	CSS	0	0	0	0	1	0	0	1	0	0	1	0	9.0-A	9.0-A
<i>Berkey Drive (NS) at:</i>															

Varner Rd (EW)	AWS	0 0 0	1 1 1	1 1 1	0.5 1.5 1	11.5-B	12.2-B
Washington Street (NS) at:							
Avenue 38 (EW)	CSS	1 2 0	0 2 0	1 0 1	0 0 0	11.3-B	10.0-A
Varner Rd (EW)	TS	2 3 1	2 3 1	1 2 1	2 1.5 1.5	30.2-C	31.2-C
I-10 EB Ramps (EW)	TS	0 3 1	2 3 0	2 0 2	0 0 0	18.3-B	23.6-C
I-10 Freeway WB Ramps (NS) at:							
Varner Rd (EW)	TS	2 0 1	0 0 0	0 3 1>	2 2 0	17.7-B	18.2-B

<sup>1</sup>When a right turn lanes is designated, the lane can either be striped or unstriped. To function as a right turn lane there must sufficient width for right turning vehicles to travel outside the through lanes. L=Left; T=Through; R=Right; >>=Free Right Turn; >=Right Turn Overlap

<sup>2</sup>Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.5.0615 (2001). Per the 2000 Highway Capacity Manual (HCM), overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup>TS = Traffic Signal; CSS = Cross Street Stop; AWS = All Way Stop

*Transit Service*

There is currently no transit service at the project site.

❖ *Thresholds of Significance*

Impacts on transportation/traffic may be considered significant if the project would:

- Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e. result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections).
- Result in inadequate parking capacity.
- Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways.
- Alter waterborne, rail, or air traffic.
- Substantially increase hazards to a design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).
- Cause an effect upon, or a need for new or altered maintenance of roads.
- Cause an effect upon circulation during the project’s construction.
- Result in inadequate emergency access or access to nearby uses.
- Conflict with adopted policies supporting alternative transportation (e.g. bus turnouts, bicycle racks).

❖ *Project Impact/Relationship to Thresholds of Significant and General Plan Policies*

Existing Traffic Volumes were obtained from the latest County of Riverside Traffic Count Book, 2004 Traffic Census Report by the Coachella Valley Association of Governments (CVAG), 2003 Traffic Volumes on California State Highways from Caltrans, and factored from peak hour counts conducted by Kunzman Associates who performed the Traffic Impact Analysis for the proposed project study area.

Pursuant to discussions with the County of Riverside Transportation Department staff, the study area included the following intersections:

Monterey Avenue (NS) at:

- Varner Road (EW)
- I-10 Freeway WB Ramps (EW)
- I-10 Freeway EB Ramps (EW)

Jack Ivey Drive (NS) at:

- Varner Road (EW)

Berkey Drive (NS) at:

- Varner Road (EW)

Cook Street (NS) at:

- Varner Road (EW)
- I-10 Freeway WB Ramps (EW)
- I-10 Freeway EB Ramps (EW)
- Gerald Ford Drive (EW)

Washington Street (NS) at:

- Avenue 38 (EW)
- Varner Road (EW)
- I-10 Freeway EB Ramps (EW)

I-10 Freeway WB Ramps (NS) at:

- Varner Road (EW)

NorthStar Project Street "A" (NS) at:

- Varner Road (EW)

NorthStar Project Street "B" (NS) at:

- Varner Road (EW)

NorthStar Project Street "C" (NS) at:

- Varner Road (EW)

NorthStar Project Street "D" (NS) at:

- Varner Road (EW)

NorthStar Project Street "E" (NS) at:

- Varner Road (EW)

NorthStar Project Street "F" (NS) at:

- Varner Road (EW)

The study area intersections currently operate within acceptable Levels of Service during the peak hours for existing traffic conditions.

### Site Traffic

The traffic generated by the project is determined by multiplying an appropriate trip generation rate by the quantity of land use. Trip generation rates are predicated on the assumption that energy costs, the availability of roadway capacity, the availability of vehicles to drive, and lifestyles will remain similar to today. A major change in any one of those variables may affect trip generation rates.

The proposed development is projected to generate a total of approximately 43,023 daily vehicle trips, 2,445 of which will occur during the morning peak hour and 4,244 will occur during the evening peak hour.

It should be noted that for the commercial retail portions of the project, a percentage of the traffic will come from pass-by trips from adjacent roadways and are trips that are currently already on the roadway system, especially the I-10 freeway. To analyze a “conservative” scenario in terms of the assignment of traffic, the traffic volumes from the commercial retail portion of the project have not been reduced as a result of pass-by trips.

In addition, as a commercial retail trip generated by the project will also be making trips to the other planning areas in the project, a double counting of those trips occurs. The trips generated for the project account for the internal interaction and reduce the total trips generated by 10% to compensate.

Based on trip generation rates from the Institute of Transportation Engineers (ITE), Trip Generation, 7<sup>th</sup> Edition, 2003, the NorthStar project will generate traffic as shown in Table V-36.

**TABLE V-36**  
**NORTHSTAR TRAFFIC GENERATION<sup>1</sup>**

Planning Area – Land Use	Quantity	Units <sup>2</sup>	Peak Hour						Daily
			Morning			Evening			
			In	Out	Total	In	Out	Total	
<u>Trip Rate</u>									
1 – Golf Course	18	Holes	1.75	0.47	2.22	1.21	1.53	2.74	35.74
2 – Golf Clubhouse	10.5	TSF	1.39	0.10	1.49	0.14	1.26	1.40	7.98
3 – Resort Hotel	350	RM	0.27	0.10	0.37	0.21	0.28	0.49	8.00
4 – MFR Attached	54	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
5 – Timeshare Residential	216	DU	0.11	0.05	0.16	0.11	0.15	0.26	3.16
6A & 6B – MFR Attached	550	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
7 – Commercial Retail	400.0	TSF	0.55	0.35	0.90	1.88	2.03	3.91	41.80
7 – MRF Attached	150	DU	0.07	0.37	0.44	0.35	0.17	0.52	5.86
8 – Industrial Park	1,200.0	TSF	0.69	0.15	0.84	0.18	0.68	0.86	6.96
9 – Office	230.0	TSF	1.40	0.19	1.59	0.25	1.21	1.46	11.01
10 – Commercial Retail	100.0	TSF	0.95	0.61	1.56	3.00	3.26	6.26	67.91
<u>Trips Generated</u>									
1 – Golf Course	18	Holes	32	8	40	22	28	50	643
2 – Golf Clubhouse	10.5	TSF	15	1	16	1	13	14	84
3 – Resort Hotel	350	RM	95	35	130	74	98	172	2,800



4 – MFR Attached	54	DU	4	20	24	19	9	28	316
5 – Timeshare Residential	216	DU	24	11	35	24	32	56	683
6A & 6B – MFR Attached	550	DU	39	204	243	193	94	287	3,223
7 – Commercial Retail	400.0	TSF	220	140	360	752	812	1,564	16,720
7 – MRF Attached	150	DU	11	56	67	53	26	79	879
8 - Industrial Park	1,200.0	TSF	828	180	1,008	216	816	1,032	8,352
9 – Office	230.0	TSF	322	44	366	58	278	336	2,532
10 – Commercial Retail	100.0	TSF	95	61	156	300	326	626	6,791
Subtotal			1685	760	2,445	1,712	2,532	4,244	43,023
Internal (10%)			-169	-76	-245	-171	253	424	4,302
<b>Total</b>			<b>1517</b>	<b>684</b>	<b>2,201</b>	<b>1,541</b>	<b>2,279</b>	<b>3,820</b>	<b>38,721</b>

<sup>1</sup>Source: Institute of Transportation Engineers (ITE), *Trip Generation* 7<sup>th</sup> Edition, 2003, Land Use Categories 130, 230, 260, 330, 430, 710, 714 and 820.

<sup>2</sup>TSF = Thousand Square Feet; RM = Rooms; DU = Dwelling Units

#### Other Development Traffic, Opening Year 2007

To assess opening year (2007) traffic conditions, project traffic is combined with existing traffic, other development and area-wide growth. **Table V-37** lists the proposed land uses for nearby development. The information on area development proposals was supplied by the County of Riverside Transportation Department staff.

**TABLE V-37  
OTHER DEVELOPMENT TRAFFIC GENERATION**

Project	Land Use	Quantity	Units <sup>1</sup>	Peak Hour						Daily
				Morning			Evening			
				In	Out	Total	In	Out	Total	
TR 26158	Single-Family Detached Residential	113	DU	21	63	84	72	42	114	1,081
TR 30653	Single-Family Detached Residential	844	DU	160	473	633	540	312	852	8,077
	Golf Course	18	Holes	32	8	40	22	28	50	643
	Subtotal			192	481	673	562	340	902	8,720
TR 29150	Single-Family Detached Residential	259	DU	49	145	194	166	96	262	2,479
TR 29151	Single-Family Detached Residential	105	DU	20	59	79	67	39	106	1,055
TR 29333	Mobile Home Park	647	DU	58	226	284	239	142	381	3,229
<b>Total</b>				<b>340</b>	<b>974</b>	<b>1,314</b>	<b>1,106</b>	<b>659</b>	<b>1,765</b>	<b>16,514</b>

<sup>1</sup>DU = Dwelling Units

To account for area-wide growth on roadways, Opening Year traffic volumes have been calculated based on a 2.0 percent annual growth rate of existing traffic volumes over a two year period. The area-wide growth rate was provided by the County of Riverside Transportation Department staff.

*Other Development Traffic, General Plan Buildout*

The General Plan Buildout traffic volumes have been derived from the City of Palm Desert General Plan Update Traffic Study Addendum (Supplemental Analysis) dated September 17, 2003 preferred alternative forecasts currently being used for long range planning in the City. The forecasts have been developed using accepted procedures for model forecast refinement and smoothing.

*Traffic Analysis*

Capacity and Level of Service and Improvement Analysis, Existing Plus Ambient Plus Project

Based on the analysis contained in the Traffic Impact Analysis, for existing plus ambient plus project traffic conditions, the following study area intersection are projected to operate at unacceptable levels of service during the peak hours, without improvements:

- Jack Ivey Drive (NS) at Varner Road (EW)
- Cook Street (NS) at Varner Road (EW)
- Berkey Drive (NS) at Varner Road (EW)

For existing plus ambient plus project traffic conditions and with improvements outlined above (see Table 4 in the Traffic Analysis), the study area intersections are projected to operate within acceptable levels of service during the peak hours.

Capacity and Level of Service and Improvement Analysis, Opening Year (2007)

*Level of Service at Opening Year (2007) Without Project and Roadway Improvements*

For Opening Year (2007) without project traffic conditions, the following study area intersection is projected to operate at an unacceptable level of service during the evening peak hour, without improvements:

- Jack Ivey Drive (NS) at Varner Road (EW)

For Opening Year (2007) without project traffic conditions and with improvements mentioned above (see Table 5 in the Traffic Analysis), the study area intersections are projected to operate within an acceptable level of service during the peak hours.

*Level of Service at Opening Year (2007) With Project and Roadway Improvements*

For Opening Year (2007) with project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:

- Jack Ivey Drive (NS) at Varner Road (EW)

- Cook Street (NS) at Varner Road (EW)
- Berkey Drive (NS) at Varner Road (EW)

For Opening Year (2007) with project traffic conditions and with improvements (see Table 6 in the Traffic Analysis), the study area intersections cited above are projected to operate within acceptable levels of service during the peak hours.

#### Capacity and Level of Service and Improvement Analysis, General Plan Buildout

##### *Level of Service at General Plan Buildout Without Project and Roadway Improvements*

For General Plan Buildout without project traffic conditions, the following study area intersections are expected to operate at unacceptable levels of service during the peak hours, without improvements:

- Monterey Avenue (NS) at Varner Road (EW) and I-10 Freeway WB Ramps (EW)
- Jack Ivey Drive (NS) at Varner Road (EW)
- Cook Street (NS) at Varner Road (EW), I-10 Freeway EB Ramps (EW), and Gerald Ford Drive (EW)
- Avenue 38 (NS) at Varner Road (EW)
- Berkey Drive (NS) at Varner Road (EW)
- Washington Street (NS) at Avenue 38 (EW), Varner Road (EW), and I-10 Freeway EB Ramps (EW)

For General Plan Buildout without project traffic conditions and with the improvements outlined above (see Table 7 of the Traffic Analysis), the study area intersections are projected to operate within acceptable levels of service during the peak hours.

##### *Level of Service at General Plan Buildout with Project and Roadway Improvements*

For General Plan Buildout with project traffic conditions, the following study area intersections are projected to operate at unacceptable levels of service during the peak hours, without improvements:

- Monterey Avenue (NS) at Varner Road (EW) and I-10 Freeway WB Ramps (EW)
- Jack Ivey Drive (NS) at Varner Road (EW)
- Cook Street (NS) at Varner Road (EW), I-10 Freeway EB Ramps (EW), and Gerald Ford Drive (EW)
- Avenue 38 (NS) at Varner Road (EW)
- Berkey Drive (NS) at Varner Road (EW)
- Washington Street (NS) at Avenue 38 (EW), Varner Road (EW) and I-10 Freeway EB Ramps (EW)

For General Plan Buildout with project traffic conditions and with improvements stated above (see Table 8 of the Traffic Analysis), the study area intersections are projected to operate within acceptable levels of service during the peak hours.

##### *Project Parking*

The Riverside County parking code requirements are included in the Appendix D of the Traffic/Parking Analysis. Based on the County parking code, a total of 9,478 parking spaces will be required for the project at buildout of the projected land uses based on all land uses simultaneously generating their maximum parking demand. **Table V-38** summarizes the project parking demand.

**TABLE V-38  
ON-SITE PARKING CODE REQUIREMENTS**

Land Use	Planning Area	Quantity	Units <sup>1</sup>	Parking Code	Parking Spaces Required
Golf Course	1	18	Holes	6 spaces/hole	108
Golf Course Office	2	10.5	TSF	1 space/200 sq. ft.	53
Resort Hotel	3	350	RM	1 space/room + 2 spaces/resident manager	352
Multi-Family Attached Residential	4	54	DU	2.5 spaces/unit	135
Timeshare Residential	5	216	DU	2.5 spaces/unit	540
Multi-Family Attached Residential	6A & 6B	550	DU	2.5 spaces/unit	1,375
Commercial Retail	7	400.0	TSF	5.5 spaces/1000 sq. ft.	2,200
Multi-Family Attached Residential	7	150	DU	2.5 spaces/unit	375
Industrial Park	8	1200.0	TSF	1 space/250 sq. ft. of office + 1 space/500 sq. ft of other	2,640
Office	9	230.0	TSF	1 space/200 sq. ft.	1,150
Commercial Retail	10	100.0	TSF	5.5 spaces/1000 sq. ft.	550
<b>Total</b>					<b>9,478</b>

NorthStar has a land use mix that is conducive to shared parking. The Urban Land Institute (ULI) from its Shared Parking (1983) publication outlines a method for determining shared parking. A summary of the ULI study is included in Appendix E of the Traffic/Parking Analysis.

The ULI shared parking analysis evaluates the types of uses, parking rates, monthly variations of parking demand by land use, differences between weekday and weekend parking demand, and the hourly distribution of peak parking demand for each type of land use. However, in order to provide a “conservative” analysis, the ULI procedures were not utilized in this study to evaluate peak parking demand that would occur for the NorthStar project.

The idea of a shared parking analysis is that if the various land uses have peak parking demands at different points in time, or on different days of the week, then the number of spaces required is not the sum of the parking requirements for each land use, but rather less. If the peak demands for the various land uses are non-coincidental, then there is an opportunity for sharing of parking. To determine the degree to which shared parking can occur, the cumulative hourly parking demand of the land uses is calculated at all points in time throughout the day for both weekdays and weekends. With the parking demand known by hour and day, then the maximum peak parking demand during a seven-day week can be determined. The maximum expected parking demand during the seven-day week is then used as a basis for determining the number of parking spaces needed. To address

the possibility of shared parking, a procedure for determining shared parking should be included in the Zoning Ordinance section of the Specific Plan.

### Special Events

The Classic Course at NorthStar (the golf course on the project site) is scheduled to be a participating course for the Bob Hope Chrysler Golf Course, a PGA sponsored event, in January of each year. Starting in 2006 and every other year after that, the course will be the home course. This means that on Sunday, the course will play host to the final round of the event. For opening year traffic conditions, the event is estimated to have 30,000 attendees and that number will grow to 50,000 by year 2010. The 50,000 attendee number is the maximum that can be accommodated on the course.

Trip generation rates for the Sunday traffic at the tournament were determined for daily traffic, morning peak hour inbound and outbound traffic, and evening peak hour inbound and outbound traffic. By multiplying the traffic generation rate by the land use quantities, the traffic volumes can be determined. **Table V-39** exhibits the traffic generation rates, project peak hour volumes, and project daily traffic volumes. The traffic generation rates are based on discussions with the tournament personnel.

**TABLE V-39**  
**PROJECT TRAFFIC GENERATION - SUNDAY**

Planning Area - Land Use	Quantity	Units <sup>1</sup>	Peak Hour					
			Morning			Evening		
			In	Out	Total	In	Out	Total
<b>Opening Year (2006) – Minor Event</b>								
Event Golf Course <sup>2</sup>	18	Holes	2,835	405	3,240	405	2,430	2,835
<b>Interim Year (2010) – Major Event</b>								
1 - Golf Course <sup>2</sup>	18	Holes	4,725	675	5,400	675	4,050	4,725
2 - Golf Clubhouse – Office	10.5	TSF	NOM <sup>3</sup>	NOM	NOM	NOM	NOM	NOM
3 - Resort Hotel	350	RM	144	287	431	287	144	431
4 - Multi-Family Residential	54	DU	12	14	26	14	12	26
5 - Timeshare Residential	216	DU	37	41	78	41	37	78
6A & 6B - Multifamily Attached Residential	550	DU	121	138	259	138	121	259
7 - Commercial Retail <sup>4</sup>	150	DU	33	38	71	38	33	71
7 - Multifamily Attached Residential	1,200.0	TSF	N/A <sup>5</sup>	N/A	N/A	N/A	N/A	N/A
8 - Industrial Park	230	TSF	NOM	NOM	NOM	NOM	NOM	NOM
9 - Office	100	TSF	338	311	311	311	338	649
10 - Commercial Retail <sup>4</sup>								
<b>Total</b>			<b>6,241</b>	<b>2,271</b>	<b>8,512</b>	<b>2,271</b>	<b>5,566</b>	<b>7,837</b>
<b>Buildout Year (2015) – Major Event</b>								
Event	18	Holes	4,725	675	5,400	675	4,050	4,725
1 - Golf Course <sup>2</sup>	10.5	TSF	NOM	NOM	NOM	NOM	NOM	NOM
2 - Golf Clubhouse – Office	350	RM	144	287	431	287	144	431
3 - Resort Hotel	54	DU	12	14	26	14	12	26
4 - Multi-Family Residential	216	DU	37	41	78	41	37	78
5 - Timeshare Residential	550	DU	121	138	259	138	121	259

6A & 6B - Multifamily Attached Residential	400.0	TSF	831	767	1598	767	831	1,598
7 - Commercial Retail <sup>4</sup>	1200.0	TSF	NOM	NOM	NOM	NOM	NOM	NOM
7 - Multifamily Attached Residential	230	TSF	NOM	NOM	NOM	NOM	NOM	NOM
8 - Industrial Park	100	TSF	338	311	311	311	338	649
9 - Office								
10 - Commercial Retail <sup>4</sup>								
<b>Total</b>			<b>6,241</b>	<b>2,271</b>	<b>8,512</b>	<b>2,271</b>	<b>5,566</b>	<b>7,837</b>

<sup>1</sup>TSF = Thousand Square Feet; RM = Rooms; DU = Dwelling Units

<sup>2</sup> Based upon discussions with Bob Hope Classic Golf Tournament personnel. The % during the morning peak hour is 35% and the % during the evening peak is 45%. In addition, an average vehicle occupancy of 2.5 has been assumed.

<sup>3</sup>NOM = Nominal

<sup>4</sup>25% reduction to account for golf event interaction

<sup>5</sup>N/A = Not Applicable

The opening year (2006) minor event is projected to generate approximately 3,240 vehicle trips during the morning peak hour and 2,835 during the evening peak hour. The 2010 and 2015 major event is projected to generate approximately 8,512 during the morning peak hour and 7,837 during the evening peak hour.

However, traffic volumes in Table 2 consist of the total trips generated for each project land use. Commercial retail trip generated by the project without the event will be interacting with the golf event. Trip generation rates for the project therefore accounts for the internal interaction (25%) between the proposed land uses.

Directional distribution for Opening Year, Interim Year and Buildout Year are depicted in Figures 9 through 17 of the Traffic/Parking Analysis. For the Interim Year, a shuttle service between the Indian Wells Tennis Garden and the NorthStar property is assumed. For the buildout year, a shuttle service between the Indian Wells Tennis Garden, the California State University San Bernardino/University of California Riverside Campus, the Xavier College Preparatory High School and the NorthStar site is anticipated.

To determine the traffic distributions for the proposed project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the site, and other additional information on future development and traffic impacts in the area were reviewed.

Based on the identified traffic generation and distributions, morning and evening peak hour intersection turning movement volumes expected for Opening Year (2006), Interim Year (2010) and Buildout Year (2015) are shown in Figures 18 through 23 in the Traffic/Parking Analysis.

To project Sunday project traffic conditions, traffic is combined with existing traffic and area-wide growth for the Opening Year, the Interim Year and the Buildout Year. For all three scenarios, the annual growth rate is 2.0% (County of Riverside Transportation Department staff) and is added to daily and peak hour traffic volumes, in addition to project traffic, to surrounding roadways.

For the Opening Year, it is assumed that there will be no other development on the NorthStar project. For the Interim Year, the resort hotel, the multifamily residential units, the timeshare residential units, the retail village and the office land uses have been assigned to the roadway system based upon

traffic distributions obtained from the NorthStar Traffic Impact Analysis. For the Buildout Year, it is assumed that the entire project is built and assigned to the roadway system, again, based on traffic distribution contained in the NorthStar Traffic Impact Analysis.

*Level of Service for Opening Year (2006)*

The Opening Year (2006) delay and Level of Service (LOS) for the study area roadway network with the proposed event are shown in **Table V-40**

**TABLE V-40**  
**OPENING YEAR (2006) WITH PROJECT INTERSECTION DELAY AND LEVEL OF SERVICE**  
**(LOS) - SUNDAY**

Intersection	Traffic Control	Intersection Approach Lanes <sup>1</sup>												Peak Hour Delay – LOS <sup>2</sup>	
		Northbound			Southbound			Eastbound			Westbound			Morning	Evening
		L	T	R	L	T	R	L	T	R	L	T	R		
<i>Monterrey Ave (NS) at:</i> Varner Road (EW)	TS	2	2	1>>	1	3	1>>	1	1.5	1.5	2	2	1	32.9-C	32.1-C
I-10 Freeway WB Ramps (EW)	TS	2	2	0	0	3	1>>	0	0	0	2	0	1	16.3-B	19.3-B
I-10 Freeway EB Ramps (EW0)	TS	0	3	1>>	2	2	0	1.5	0	1.5	0	0	0	15.7-B	16.7-B
<i>Cook Street (NS) at:</i> Varner Road (EW)															
-W/O Improvements	TS	1	1	1	1	1	1	1	1	0	2	1	0	99.9-F	53.9-D
-With Improvements	TS	2	1	1	1	1	1	1	2	1>	2	2	1	99.9-F	48.3-D
I-10 Freeway WB Ramps (EW)	TS	0	2	0	0	3	0	0	0	0	1	0	1	12.8-B	12.1-B
I-10 Freeway EB Ramps (EW)	TS	0	3	0	1	3	0	1	0	2	0	0	0	43.2-D	22.9-C
Gerald Ford Drive (EW)	TS	2	3	1	2	2	1	2	2	1	2	2	1	32.7-C	32.2-C
<i>Ave. 38 (NS) at:</i> Varner Road (EW)															
-W/O Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	11.0-B

-With Improvements	TS	0 0 0	0 1 0	0 1 0	0 1 0	44.2-D	17.7-B
<i>Berkey Drive (NS) at:</i>							
Varner Road (EW)							
-W/O Improvements	AWS	0 0 0	1 1 1	1 1 1	0.5 1.5 1	31.1-D	99.9-F
-With Improvements	TS	0 0 0	1 1 1	1 1 1	0.5 1.5 1	6.6-A	18.8-B
<i>Washington St (NS) at:</i>							
Varner Road (EW)	TS	2 3 1>	2 3 1	1 2 1	2 1.5 1.5	36.8-D	48.3-D
I-10 Freeway EB Ramps (EW)	TS	0 3 1	2 3 0	2 0 2	0 0 0	13.8-B	16.8-B
<i>I-10 Freeway WB Ramps (NS) at:</i>							
Varner Road (EW)	TS	2 0 1	0 0 0	0 3 1>	2 2 0	25.3-C	23.8-C

<sup>1</sup>When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

<sup>2</sup>Delay and level of service has been calculated using the following analysis software. Traffic, Version 7.5.0615 (2001). Per the 2000 Highway Capacity Manual (HCM), overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup>TS = Traffic Signal; CSS = Cross Street Stop; AWS= All Way Stop

<sup>4</sup>99.9-F = Delay high, Intersection Unstable, Level of Service F

**TABLE V-41  
INTERIM YEAR (2010) WITH PROJECT INTERSECTION DELAY  
AND LEVEL OF SERVICE (LOS) - SUNDAY**

Intersection	Traffic Control	Intersection Approach Lanes <sup>1</sup>								Peak Hour Delay – LOS <sup>2</sup>					
		Northbound			Southbound			Eastbound		Westbound		Morning	Evening		
		L	T	R	L	T	R	L	T	R	L			T	R
<i>Monterrey Ave (NS) at:</i>															
Varner Road (EW)	TS	2	2	1>>	1	3	1>>	1	1.5		2	2	1	33.9-C	35.1-D
I-10 Freeway WB Ramps (EW)	TS	2	2	0	0	3	1>>		1.5		2	0	1	16.8-B	19.9-B
I-10 Freeway EB Ramps (EW0)	TS	0	3	1>>	2	2	0	0	0	0	0	0	0	16.0-B	17.7-B
<i>Cook Street (NS) at:</i>															
Varner Road (EW)															
-W/O Improvements	TS	1	1	1	1	1	1	1	1	0	2	1	0	99.9-F	99.9-F
-With Improvements	TS	2	1	1	1	1	1	1	2	1>	2	2	1	99.9-F	99.9-F
I-10 Freeway WB Ramps (EW)	TS	0	2	0	0	3	0	0	0	0	1	0	1	15.4-B	13.9-B
I-10 Freeway EB Ramps (EW)	TS	0	3	0	1	3	0	1	0	2	0	0	0	99.9-F	24.0-C
Gerald Ford Drive (EW)	TS	2	3	1	2	2	1	2	2	1	2	2	1	36.7-D	33.6-C
<i>Ave. 38 (NS) at:</i>															
Varner Road (EW)															
-W/O Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	37.0-E
-With Improvements	TS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	99.9-F
<i>Berkey Drive (NS) at:</i>															
Varner Road (EW)															
-W/O Improvements	AWS	0	0	0	1	1	1	1	1	1	0.5	1.5	1	99.9-F	99.9-F



-With Improvements	TS	0 0 0	1 1 1	1 1 1	0.5 1.5 1	20.9-C	99.9-B
Washington St (NS) at: Varner Road (EW)	TS	2 3 1>	2 3 1	1 2 1	2 1.5 1.5	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW)	TS	0 3 1	2 3 0	2 0 2	0 0 0	29.1-C	26.8-C
I-10 Freeway WB Ramps (NS) at: Varner Road (EW)	TS	2 0 1	0 0 0	0 3 1>	2 2 0	47.3-D	39.3-D

<sup>1</sup>When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn land there must be sufficient width for right turning vehicles to travel outside the trough lanes.

L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap

<sup>2</sup>Delay and level of service has been calculated using the following analysis software. Traffic, Version 7.5.0615 (2001). Per the 2000 Highway Capacity Manual (HCM), overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single land) are shown.

<sup>3</sup>TS = Traffic Signal; CSS = Cross Street Stop; AWS= All Way Stop

<sup>4</sup>99.9-F = Dlay high, Intersection Unstable, Level of Service F

**TABLE V-42  
BUILDOUT YEAR (2015) WITH PROJECT INTERSECTION DELAY AND LEVEL OF SERVICE  
(LOS) - SUNDAY**

Intersection	Traffic Control	Intersection Approach Lanes <sup>1</sup>								Peak Hour Delay – LOS <sup>2</sup>					
		Northbound			Southbound			Eastbound		Westbound		Morning	Evening		
		L	T	R	L	T	R	L	T	R	L			T	R
Monterrey Ave (NS) at: Varner Road (EW)	TS	2	2	1>>	1	3	1>>	1	1.5		2	2	1	34.1-C	37.8-D
I-10 Freeway WB Ramps (EW)	TS	2	2	0	0	3	1>>		1.5		2	0	1	17.3-B	22.0-C
I-10 Freeway EB Ramps (EW0)	TS	0	3	1>>	2	2	0	0	0	0	0	0	0	16.5-B	19.3-B
								1.5	0	1.5					
Cook Street (NS) at: Varner Road (EW)															
-W/O Improvements	TS	1	1	1	1	1	1	1	1	0	2	1	0	99.9-F	99.9-F
-With Improvements	TS	2	1	1	1	1	1	1	2	1>	2	2	1	99.9-F	99.9-F
I-10 Freeway WB Ramps (EW)	TS	0	2	0	0	3	0	0	0	0	1	0	1	18.1-B	14.2-B
I-10 Freeway EB Ramps (EW)	TS	0	3	0	1	3	0	1	0	2	0	0	0	99.9-F	30.3-C
Gerald Ford Drive (EW)	TS	2	3	1	2	2	1	2	2	1	2	2	1	99.9-F	55.1-E
Ave. 38 (NS) at: Varner Road (EW)															
-W/O Improvements	CSS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	21.8-C
-With Improvements	TS	0	0	0	0	1	0	0	1	0	0	1	0	99.9-F	99.9-F
Berkey Drive (NS) at: Varner Road (EW)															
-W/O Improvements	AWS	0	0	0	1	1	1	1	1	1	0.5	1.5	1	99.9-F	99.9-F

-With Improvements	TS	0 0 0	1 1 1	1 1 1	0.5 1.5 1	7.7-A	99.9-F
Washington St (NS) at: Varner Road (EW)	TS	2 3 1>	2 3 1	1 2 1	2 1.5 1.5	99.9-F	99.9-F
I-10 Freeway EB Ramps (EW)	TS	0 3 1	2 3 0	2 0 2	0 0 0	29.9-C	28.1-C
I-10 Freeway WB Ramps (NS) at: Varner Road (EW)	TS	2 0 1	0 0 0	0 3 1>	2 2 0	40.8-D	452-D

<sup>1</sup>When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn land there must be sufficient width for right turning vehicles to travel outside the trough lanes.  
 L = Left; T = Through; R = Right; >> = Free Right Turn; > = Right Turn Overlap  
<sup>2</sup>Delay and level of service has been calculated using the following analysis software. Traffic, Version 7.5.0615 (2001). Per the 2000 Highway Capacity Manual (HCM), overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single land) are shown.  
<sup>3</sup>TS = Traffic Signal; CSS = Cross Street Stop; AWS= All Way Stop  
<sup>4</sup>99.9-F = Delay high, Intersection Unstable, Level of Service F

*Parking Management for Golf Event*

For Opening Year traffic conditions on Sunday (the peak traffic scenario), it is expected that 30,000 people will attend the golf event. Based on a maximum occupancy factor of 0.9, a hotel factor of 0.75 and an occupancy rate of 2.5 people per car, 8,100 parking spaces are needed. About 7,000 spaces will be available on the light industrial site (Planning Area 8) based on 100 parking spaces per acre over the 70 acres of that area. In addition, an additional 1,150 spaces can be provided on the office area (Planning Area 9) based on the same generation rate. Therefore, 8,100 spaces are needed and 8,150 spaces are provided.

For the Interim Year traffic conditions on Sunday, it is expected that 50,000 people will attend the golf event. Assuming the same occupancy factor, hotel factor and car occupancy rate, 13,500 parking spaces are needed. The industrial and office areas will continue to provide the 8,150 spaces as outlined in the previous paragraph. In addition to those spaces, an addition 5,500 spaces will be provided at the Indian Wells Tennis Garden. From there a shuttle will transport spectators to the event. Thus, 13,650 spaces will be provided, meeting the need for 13,600.

For the Buildout Year traffic conditions on Sunday, it is expected that 50,000 people will attend the golf event. Again assuming the same occupancy factor, hotel factor and car occupancy rate, 13,500 parking spaces are needed. However, the entire project site is assumed to be developed and will provide a total of about 2,640 parking spaces (it is also assumed that parking for the office and industrial areas will not be fully utilized since it is the weekend). The Indian Wells Tennis Garden will provide 5,500 space, the University campus across the I-10 will provide approximately 3,600 spaces and the Xavier College Preparatory High School north of the NorthStar site on Chase School Road, will provide about 900 spaces. Shuttles will provide transportation for spectators to the event. The total is 13,790 spaces, again in excess of the 13,500 needed.

Access to the golf tournament will be via Varner Road in all three timeframes. Project access will be restricted as depicted in Figure 32 of the Traffic/Parking Analysis.

**Table V-43** summarizes the estimated parking demand for the golf event for Opening Year, Interim Year and Buildout year.

**TABLE V-43  
PEAK EVENT PARKING REQUIREMENTS**

Timeframe	Descriptor	Parking Space Calculations	
Opening Year (2006)	<u>Parking Spaces Required</u>		
	Minor Event Attendees	30,000	
	Maximum Occupancy Factor <sup>1</sup>	0.9	
	Subtotal	27,000	
	Hotel Factor <sup>2</sup>	0.75	
	Subtotal	20,250	
	Car Occupancy Factor <sup>3</sup>	2.5	
	Total	8,100	
	<u>Parking Spaces Provided</u>		
	Light Industrial (unpaved)	7,000	
	Office	1,150	
	Total	8,150	
	Interim Year (2010)	<u>Parking Spaces Required</u>	
		Major Event Attendees	50,000
Maximum Occupancy Factor <sup>1</sup>		0.9	
Subtotal		45,000	
Hotel Factor <sup>2</sup>		0.75	
Subtotal		33,750	
Car Occupancy Factor <sup>3</sup>		2.5	
Total		13,500	
<u>Parking Spaces Provided</u>			
Light Industrial (unpaved)		7,000	
Office		1,150	
Indian Wells Tennis Garden		5,500	
Total		13,650	
Buildout Year (2015)		<u>Parking Spaces Required</u>	
	Major Event Attendees	50,000	
	Maximum Occupancy Factor <sup>1</sup>	0.9	
	Subtotal	45,000	
	Hotel Factor <sup>2</sup>	0.75	
	Subtotal	33,750	
	Car Occupancy Factor <sup>3</sup>	2.5	
	Total	13,500	
	<u>Parking Spaces Provided</u>		
	Light Industrial (paved)	2,640	
	Office	1,150	
	Indian Wells Tennis Garden	5,500	
	CSUSB/UCR Campus	3,600	
	Xavier Preparatory High School	900	
Total	13,790		

<sup>1</sup>Maximum occupancy factor based total number of attendees at golf course event at one time.

<sup>2</sup>Hotel factor based upon attendees occupying rooms in the vicinity of the site.

<sup>3</sup>Car oppupancy factor based upon 2.5 average vehicle occupancy.

To accommodate the event, the sponsors should follow the following:

- Event Notice – In advance of a major event, pre-event advertising shall occur to alert visitors to designated inbound and outbound routes, parking locations, and pre-paid parking opportunities. Directional maps shall be published and distributed as necessary. Coordination shall occur with all affected agencies including, but not limited to, the County of Riverside, Caltrans, California Highway Patrol, the Cities of Palm Desert, Rancho Mirage, Indian Wells, emergency services, and the Sunline Transit Agency, each year prior to a major event. Property owners in the immediate vicinity shall also be notified by mail.
- Channelization – Traffic shall be channeled through preferred intersections between the NorthStar property and Varner Road. Traffic cones shall be used to channelize traffic and guide drivers to the available parking areas. Proper signs shall be utilized during peak periods. Each approach shall have proper signs that clearly mark directions.
- Manual Traffic Control - Manual traffic control points shall be manned with traffic control personnel in order to route traffic flow at intersections and at parking areas. The recommended traffic control points at the project entries are shown on Figure 32 in the Traffic/Parking Analysis. On-site traffic control personnel shall communicate to each other via radios so as to be in constant contact. All on-site traffic control personnel shall be trained prior to starting work in the field and shall be equipped with appropriate safety equipment (i.e., orange vests).
- Circulation Patterns – The traffic flow shall be routed to the appropriate accesses, as shown in Figure 32 in the Traffic/Parking Analysis. It is important that parking personnel enforce the proposed circulation/parking concept and adequately communicate with each other to monitor site conditions.
- Valet/VIP Area – The valet/VIP areas are also shown in Figure 32 of the Traffic/Parking Analysis. These areas shall be appropriately signed and striped with painted curbs. Pedestrian conflicts shall be minimized as much as possible by directing pedestrians to designated crossings. At peak periods during special events, manual control could be necessary in the drop-off areas. It should be noted that the valet/VIP area will be parked in greater density by valet than standard general public vehicle parking.
- Designated Parking Spaces – Each parking area shall contain preferential parking spaces for the handicapped. Each specially designated area shall be clearly painted and signed. Signs shall be posted to clearly direct the appropriate attendees to the designated parking spaces. Temporary no parking signs shall be placed on all surrounding public streets. Spectator vehicles parked in these areas shall be ticketed and towed. In the event that parking on nearby residential streets become a problem, a parking sticker program could be issued to residents and their guests.
- Vehicle Occupancy – To increase vehicle occupancy, parking shall be priced so that there are at least two pricing levels depending on vehicle occupancy. For instance, vehicles with three or more persons, may be given a 50% discount for parking.

- Monitoring – A follow-up monitoring program shall be used to determine the effectiveness of the parking management plan. Peak periods shall be monitored, if necessary, in order to make changes to the parking management program to improve operating conditions.

#### *General Plan Policies*

Policies that seek to protect and maintain resources along scenic highways are incorporated into the County's Plan. Policies outlined in the Multipurpose Open Space Element and Land Use Element, Scenic Corridors section also address scenic highway issues. The following County General Plan Circulation Element Policies pertain to the proposed project:

*C 2.1 Maintain the following countywide target Levels of Service: LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

At buildout and with the mitigation measures suggested, all intersections with general operations of the NorthStar project will function at Level of Service "D" or better. Since Varner Road, Cook Street and Washington Street, the main intersections impacted, are all arterials, secondary highways or other main street, a LOS "D" is acceptable.

The major event associated with the golf tournament however is a different story. Because of the large crowds associated with the tournament, a number of intersections in the vicinity of NorthStar will be significantly impacted and function at a LOS "F." That impact will only be one or two days a year during the tournament, especially on Saturday and Sunday, so the duration is very short. Plus the potential economic and national exposure benefits surrounding the event will outweigh the short traffic impact. A Statement of Overriding Considerations is needed and must be approved by the Riverside County Board of Supervisors at the time of this EIR certification.

*C 2.2 Utilize the adopted level of service standards as the ultimate roadway capacity (average daily trips) in areas within close proximity to master planned roadways to estimate future noise impacts.*

A noise study was prepared for this EIR and that study found, based on anticipated traffic generated by the project, all impacts could be mitigated to less than significant.

*C 2.3 Projects that propose an increase in currently approved density and intensity of land use, must prepare a traffic analysis that evaluates the long-term impacts of the project, demonstrating that the planned road system can support the proposed project, together with those land uses already allowed in the area. The analysis would project average daily traffic of roadway links for the build-out situation of the entire area to demonstrate conformance with the target Level of Service standards. In addition, any individual development proposal may be required to provide a traffic analysis to assess peak hour impacts at affected intersections, identifying needed mitigation measures to achieve or maintain the target Level of Service. Such impacts may be mitigated by construction of all improvements necessary to achieve the target Level of Service, by payment of*

*a fee or fees if an appropriate funding mechanism is in place, or by any other appropriate means. If the projected traffic does not exceed the target level, mitigation may include, but is not limited to, compliance with standard conditions of approval, or the construction of improvements or payment of fees necessary to mitigate the incremental impact for each development proposal.*

A traffic impact analysis has been prepared for the project consistent with this policy.

*C 2.5 Projects that have substantial traffic impacts may have overriding benefits that would be desirable even though the Level of Service Standards cannot be met. Examples might be projects that provide jobs in a local area to aid in meeting regional air quality and mobility goals, projects that serve to provide needed transportation improvements that would not otherwise be constructed, projects that provide habitat conservation, projects that implement non-motorized transportation systems or projects that provide some unique benefit to the County, which would outweigh the traffic impacts. Projects that may qualify as having overriding benefits would be required to analyze traffic impacts and mitigate such impacts to the extent that it is economically feasible as determined by the Board of Supervisors. Proponents of these types of projects shall be required to provide a value engineering analysis in order to determine the level of improvements that would be considered economically feasible.*

The overall project impacts, on a normal operating day, can be mitigated to a level less than significant. The special event around the golf tournament cannot be mitigated but the timeframe is short (less than one week) and the event provides economic and exposure benefits to the Coachella Valley and Riverside County. Therefore a Statement of Overriding Considerations is needed.

*C 2.6 Special event uses should not be evaluated by the same criteria as typical traffic generators because the traffic patterns for these uses are not typical and traffic trips are usually not at peak hours (e.g., stadium events, etc.). A traffic management plan will be required for these uses in order to manage traffic. Also, a traffic management plan must include traffic control measures needed to serve major events at the site. Adequate circulation must exist for these types of development and all impacts must be alleviated to the maximum level possible.*

A separate Traffic/Parking Analysis has been prepared for the special event at the NorthStar golf course. That study outlines parking requirements and also suggests traffic control and flow needs for the tournament.

*C 3.1 Design, construct, and maintain County roadways as specified in the County Road Improvement Standards and Specifications.*

Varner Road, the only County road within the vicinity of the project, will be built to a Secondary Highway standard per the County requirements.

*C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.*

All of these issues were considered in the Traffic Impact Analysis and were taken into consideration on recommendations for improvements to reduce impacts to less than significant.

**C 3.3** *Implement design guidelines that identify intersection improvements consistent with the following lane geometrics:*

**TABLE V-44  
HIGHWAY LANE REQUIREMENTS**

Classification	# of Through Lanes Along Arterial Segment	Intersection Turn Lanes Required for intersection w/secondary highway and above	
		Left	Right
Expressway	6 or 8	2	1
Urban Arterial	6	2	1
Arterial Highway	4 or 6 <sup>1</sup>	2	1
Major Highway	4	2	1
Secondary Highway	4	1	1
Collector Highways	2	N/A	N/A

<sup>1</sup> Six lanes may be required for designated arterial highways as indicated in a listing maintained by TLMA.

Varner Road, a Secondary Highway, will be improved along the entire frontage of the project site with four travel lanes and left and right turn lanes consistent with this policy. The developer of NorthStar will coordinate with the County and the properties owners to the east to provide for the improvement of Varner Road so that the full construction of Varner is completed (no missing segment).

**C 3.5** *Require all major subdivisions to provide adequate collector road networks designed to feed traffic onto General Plan designated highways.*

Internal streets within the project are designed to feed Varner Road. Said streets will be sized and built to accommodate anticipated traffic.

**C 3.6** *Require private developers to be primarily responsible for the improvement of streets and highways service access to developing commercial, industrial, and residential areas. These may include road construction or widening, installation of turning lanes and traffic signals, and the improvement of any drainage facility or other auxiliary facility necessary for the safe and efficient movement of traffic or the protection of road facilities.*

The developers of NorthStar will be responsible for all street improvements that are related to the project. In addition, the project will pay a proportionate share into funds to offset the costs of local and regional improvements that are not directly related to the project impacts.

**C 3.7** *Design interior collector street systems for commercial and industrial subdivisions to accommodate the movement of heavy trucks.*

Because on-site collectors will need to accommodate trucks, especially in the light industrial areas, all interior streets have been and will be designed to handle heavy trucks.

**C 3.9** *Design off-street loading facilities for all new commercial and industrial developments so that they do not face surrounding roadways or residential neighborhoods. Truck backing and maneuvering to access loading areas shall not be permitted on the public road system, except when specifically permitted by the Transportation Department.*

All off-street loading facilities will meet this requirement as various buildings come in for plot plan approval.

**C 3.10** *Require private and public land developments to provide all on-site auxiliary facility improvements necessary to mitigate any development-generated circulation impacts. A review of each proposed land development project shall be undertaken to identify project impacts to the circulation system and its auxiliary facilities. The Transportation Department may require developers and/or sub-dividers to provide traffic impact studies prepared by qualified professionals to identify the impacts of a development.*

The Traffic Impact Analysis has determined that the proposed roadway system and traffic control improvements can accommodate traffic generated on the site. As the project builds, additional traffic studies may be needed, especially if a use proposed was not anticipated in the Specific Plan analysis. Because the County requires a detailed plan prior to the issuance of building permits, monitoring of traffic impacts is easily addressed during the development of the property.

**C 3.11** *Generally locate commercial and industrial land uses so that they take driveway access from General Plan roadways with a classification of Secondary Highway or greater, consistent with design criteria limiting the number of such commercial access points and encouraging shared access. Exceptions to the requirement for access to a Secondary Highway or greater would be considered for isolated convenience commercial uses, such as stand alone convenience stores or gas stations at an isolated off ramp in a remote area. Industrial park type developments may be provided individual parcel access via an internal network of Industrial Collector streets.*

The commercial and industrial uses on site will access internal roads which will in turn access onto Varner Road. Accesses onto Varner Road will be limited as shown in the Specific Plan.

**C 3.13** *Design street intersections, where appropriate, to assure the safe, efficient passage of through-traffic and the negotiation of turning movements.*

The Traffic Impact Analysis has outlined street improvements and traffic control to address this policy.

**C 3.14** *Design curves and grades to permit safe movement of vehicular traffic at the road's design speed. Design speed should be consistent with and complement the character of the adjacent area.*

All improvements to Varner Road will be reviewed by the County Transportation Department to assure compliance with this policy.

**C 3.15** *Provide adequate sight distances for safe vehicular movement at a road's design speed and at all intersections.*

All improvements to Varner Road will be reviewed by the County Transportation Department to assure compliance with this policy.

**C 3.16** *Dedicate necessary rights-of-way as part of the land division and land use review processes.*



The developers of the project will dedicate enough right-of-way along Varner Road to accommodate the ultimate buildout of that road as a Secondary Highway (118 feet).

*C 3.18 Align right-of-way dedications with existing dedications along adjacent parcels and maintain widths consistent with the ultimate design standard of the road, including required turning lanes.*

The developers of the project will dedicate enough right-of-way along Varner Road to accommodate the ultimate buildout of that road as a Secondary Highway (118 feet), including adequate right-of-way at intersections for turning lanes.

*C 3.22 Limit through-traffic movements to General Plan designated roads. Provisions shall be made for highways capable of carrying high volumes of through-traffic between major trip generators.*

The only through road in the vicinity of the project is Varner Road, a General Plan designated road.

*C 3.23 Consider the utilization of traffic-calming techniques in the design of new community local street and road systems and within existing communities where such techniques will improve safety and manage traffic flow through sensitive neighborhoods.*

The project plans for roundabouts, non-linear alignments, landscaping and boulevards to improve safety and manage traffic flow.

*C 3.24 Provide a street network with quick and efficient routes for emergency vehicles, meeting necessary street widths, turn-around radius, and other factors as determined by the Transportation Department in consultation with the Fire Department and other emergency service providers.*

All points of the project will have direct and secondary access for emergency vehicles, per the County code.

*C 3.25 Restrict on-street parking to reduce traffic congestion and improve safety in appropriate locations such as General Plan roadways.*

No parking will be allowed along Varner Road. Within the project site, parking will be restricted to parking lots and structures.

*C 3.26 Plan off-street parking facilities to support and enhance the concept of walkable and transit-oriented communities.*

Parking will be spread throughout the project and all planning areas are connected by pedestrian and bicycle paths. Walking within NorthStar will therefore be allowed and encouraged via the enhanced paths. The local transit system, Sunline, does not currently have service along Varner Road. As the area develops, transit service will become available, probably on Varner Road. The project will provide numerous to Varner from on-site and will provide a sidewalk and bike path along the entire frontage of the site.

*C 3.27 Evaluate proposed highway extensions or widening projects for potential noise impacts on existing and future land uses in the area. Require that the effects of truck mix, speed limits, and ultimate motor vehicle volumes on noise levels are also explored during the environmental process.*

A noise impact analysis was prepared for the project site and it found that there are no significant impacts within the project site, especially for the residences and the hotel (noise sensitive uses).

*C 3.28 Reduce transportation noise through proper roadway design and coordination of truck and vehicle routing.*

Not only has the roadway been designed to address noise, but the placement of uses, i.e. noise sensitive uses, was considered in the design of the project so that they are located away from noise generators.

*C 3.29 Include noise mitigation measures in the design of new roadway projects in the County.*

This usually means that noise barriers, i.e. walls, be placed along the freeway. However, for NorthStar, the design of the project itself obviates the need for walls since the noise sensitive uses are removed from the noise generators.

*C 4.1 Provide facilities for the safe movement of pedestrians within developments, as specified in the County Ordinances Regulating the Division of Land of the County of Riverside.*

A comprehensive pedestrian circulation plan has been developed on the NorthStar property. Additional pedestrian facilities, a sidewalk, will also be built along Varner Road.

*C 4.2 Maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Special emphasis should be placed on the needs of disabled persons considering Americans with Disabilities Act (ADA) regulations.*

All sidewalks will be placed and developed to provide for good visibility and access consistent with this policy. Also, all sidewalks and access points must meet Americans with Disabilities (ADA) requirements and will be reviewed for compliance with applicable laws as projects process through the permit process.

*C 4.3 Assure pedestrian access from developments to existing and future transit routes and terminal facilities through project design standards while designing street and road projects. Provisions for pedestrian paths or sidewalks and timing of traffic signals to allow safe pedestrian street crossing shall be included.*

Pedestrian pathways on the project site will lead to all other parts of the project and to Varner Road. Crosswalks at controlled intersections will be timed, per County and Caltrans requirements, to allow for safe pedestrian crossings.

*C 4.6 Consult the County Transportation Department as part of the development review process regarding any development proposals where pedestrian facilities may be warranted. The County may require both the dedication and improvement of the pedestrian facilities as a condition of development approval.*

Varner Road will have a sidewalk constructed along the entire frontage of NorthStar as a condition of development.

*C 4.7 Encourage safe pedestrian walkways that comply with the Americans with Disabilities Act (ADA) requirements within commercial, office, industrial, mixed use, residential, and recreational developments.*

All applicable ADA requirements at the time of development permits, must be met.

*C 4.9 Coordinate with all transit operators to ensure that pedestrian facilities are provided along and/or near all transit routes, whenever feasible. New land developments may be required to provide pedestrian facilities due to existing or future planned transit routes even if demand for pedestrian facility is not otherwise warranted.*

A sidewalk will be provided along Varner Road for the entire length of the project site. There is no transit service at this time but if, in the future, service is made available, pedestrian facilities on and off site will be constructed.

*C 4.10 Review all existing roadways without pedestrian facilities when they are considered for improvements (whether maintenance or upgrade) to determine if new pedestrian facilities are warranted. New roadways should also be assessed for pedestrian facilities.*

New pedestrian on and off site will be provided as a result of the project development.

*C 5.1 Encourage Caltrans to install and maintain landscaping and other mitigation elements along freeways and highways, especially when they are adjacent to existing residential or other noise sensitive uses.*

As a condition of development, landscaping is required to be placed by the developer between the edge of Varner Road and the I-10 Freeway right-of-way line. Maintenance will be through a landscape and lighting maintenance district formed by the County and paid for by development in NorthStar. The noise study indicated that no special noise attenuation, i.e. walls, is needed along the freeway frontage.

*C 5.2 Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping.*

All landscaping will be drought tolerant per the County of Riverside and Coachella Valley Water District requirements.

*C 5.3 Require parking areas of all commercial and industrial land uses that abut residential areas to be buffered and shielded by adequate landscaping.*

Any industrial or commercial parking area that abuts a residential use will be screened per this policy and requirements contained in the Specific Plan.

*C 6.1 Provide dedicated and recorded public access to all parcels of land, except as provided for under the statutes of the State of California.*

All development and parcels of land will be provided access per applicable regulations of the State and/or County.

**C 6.3** *Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.*

Access points will be provided as specified in the Specific Plan and spaced as to allow sufficient distance to assure safe and efficient operation. Those intersections were also evaluated for operations and safety in the Traffic Impact Analysis.

**C 6.4** *Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.*

All internal access will be onto local collectors that will feed onto Varner Road. No internal lot will have direct access onto Varner.

**C 6.5** *Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.*

All internal access will be onto local collectors that will feed onto Varner Road. No internal lot will have direct access onto Varner.

**C 6.7** *Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts.*

Commercial and industrial uses in NorthStar will have access onto internal streets and Varner Road with the front portion of the project. That will provide them access without interfering with, or impacting, residential uses, especially noise sensitive ones.

**C 11.2** *Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., community centers, tourist and employment centers), as indicated in ordinances Regulating the Division of Land of the County of Riverside.*

If and when transit service is provided to the site, can be easily incorporated into the site by either providing bus stops along Varner Road or circulating the transit service through the main access point between the commercial and industrial uses. That access is a loop and will be designed to handle tour buses and shuttle buses.

**C 11.3** *Design the physical layout of arterial and collector highways to facilitate bus operations. Locations of bus turn outs and other design features should be considered.*

There is no transit service at this time. If provided, the bus can be accommodated as outlined in C 11.2 above.

*C 11.5 Accommodate transit through higher densities, innovative design, and right-of-way dedication.*

The project design that concentrates development along the Varner Road frontage can easily accommodate transit service once available.

*C 16.1 Implement the County trail system as depicted in the Bikeways and Trails Plan, Figure C-5.*

The County's General Plan shows a Class I Bike Path along Varner Road. That will be incorporated into the street improvements as they are built.

*C 16.2 Develop a multipurpose recreational trail network and support facilities that provide a linkage with regional trail facilities.*

The Class I Bike Path along Varner will connect with the larger network of trails proposed in the area.

*C 17.1 Establish and protect, in conjunction with the County Regional Parks and Open Space District, an enjoyable, efficient and safe recreational trail system comprised of Class I Bike Path/Regional Trail (Combination Trail), Regional and Community hiking and riding trails.*

A Class I Bike Bath will be provided in Varner Road consistent with the County's General Plan.

*C 18.1 Base the bikeway system upon the following principles:*

- a. Interconnection of cities and unincorporated communities;*
- b. Provision of lanes to specific destinations such as state or county parks;*
- c. Provision for bicycle touring; and*
- d. Encouragement of bicycle commuting.*

Internally, the bike system will connect with all planning areas. The Class I Bike Path along Varner will connect with the regional system as envisioned in the General Plan.

*C 18.2 Develop Class I Bike Paths as shown in the Bikeways and Trails Plan, Figure C-5, to the design standards as outlined in the California Department of Transportation Highway Design Manual, and other County guidelines.*

A Class I Bike Path will be provided along Varner Road per the County's General Plan.

*C 21.2 Provide all roadways located within identified flood areas with adequate flood control measures.*

The project site, along with Varner Road and the I-10 Freeway, is within a 100-year floodplain. Development of the golf course will protect the property to the south of the course and the roads south of that from flood waters.

*C 21.3 Locate roadways outside identified flood plains whenever possible.*

Although Varner Road, I-10 and project roads are within a 100-year floodway, development of the golf course will protect those facilities. A Letter of Map Revision (LOMR) will remove all areas south of the golf course from the floodplain per FEMA requirements.

*C 21.4 Control dust and mitigate other environmental impacts during all stages of roadway construction.*

A PM10 plan will be developed prior to any grading or excavation in conjunction with development of the project site.

*C 21.5 Protect all streets and highways located within identified blow sand areas from blow sand hazards to the extent practicable.*

The golf course, landscaping and other improvements on the project site are designed to ameliorate blowsand on the subject property. That will protect streets from sand under normal wind and the extent practicable.

*C 21.6 Protect County residents from transportation generated noise hazards. Increased setbacks, walls, landscaped berms, other sound absorbing barriers, or a combination thereof shall be provided along freeways, expressways, and four-lane highways in order to protect adjacent noise-sensitive land uses from traffic-generated noise impacts. Additionally, noise generators such as commercial, manufacturing, and/or industrial activities shall use these techniques to mitigate exterior noise levels to no more than 60 decibels.*

The project has been designed to place noise sensitive uses away from noise generators and to buffer those uses from noise sources by non-noise sensitive uses. The Noise Impact Analysis addressed noise issues on the project as designed and found that all impacts could be reduced to less than significant.

*C 21.7 Incorporate specific requirements of the Western Riverside County Multiple Species Habitat Conservation Plan and the Coachella Valley Multiple Species Habitat Conservation Plan into transportation plans and development proposals.*

The draft Coachella Valley Multiple Species Habitat Conservation Plan has identified certain roads as being within habitat conservation areas. None of those roads are within or adjacent to the NorthStar project.

*C 21.8 Avoid, where practicable, disturbance of existing communities and biotic resource areas when identifying alignments for new roadways, or for improvements to existing roadways and other transportation system improvements.*

Varner Road is the only road that is directly impacted by the project. That road is planned as a Secondary Highway and will be developed as such, consistent with the County's General Plan.

*C 21.12 Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles.*

The NorthStar project will offer facilities for all transportation modes including cars, trucks, electric vehicles, bicycles, and walking. The project also encourages people to park their cars and walk or bike throughout the project.

*C 21.13 Implement National Pollutant Discharge Elimination System Best Management Practices relating to construction of roadways to control runoff contamination from affecting the groundwater supply.*

Best management practices will be incorporated into roadway construction per County requirements.

*C 22.5 Construct and improve traffic signals at appropriate intersections. Whenever possible, traffic signals should be spaced and operated as part of coordinated systems to optimize traffic operation.*

The Traffic Impact Analysis has identified where traffic control, including signals, along the Varner Road frontage. Warrants for those signals will be reviewed and approved by the County Transportation Department as elements of the project are built.

*C 26.2 Locate new and relocated utilities underground when possible. All remaining utilities shall be located or screened in a manner that minimizes their visibility by the public.*

All utilities on the NorthStar site, where feasible, will be located underground.

#### ❖ *Mitigation Measures*

For the overall project:

- C-1** Construct Varner Road from the west project boundary to the east project boundary at its ultimate half-section width as a Major highway (118-foot right-of-way) including landscaping, sidewalks and bike trail in conjunction with development.
- C-2** Sufficient on-site parking shall be provided to meet County of Riverside parking code requirements. Shared parking may be allowed subject to review and approval as outlined in the Zoning Ordinance section of the Specific Plan.
- C-3** On-site traffic signing/stripping shall be implemented in conjunction with detailed construction plans for the project site.
- C-4** Sight distance at each project access shall be reviewed with respect to standard Caltrans/County of Riverside sight distance standards at the time of preparation of final grading, landscape, and street improvement plans.
- C-5** Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees. The traffic signals within the study area at buildout shall specifically include an interconnect of the traffic signals to function in a coordinated system.
- C-6** The developer will comply with the trip reduction ordinance of the County of Riverside.

For special events:

- C-7 Key elements of the parking management for the proposed development as described in Section VI of the Traffic/Parking Analysis shall be implemented.
- C-8 On-site traffic signing/stripping shall be implemented in conjunction with detailed construction plans for the project site.

❖ *Significance After Mitigation*

For the normal operation of the NorthStar project, all impacts can be reduced to a level less than significant. For major special events, many intersections will operate at a level F, although for only one or two days. Because the major special event provides a significant economic boost and nationwide exposure to the County, the benefits outweigh the temporary traffic congestion. Therefore a statement of overriding consideration is warranted.

## 2. Water and Sewer

❖ *Existing Conditions*

*Water Source*

The potable water source for the Coachella Valley is a groundwater aquifer that underlies the Coachella Valley. The aquifer extends from the northwest edge of the Upper Valley near the community of Whitewater to the Salton Sea in the Lower Valley. The groundwater in the Coachella Valley is very high in quality and typically does not require any type of treatment

The NorthStar project lies in Improvement District No. 1 in the Upper Valley of the Coachella Valley. The NorthStar project is underlain by the Whitewater River sub-basin, which encompasses 400 square miles and underlies much of the Coachella Valley. It generally extends from the junction of Interstate-10 and Highway-111 in the west to the Salton Sea approximately 70 miles to the east. The sub-basin is bounded on the north and east by the Garnet Hill and San Andreas faults, respectively, and on the south by the San Jacinto and Santa Rosa Mountains.

The proposed project will provide potable water for domestic use by utilizing the aquifer capacity and distribution systems. The irrigation uses will also be provided by the Coachella Valley Water District (CVWD). Golf Course irrigation water demands will be met by recycled water from the CVWD Water Reclamation Plant No. 10 (WRP 10), on Cook Street, supplemented with water from the All-American Canal system, which delivers Colorado River water to the Coachella Valley. These water sources will meet the needs of golf course irrigation for the NorthStar project.

The proposed on-site water system will connect to CVWDs' existing water system at two locations. The points of connection will be made to the existing 12-inch pipeline in Varner Road, which is located at the west side of the Cook Street interchange west of the project and also connect with the existing 18-inch line located in Frank Sinatra Drive, east of El Dorado Drive which is located on the south side of Interstate Highway 10. A 24-inch diameter pipeline is proposed along Varner Road toward the clubhouse located within the project. The proposed 24-inch pipeline will extend through



the interior of the project, then leave the project site, where it will cross underneath I-10 and the existing railroad to make the connection with the existing 18-inch line in Frank Sinatra drive. While a 24-inch line is shown leaving the site at the east end, it will be stubbed out in Varner Road to the east property line for a future connection by others.

Sewer and water will be supplied to the project site by the Coachella Valley Water District (CVWD). As per a request for service letter dated June 7, 2005 from CVWD, Service Department Director, Scott Coulson stated, on July 28, 2005, that the district will provide water and sewer to the project. The verification letter stated that the District does not anticipate any adverse environmental impacts associated with providing water facilities for the project. The project also uses recycled water for the Golf Course irrigation and clubhouse landscaping. Those demands for recycled water will be met by the CVWD Water Reclamation Plant No. 10 (WRP 10).

#### ❖ **Thresholds of Significance**

Impacts on water and sewer may be considered potentially significance if the proposed project would:

- 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.
- Have sufficient water supplies available to serve the project from from existing entitlements and resources, or are new or expanded entitlements needed.
- 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.
- Result in a determination by the wastewater treatment provider which 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.

#### ❖ **Project Impact and Relationship to General Plan Policies**

The nearest water and sewer connection is on Varner Road. The water system will connect in and along Varner Road. The line is a 24-inch pipe. No problems are anticipated with connection, service or capacity loads generated by the project. Water and Sewer service will be provided by Coachella Valley Water District. The CVWD provides Potable Water Supply, Recycled Water and Sanitary Sewer Service. Mr. Jim Zimmerman, the Development Services Supervisor, stated on July 29, 2005, per phone conversation, that the Coachella Water District will provide service for both water and sewer to the NorthStar project site. He stated that the CVWD District services are large enough to provide for NorthStar project demands. According to Mr. Zimmerman, in a statement dated July 28, 2005, no impacts will result from the additional needs for both sewer and water.

Based on analysis and modeling, a maximum day plus fire flow condition indicated adequate pressure, which ranges from 66.32 to 83.61 psi, will be provided for the NorthStar Project. For peak hour demand, there are no changes in the system pressure, which ranges from 63.32 to 83.93 psi. The pressures were maintained above 40 psi during peak hour demands. The proposed pipe sizes and water distribution system will provide adequate water pressures under the tested fire flow demand scenarios.

*Project Water Demands/Impacts*

The projected potable water demand for the development consists of domestic, streetscape and building irrigation demands. The domestic demand includes interior water use for the proposed residential units, 350-room hotel, mixed use retail village, industrial park, executive office, community commercial, and clubhouse, in addition to fire-flow output locations. The potable exterior and irrigation water demand for this project has several components: 1) residential; 2) irrigation along major street frontage; and 3) developed landscape in commercial and common areas. The Coachella Valley Water District (CVWD) will supply the potable water to the site. This water is pumped from an aquifer that underlies the entire Coachella Valley. The aquifer water is high quality groundwater and typically does not require treatment.

As required by CVWD ordinance, the project developer will be required to provide on- or off-site well sites to meet potable water demands. Based on the proposed number of dwelling units, the developer may be required to provide improved wells on some of the dedicated well sites. The number of well sites and improved wells will be identified in the special agreement between CVWD and the developer.

The irrigation demand of the golf course and clubhouse will be met by tertiary treated water from Water Reclamation Plant No. 10 (WRP 10). This irrigation demand consists of water required for trees, greens, fairways, roughs, and clubhouse landscaped areas.

The NorthStar project is within the CVWMP study area. CVWD assumed substantial growth within this study area by including an additional 30 golf courses (CVWMP p. 4-4). The NorthStar project is part of these growth assumptions; therefore, in accordance to Government Code Section 66473.7, the CVWMP can be used as evidentiary record in the Water Supply Assessment (WSA) and Verification (WSV) that the site will have the capacity required.

The estimated average water demand for the NorthStar Project was calculated using Metcalf and Eddy (4) design assumptions for various water uses. The max-day and peak-hour factors are taken from the City of Indio UWMP project master plan. The potable indoor and outdoor demands are based on linear growth till complete build-out, about 10 years, and are listed in **Table V-44**. The recycled water for the golf course and clubhouse demand is outlined in **Table V-45**. It is assumed that the golf course and clubhouse will be completely constructed within a year.

<b>DOMESTIC WATER</b>												
<b>WATER DEMAND (GPD)</b>												
<b>Planning Area</b>	<b>2010 (50% complete)</b>			<b>2015 (100% complete)</b>			<b>2,020</b>			<b>2,025</b>		
	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>
Golf Clubhouse *	1,200	1,800	3,600	2,400	3,600	7,200	2,400	3,600	7,200	2,400	3,600	7,200
Golf View Hotel	61,200	91,800	183,600	122,400	183,600	367,200	122,400	183,600	367,200	122,400	183,600	367,200
Golf View Villas	7,750	11,625	23,250	15,500	23,250	46,500	15,500	23,250	46,500	15,500	23,250	46,500
Resort Timeshare Units	24,800	37,200	74,400	49,600	74,400	148,800	49,600	74,400	148,800	49,600	74,400	148,800
Golf View Condominiums	63,100	94,650	189,300	126,200	189,300	378,600	126,200	189,300	378,600	126,200	189,300	378,600
Mixed Use Retail Village	35,350	53,025	106,050	70,700	106,050	212,100	70,700	106,050	212,100	70,700	106,050	212,100
Industrial Park	108,750	163,125	326,250	217,500	326,250	652,500	217,500	326,250	652,500	217,500	326,250	652,500
Executive Office	7,050	10,575	21,150	14,100	21,150	42,300	14,100	21,150	42,300	14,100	21,150	42,300
Community Commercial	2,550	3,825	7,650	5,100	7,650	15,300	5,100	7,650	15,300	5,100	7,650	15,300
<b>TOTAL</b>	<b>311,750</b>	<b>467,625</b>	<b>935,250</b>	<b>623,500</b>	<b>935,250</b>	<b>1,870,500</b>	<b>623,500</b>	<b>935,250</b>	<b>1,870,500</b>	<b>623,500</b>	<b>935,250</b>	<b>1,870,500</b>
<b>IRRIGATION</b>												
<b>WATER DEMAND (GPD)</b>												
<b>Planning Area</b>	<b>2010 (50% complete)</b>			<b>2015 (100% complete)</b>			<b>2,020</b>			<b>2,025</b>		
	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>	<b>Average</b>	<b>Max</b>	<b>Peak</b>
Golf Clubhouse *	0	0	0	0	0	0	0	0	0	0	0	0
Golf View Hotel	1,800	2,700	5,400	3,600	5,400	10,800	3,600	5,400	10,800	3,600	5,400	10,800
Golf View Villas	4,500	6,750	13,500	9,000	13,500	27,000	9,000	13,500	27,000	9,000	13,500	27,000
Resort Timeshare Units	5,100	7,650	15,300	10,200	15,300	30,600	10,200	15,300	30,600	10,200	15,300	30,600
Golf View Condominiums	20,450	30,675	61,350	40,900	61,350	122,700	40,900	61,350	122,700	40,900	61,350	122,700
Mixed Use Retail Village	14,850	22,275	44,550	29,700	44,550	89,100	29,700	44,550	89,100	29,700	44,550	89,100
Industrial Park	16,800	25,200	50,400	33,600	50,400	100,800	33,600	50,400	100,800	33,600	50,400	100,800
Executive Office	8,200	12,300	24,600	16,400	24,600	49,200	16,400	24,600	49,200	16,400	24,600	49,200
Community Commercial	8,200	12,300	24,600	16,400	24,600	49,200	16,400	24,600	49,200	16,400	24,600	49,200
<b>TOTAL</b>	<b>71,700</b>	<b>107,550</b>	<b>215,100</b>	<b>143,400</b>	<b>215,100</b>	<b>430,200</b>	<b>143,400</b>	<b>215,100</b>	<b>430,200</b>	<b>143,400</b>	<b>215,100</b>	<b>430,200</b>
<b>TOTAL POTABLE WATER DEMAND ( Domestic + Irrigation)</b>												
	<b>383,450</b>	<b>575,175</b>	<b>1,150,350</b>	<b>766,900</b>	<b>1,150,350</b>	<b>2,300,700</b>	<b>766,900</b>	<b>1,150,350</b>	<b>2,300,700</b>	<b>766,900</b>	<b>1,150,350</b>	<b>2,300,700</b>

Notes: gpd = gallons per day

\* Irrigation served by reclaimed water, see Table V-46.

**TABLE V-45**  
**PROJECTED POTABLE WATER DEMAND FOR NORTHSTAR PROJECT**

**TABLE V-46  
PROJECTED RECYCLED<sup>A</sup> WATER DEMAND FOR NORTHSTAR PROJECT**

RECYCLED Land Use /Development	WATER DEMAND (GPD)											
	2010 (100% complete)			2,015			2,020			2,025		
	Average	Max	Peak	Average	Max	Peak	Average	Max	Peak	Average	Max	Peak
Golf Clubhouse												
Landscaped Areas	11,500	17,250	23,000	11,500	17,250	23,000	11,500	17,250	23,000	11,500	17,250	23,000
Arid Landscaping	3,200	4,800	6,400	3,200	4,800	6,400	3,200	4,800	6,400	3,200	4,800	6,400
18-hole Golf Course												
Fairways	713,000	1,069,500	1,426,000	713,000	1,069,500	1,426,000	713,000	1,069,500	1,426,000	713,000	1,069,500	1,426,000
Tees/Greens	65,300	97,950	130,600	65,300	97,950	130,600	65,300	97,950	130,600	65,300	97,950	130,600
Arid Landscaping	193,700	290,550	387,400	193,700	290,550	387,400	193,700	290,550	387,400	193,700	290,550	387,400
<b>TOTAL</b>	<b>986,700</b>	<b>1,480,050</b>	<b>1,973,400</b>	<b>986,700</b>	<b>1,480,050</b>	<b>1,973,400</b>	<b>986,700</b>	<b>1,480,050</b>	<b>1,973,400</b>	<b>986,700</b>	<b>1,480,050</b>	<b>1,973,400</b>

Notes: gpd = gallons per day

(a) water from the CVWD Water Reclamation Plant No. 10, which is supplemented with Canal Water

<b>TOTAL AVERAGE WATER NEEDED: Potable (Table V-25) and Recycled (Table V-26)</b>	<b>1,770,000 GPD</b>
	<b>1,229 GPM</b>

The Coachella Valley Water District assures that service to the site will be provided. They provide water and sewer to the project site. They further conclude that the District does not anticipate any adverse environmental impacts associated with providing water and sewer to the project. The developer shall follow the Water Management Plan and Landscape Ordinance guidelines that are provided by the CVWD for the conservation of water.

The following RCIP polices that relate to this section and comply with the project and are provided below:

*LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.*

NorthStar project conforms to this policy. The agency and service letters state there is no indication that supporting infrastructure and services are anticipated.

*LU 5.2 Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.*

NorthStar project conforms to this policy. In the agency and service letters, the providers testified they would have no problem delivering the appropriate level of service to the proposed project site.

*LU 5.3 Review all projects for consistency with individual urban water management plans.*

A Water Supply Assessment and Water Supply Verification was prepared for the NorthStar project consistent with State law. That document shows that adequate water is available to the project for the required time period.

#### ❖ *Mitigation Measures*

The NorthStar Specific plan will utilize conservation and mitigation measures to significantly reduce project impacts due to the demands of water and sewer. These demands have been planned for by the CVWD and will be provided without large capital or infrastructure upgrades.

The CVWD is absorbing this project within their current master plan expansion plans without impact. They are providing an increased output and capacity to the region and have planned for this and other projects in the Western Coachella Valley Area Plan.

**WS-1** The developer shall follow the Water Management Plan of the CVWD for water conservation practices and plans shall be reviewed by the CVWD for water conservation designs implemented into the project design.

**WS-2** The developer shall implement the Landscape guidelines found in the Document by CVWD Landscape Ordinance and reviewed by the CVWD for implementation of Landscape and watering methods.

#### ❖ *Significance After Mitigation*

The potential adverse impacts associated with water and sewer demand of the project has been determined to be less than significant after mitigation.

### **3. Fire Protection**

#### ❖ *Existing Condition*

The fire agency that serves the NorthStar site is Riverside County Fire Department. Riverside County Fire Department is an all risk emergency organization that delivers regional fire service to the unincorporated areas of the county and our contract cities. Specifically, the men and women of the Riverside County Fire Department provide necessary emergency services including fire suppression, rescue, fire prevention, emergency medical response, hazardous materials response, and disaster preparedness.

The Riverside County Fire Department responds to a number of emergency situations, with calls mainly for response to fire and medical emergencies. **Table V-47** shows the type of calls that the Fire Department responded to for January to August 1, 2005.

**TABLE V-47**  
**INCIDENT STATISTICS**  
**JANUARY 1ST TO AUGUST 1ST, 2005<sup>1</sup>**

TYPE OF INCIDENT	NUMBER OF CALLS	PERCENTAGE OF CALLS
Fires	8,845	13.8
Medical Aid	49,388	77.3
Hazardous Material/FMS <sup>2</sup>	1,427	2.2
Miscellaneous	4,239	6.7
<b>Total</b>	<b>63,899</b>	<b>100.0</b>

<sup>1</sup>Riverside County Fire Department Website

<sup>2</sup>Mire Menace Standby

The Fire Protection Master Plan contains four fire response categories that are utilized to determine the response time/travel distance for primary and secondary fire stations according to the anticipated buildout of community areas. The Fire Department operates on a regional concept where three or more fire engines respond to any reported fire. The NorthStar Specific Plan is a Class II development that requires a fire station within three miles from a proposed development. Category II also requires an engine company to be on the scene of an emergency within five minutes (within a three mile radius) upon receipt of dispatch and the first full alarm arriving within fifteen minutes (within a 7.5 mile radius).

The fire stations that will cover the NorthStar site are summarized in **Table V-48**.

**TABLE V-48**  
**CURRENT FIRE STATIONS THAT SERVE NORTHSTAR**

STATION	ADDRESS	EQUIPMENT	DISTANCE (MILES)
Thousand Palms	72695 La Canada Way	1 County Engine	4
Palm Desert North	73995 Country Club Drive	1 City Medic Ambulance, 1 City Engine	3.5
North Bermuda Dunes	37955 Washington Street	1 County Engine, 1 Haz Mat Support Unit	2.5

The Project site is not within an area that is characterized by wildfires. The County's General Plan (Figure S-11) shows that the NorthStar property is within a low wildfire hazard area. Therefore fuel modification is not needed for the area.

#### ❖ **Thresholds of Significance**

Impacts to fire services may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The NorthStar project will add a considerable amount of development and residents to the Riverside County service area. Based on the distance of current locations of fire stations, Category II protection is marginally available and, with the addition of significant amounts of traffic both on the project site and on adjoining properties, response times could be over the threshold. In addition, the closest station, the North Bermuda Dunes facility, is not flood protected so, in a flood situation, may not be available for response.

**General Plan Policies**

*S 5.3 Require automatic natural gas shutoff earthquake sensors in high-occupancy industrial and commercial facilities, and encourage them for all residences.*

As the project develops, natural gas shutoff earthquake sensors can be provided in the industrial and commercial areas and, since the residential uses are attached, multi-story buildings, should also be supplied there.

❖ *Mitigation Measures*

- F-1 The applicant shall participate in the existing Fire Protection Impact Mitigation Program (currently \$400.00 per dwelling unit and \$0.25 per square foot of commercial/industrial buildings) that provides funds for the purchase of land to build new fire stations, remodel existing fire stations or purchase equipment to cover new development.
- F-2 All water mains and fire hydrants providing fire flows shall be constructed in accordance with the appropriate sections of the Riverside County Fire Code. The Fire Department shall review and approve such mains and hydrants prior to construction.
- F-3 All on-site structures shall be constructed with fire-retardant roofing material as described in the 1998 California Fire Code. Wood shingles shall not be allowed within the Project.
- F-4 All development will meet or exceed standards addressed in Riverside County Ordinance 460 and 787 with respect to access, fire flow, and signage.

❖ *Significance After Mitigation*

Compliance with the above mitigation measures will reduce impacts to a level less than significant.

**4. Schools**

❖ *Existing Conditions*

The project area is within the Palm Springs Unified School District's (PSUSD) jurisdiction. The schools that would serve the project area are Della S. Lindley Elementary School, James Workman Middle School and Cathedral City High School. **Table V-49** shows the capacity and current enrollment of these three schools according to PSUSD records.

**TABLE V-49**  
**PALM SPRINGS UNIFIED SCHOOL DISTRICT**  
**2005 SCHOOL ENROLLMENT AND CAPACITY<sup>1</sup>**

SCHOOLS SERVING PROJECT	CURRENT ENROLLMENT	CBDES <sup>2</sup>	VARIANCE
Della S. Lindley Elementary School	711	812	33
James Workman Middle School	1,598	1,637	(39)
Cathedral City High School	2,534	2,768	(234)

<sup>1</sup>Palm Springs Unified School District, Week ending June 10, 2005

<sup>2</sup>CBDES = California Basic Education Data System

#### ❖ **Thresholds of Significance**

Impacts to fire services may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

#### ❖ ***Project Impact/Relationship to Thresholds of Significance and General Plan Policies***

The PSUSD has developed student generation factors for both residential and commercial/industrial projects. The residential portion of NorthStar may result in up to 970 dwelling units, all in multi-unit buildings. The type of unit is also important in calculating the generation of school-aged children. Of the 970 units, 216 are timeshare units where individual owners own only a fraction (usually one or two weeks) of the dwelling. This means that there will be no permanent residents so they will function more as a hotel room for extended stays rather than a typical residence. In fact, the marketing and sales of the timeshares are linked more to the hotel than the more traditional residential portion of the project.



The 150 units planned for the retail village are lofts that cater to persons wishing to live and work out of their home. As such, the product will attract buyers that either have no children or very small families, one child at most.

The remainder of the residential development in the project, 54 golf view villas and 550 golf view condominiums, will be more traditional although even they will probably attract higher end buyers who tend to have smaller families. For purposes of this analysis however, a normal student generation will be used for the 754 units (golf view condominiums, golf view villas, and village lofts) described in the previous two paragraphs, but none for the 216 timeshare units for reasons outlined above.

The PSUSD utilizes a student generation factor of 0.4438 students per housing unit. Based on this factor, it is projected that, at build out, the NorthStar Specific Plan will generate 335 students.

The PSUSD utilizes a student generation factor of 0.0827 per 1,000 square feet of retail and service uses. Using the 2,068,000 square feet of all non-residential uses on the project site (a maximum amount), the commercial and industrial uses on the site will generate an additional 171 students for a total of 506 for the entire project at build out.

It should be noted that the above student generation is a worst-case condition based on the generation rate of a typical development within the PSUSD. Those numbers are probably high due to the following:

- The project will cater to higher income people that tend to have smaller than average families.
- Condominiums can have either full-time or part-time residents so it is likely that many of the 754 condominium, loft, and villa units will have many units sold as second home for vacation occupancy.
- Timeshares and vacation ownership tend to be purchased by older people that no longer have children living with them.
- It is anticipated that many of the children “generated” by the non-residential portion of the project will come from employees. Many of those employees will come from the existing labor force whose children are already enrolled in local schools.

To offset potential impacts to school facilities, in the spring of 2005, PSUSD collects development impact fees of \$3.00 per square foot for residential units and \$0.36 per square foot for commercial/industrial development. Those fees are subject to change and are collected at the time of building permit. The following **Table V-50** estimates the development impact fees for the project based on 2005 charges.

**TABLE V-50  
ESTIMATED DEVELOPMENT IMPACT FEES**

USE	SQ.FT./UNIT	# OF UNITS	TOTAL SQ. FT.	FEE /SQ. FT.	EST. FEE
Timeshares	1,400	54	75,600	\$2.24	\$169,344

Villas	2,000	216	432,000	\$2.24	\$987,680
Condominiums	1,500	550	825,000	\$2.24	\$1,848,000
Lofts	1,500	150	225,000	\$2.24	\$504,000
Com./Ind.	2,068,000		2,068,000	\$0.36	\$774,480
<b>TOTAL</b>		<b>970</b>	<b>3,625,600</b>		<b>\$4,283,504.00</b>

Because the project is mostly commercial and industrial, the site is not conducive to a school site.

**LU 5.1** *Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, transportation systems, and fire/police/medical services.*

State and local laws require that developers pay into a fund to offset the impacts of growth on schools. For the NorthStar project it is estimated that about \$5.5 million dollars will be collected based on 2005 fee rates. With payment of those fees, the development will mitigate potential school impacts.

**LU 5.2** *Monitor the capacities of infrastructure and services in coordination with service providers, utilities, and outside agencies and jurisdictions to ensure that growth does not exceed acceptable levels of service.*

The project is required to pay into a fund for school infrastructure improvements. Payment of those fees offsets any potential impacts from the development.

❖ **Mitigation Measures**

**SCH-1** The developer shall pay into the school impact fund in affect at the time of building permit issuance.

❖ **Significance After Mitigation**

With payment of the fees, potential impacts from the project will be reduced to less than significant.

## 5. Parks and Recreation

❖ **Existing Conditions**

Parks and recreation opportunities abound in and near the Coachella Valley. Many square miles of national forest and the Joshua Tree National Park exist in the San Jacinto, Santa Rosa and Little San Bernardino Mountains. Those forests offer hundreds of miles of hiking trails, horseback riding trails and mountain bike trails. Other activities such as bird watching, rock climbing, camping, and hunting are also available.

Riverside County has a variety of County parks that serve residents and visitors in the desert area. Other local parks fall under the jurisdiction of County Recreation and Park Districts and also serve the Coachella Valley.

The following **Table V-51** outlines parks operated by the Coachella Valley Parks District that will serve the project site.

**TABLE V-51  
PARKS SERVING NORTHSTAR**

<b>PARK</b>	<b>DRINKING FOUNTAIN</b>	<b>BBQ</b>	<b>BALL FIELDS</b>	<b>BASKETBALL</b>	<b>PLAYGROUND</b>	<b>TABLES/BENCHES</b>	<b>RESTROOMS</b>	<b>SOCCER</b>	<b>TENNIS</b>	<b>WALING PATH</b>	<b>RACQUETBALL</b>
Cook Fields Sports Complex 43-570 Phyllis Jackson Way Palm Desert	X		X			X	X				
Desert Region Park Corner of Ave 40 at Monroe St. Indio											
Indio Community Center 45-871 Clinton St. Indio	X	X		X	X	X	X	X			
Indio Hills Park 80-400 Dillon Road Indio Hills	X	X		X	X	X					
Palm Desert Community Ctr 43-900 San Pablo Ave. Palm Desert	X	X	X	X	X	X	X	X	X	X	X
Pawley Pool 46-350 Portola Palm Desert	X						X				
Portola Community Center 45-480 Portola Palm Desert	X						X				
Thousand Palms Comm. Ctr. 31-819 Robert Road Thousand Palms	X	X	X		X	X	X	X		X	
The Golf Center											

PARK	DRINKING FOUNTAIN	BBQ	BALL FIELDS	BASKETBALL	PLAYGROUND	TABLES/BENCHES	RESTROOMS	SOCCER	TENNIS	WALING PATH	RACQUETBALL
74-945 Sheryl Ave. Palm Desert	X						X				

Source: Coachella Valley Parks and Recreation District Website

In addition to the above referenced parks, numerous public and private parks and recreation facilities are available throughout the Coachella Valley.

Riverside County has established a number of standards for the provision of open space and park land. A summary of those standards are as follows:

- Regional Park Land and Natural Open Space – Riverside County standards require one acre of developed regional parkland and 25 acres of natural open space parkland per 1,000 persons.
- Neighborhood and Community Park Land and Recreational Facilities – The State of California Quimby Act was established by the California Legislature to preserve open space and provide park facilities for growing communities. The Quimby Act allows local agencies to establish ordinances requiring residential subdivisions to provide land or fees in lieu of land for park and recreation purposes. The amount of park land required and the fee schedules are also set in those ordinances.

For Riverside County, Ordinance No 460 regulates the parkland requirements. For the NorthStar area, the Ordinance requires three acres of land for each 1,000 persons in the residential component of a project.

Fees are based either on the fair market value of the land which would otherwise be required or on a fixed in-lieu rate. A credit of up to 50 percent of the requirement of land dedication or fees may be given where private parkland is provided and available for active recreational uses. Active recreation means the land must be usable (five percent maximum slope) and designed to provide individual or group activities of an active nature, including, but not limited to, open lawn, sports fields, court games, swimming pools, children’s play areas, picnic areas, golf courses, and recreational community gardening. Credits for areas within water courses, drainage areas, or water bodies may be granted only if (1) such areas are suitable for active recreational use; (2) such areas will actually be used for active recreational; and (3) the affected public agency submits written verification that its adopted Community Parks and Recreation Plan specifically allows for the proposed type of active recreational use to be located within such areas. That land also must be privately owned and maintained in common by the future owner(s) of the development.

Whenever fees are to be paid, the fees shall be paid at an agreed upon time by the developer and the public agency through the conditions of approval. Payment may be required prior to recordation of

the final map if the fees are to reimburse the public agency for expenditures already made or for future park development. Payment may be deferred to the issuance of a building permit, the date of final inspection or the date of the issuance of the certificate of occupancy, whichever occurs last.

❖ *Thresholds of Significance*

Impacts on parks and recreation may be considered potentially significant if the proposed project would:

- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.
- Use existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.

❖ *Project Impact/Relationship to General Plan Policies*

The NorthStar project is mainly a commercial development with residential uses. As such, most of the people that will work at the development will enjoy parks and recreational opportunities that are available at their local neighborhood rather than on-site.

With that said, however, there will be a number of recreational opportunities on-site, the most prominent of which is the golf course. The 18-hole championship course is open to the public and will provide year-round, dawn to dusk golf. The course will also include practice facilities including a driving range and putting greens.

Also included in the project will be swimming pools, walking and biking paths, spas and possibly tennis courts. For workers of the golf course, a volleyball court is also being provided. The commercial areas and the research and development areas will also provide areas for sitting, walking, having lunch and other passive recreation areas in pedestrian centers and along landscaped areas and water features.

All told, the NorthStar project, a resort as well as a business center, is oriented around recreation and takes advantage of the local and regional parks and open space to enhance the visitor and resident experience.

Finally, NorthStar fronts on Varner Road, a County designated route for a Class I Bike Path (Figure 9 of the Western Coachella Valley Area Plan). The developer of those planning areas along Varner Road will be required to construct that bike path as part of the street improvements.

**General Plan Policies**

*LU 19.5* Require that new development meet the parkland requirements as established in the Quimby Act and County enabling ordinances.

NorthStar is offering a wide range of active and passive recreational opportunities on-site. In addition, local and regional parks and open space areas provide the project with ample opportunities for people that use the site. However, per the County ordinance, the developer of individual planning areas may have to pay into the payment in lieu of providing parks fund. The exact amount will be

determined as the project develops and tract maps, building permit, occupancy permits or final inspections will depend on payment of the fees.

❖ *Mitigation Measures*

**PR-1** As the project develops and where needed, the developer will be required to pay into a fund in lieu of providing park land consistent with the Quimby Act and County Ordinance.

❖ *Significance After Mitigation*

With the provision of on-site recreation opportunities and, where necessary, the payment of funds in lieu of providing park land, potential impacts associated with parks and recreation will reduced to a level less than significant.

## 6. Libraries

❖ *Existing Conditions*

Library services are provided by the Riverside County Public Library System. The closest library branch is in Thousand Palms about four miles from the project site. **Table V-52** indicates the three closest Riverside County branches.

**TABLE V-52  
RIVERSIDE COUNTY LIBRARY SYSTEM**

BRANCH	ADDRESS	APPROX. DISTANCE FROM NORTHSTAR
Thousand Palms	72-715 La Canada Way	4 miles
Palm Desert	73-300 Fred Waring Drive	6 miles
Indio	200 Civic Center Mall	8.5 miles

Other Riverside County Library branches are located in Cathedral City, Coachella, Desert Hot Springs, and La Quinta. The County also operates a Bookmobile that travels throughout the County.

The Palm Desert branch is housed in the same building as the College of the Desert library. Sharing a building with the College allows customers to have a special opportunity to utilize both a public and an academic library collection. Each year the City of Palm Desert augments the County library budget to purchase materials and equipment.

❖ *Thresholds of Significance*

Impacts to fire services may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

Because the project includes 970 residential units, demand for library services will increase as the project develops. To reduce impacts on library services, the County of Riverside passed Ordinance 659.6 which collects development impact fees. Those fees are currently \$219 per unit for residential development. Commercial and industrial developments are not charged a fee. Based on those fees, the NorthStar project will generate about \$212,430 (based on 2005 fees) for library building and materials.

❖ *Mitigation Measures*

**Lib-1** The development shall pay its fair share of development fees pursuant to Riverside County Ordinance.

❖ *Significance After Mitigation*

Compliance with the mitigation measure outlined above will reduce potential impacts to less than significant.

## 7. Airports

❖ *Existing Conditions*

There are five major commercial airports in southern California used for passenger service by residents of Riverside County and the Coachella Valley. They include:

- Palm Springs International Airport
- Ontario International Airport (San Bernardino County)
- Orange County - John Wayne Airport
- Los Angeles International Airport
- Lindbergh Field (San Diego County).

Of these, only Palm Springs International Airport is located in Riverside County. It is a full service passenger and cargo airport located in Palm Springs about 10 miles west of the project site. The airport is currently served by nine airlines with 61 arrivals/departures per day. There is direct connection to Los Angeles, San Francisco, Portland, Seattle, Salt Lake City, Denver, Phoenix,

Houston, Dallas, Chicago and Atlanta. Connections to those international hubs allows for world-wide flights from the Palm Springs airport.

#### *Local Aviation Facilities*

There are two public access airports within the vicinity of the NorthStar project site. The Bermuda Dunes Airport is located about four miles southeast of the property and serves general aviation aircraft. The runway (10/28) is 5002 feet in length. The Desert Regional Resorts Airport in Thermal, about 15 miles away, is another general aviation airport that has two runways, one 8500 feet long (runway 17/35) and one 4995 feet long (runway 12/30). Both airports have fixed base operators that provide fuel and other airplane services.

#### *Airport Land Use Compatibility Plan*

The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Compatibility plans serve as a tool for use by airport land use commissions in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, compatibility plans set compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances and to landowners (including special district and other local government entities as well as private parties) in their design of new development.

#### General Applicability

As adopted by the Riverside County Airport Land Use Commission (ALUC), the *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. Included are compatibility criteria and maps for the influence areas of individual airports. The procedural requirements associated with the compatibility review of development proposals are also detailed in the plan.

The plan replaces compatibility plans for individual airports adopted by the ALUC at various times from 1974 through 1998. The specific airports covered by the document and the date when the present plan was adopted with respect to each airport are listed in **Table V-53**. If a new adoption date is not indicated in the table, the earlier compatibility plan remains in effect for that airport. As required by state law, either this plan or an earlier one has been adopted for all of the public-use and military airports in the county. Preparation of compatibility plans for private-use airports is at the option of the ALUC.

Along with the airport names and plan adoption dates, **Table V-53** lists the names of the local government entities (the County of Riverside and/or cities within the county) whose jurisdictions extend into the adopted or potential influence area of the respective airport. The parts of each jurisdiction affected by the plan are depicted in the compatibility maps included in Chapter 3 of the plan.

#### *Statutory Requirements*

#### Powers and Duties



Requirements for creation of airport land use commissions (ALUCs) were first established under the California State Aeronautics Act (Public Utility Code Sections 21670 et seq.) in 1967. Although the law has been amended numerous times since then, the fundamental purpose of the ALUC to promote land use compatibility around airports has remained unchanged. As expressed in the present statutes, this purpose is:

“...to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”

The statutes give ALUCs two principal powers by which to accomplish this objective. First, ALUCs must prepare and adopt an airport land use compatibility plan. Secondly, they must review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan.

**TABLE V-53  
RIVERSIDE COUNTY AIRPORTS**

<b>AIRPORT /OWNERSHIP</b>	<b>JURISDICTIONS AFFECTED*</b>
<i>Public-Use Airports in Riverside County</i>	
Banning Municipal City of Banning	City of Banning County of Riverside
Blythe City/County of Riverside	City of Blythe County of Riverside
Bermuda Dunes Private	City of Indio City of La Quinta City of Palm Desert County of Riverside
Chiriaco Summit County of Riverside	County of Riverside
Corona Municipal City of Corona	City of Corona City of Norco County of Riverside
Desert Center County of Riverside	County of Riverside
Jacqueline Cochran Regional ( <i>formerly Desert Resorts Regional</i> ) County of Riverside	City of Coachella County of Riverside
Flabob Private	City of Riverside County of Riverside
French Valley County of Riverside	City of Murrieta City of Temecula

AIRPORT /OWNERSHIP	JURISDICTIONS AFFECTED*
	County of Riverside
Hemet-Ryan County of Riverside	City of Hemet County of Riverside
Palm Springs International City of Palm Springs	City of Palm Springs City of Cathedral City City of Rancho Mirage
Riverside Municipal City of Riverside	City of Riverside County of Riverside
<b>Military Airports in Riverside County</b>	
March Air Reserve Base U.S. Air Force	City of Moreno Valley City of Perris City of Riverside County of Riverside March JPA
<b>Private-Use Airports in Riverside County</b>	
Perris Valley Private	City of Perris County of Riverside
Skylark Private	City of Lake Elsinore County of Riverside
<b>Public-Use Airports in Nearby Areas of Adjacent Counties</b>	
Chino County of San Bernardino	City of Chino
* Riverside County jurisdictions within adopted airport influence area (approximately 2 miles of small general aviation airports or 3 miles of major general aviation, airline, and military airports); not listed, but also subject to this Compatibility Plan, are any special districts or school districts within an airport influence area.	

*Limitations*

This fundamental objective notwithstanding, airport land use commissions are limited in their powers to achieve it. Two limitations are explicitly written into the law: ALUCs have no authority over either existing land uses (Section 21674(a)) or the operation of airports (Section 21674(e)). Neither of these terms is defined within the statutes, but the interpretation of their meaning is fairly standard throughout the state.

**Existing Land Uses**—The precise wording of the Aeronautics Act is that the authority of ALUCs extends only to land in the vicinity of airports that is “not already devoted to incompatible uses.” The working interpretation of this language is that ALUCs have no state-empowered authority over existing land uses. The question then becomes one of determining what conditions qualify a land use as existing.

For airport land use planning purposes, a land use can generally be considered existing once the local agency has completed all discretionary actions on the project and only ministerial approvals remain. A vacant property thus can be considered “devoted to” a particular use, even if the activity has not begun, once local government commitments along with substantial construction investments by the property owner make it infeasible for the property to be used for anything other than its proposed use. Local government commitment to a proposal can usually be considered firm

once a vesting tentative map, development agreement, or other land use entitlement has been approved.

**Operation of Airports**—Any actions pertaining to how and where aircraft operate on the ground or in the air around an airport are clearly not within the jurisdiction of ALUCs to regulate. ALUC involvement with aircraft operations is limited to taking the operational characteristics into account in the development of land use compatibility plans. This limitation on the jurisdiction of ALUCs cannot, however, be taken to mean that they have no authority with respect to new development on airport property. For example, the law specifically requires ALUCs to review proposed airport master plans for consistency with the commission's plans. ALUCs also have authority to review proposals for non-aviation development on airport property.

A third, less absolute limitation concerns the types of land use actions that are subject to ALUC review. The law emphasizes local general plans as the primary mechanism for implementing the compatibility policies set forth in an ALUC's plan. Thus, Riverside County and each city affected by an airport land use compatibility plan are required to develop general plans consistent with the ALUC plan (or to overrule the commission). Once a local agency has taken this action to the satisfaction of the Airport Land Use Commission, the ALUC's authority to review projects within that jurisdiction is narrowly limited. The only actions for which review remains mandatory are proposed adoption or amendment of general plans, specific plans, zoning ordinances, and building regulations affecting land within an airport influence area. For an ALUC to review individual projects, the local agency must agree to submit them.

One final limitation worth noting is that ALUCs have no jurisdiction over federal lands such as lands controlled by the U.S. Forest Service, Bureau of Land Management, or Indian tribes. ALUCs can merely inform these agencies about the ALUC policies and seek their cooperation.

#### *Riverside County Airport Land Use Commission*

State law provides two basic options regarding the structure of airport land use commissions: a standard format or a designation of an existing body to serve as the ALUC. Among California's 58 counties, these two formats are used in roughly equal proportions. Membership on ALUCs structured in the standard manner is specified to be as follows:

- Two members appointed by the county board of supervisors;
- Two members appointed by a selection committee of mayors of the county's cities;
- Two members appointed by airport managers; and
- A seventh member, representing the general public, appointed by the other six.

The designated body format has several possibilities. Most common is for a single- or multi-county council of governments or similar entity to be designated as the ALUC. Other types of bodies that serve as ALUCs in some counties include the county planning commission, the county airport commission, or the county board of supervisors.

The Riverside County Airport Land Use Commission first met in 1971 with the Riverside County Airport Commission designated to serve the ALUC function. Two city representatives were later added, then, beginning in 1998, the Commission assumed the standard format that continues today. The county agency assigned to provide support staff to the ALUC has also varied over the

years. Since 1998, this responsibility has rested with the Riverside County Economic Development Agency (EDA). This agency also functions as management for the county-owned airports. A member of the EDA staff serves as the ALUC Executive Director.

#### *Relationship to Airport Master Plans*

Airport land use compatibility plans are distinct from airport master plans in function and content. In simple terms, the issues addressed by airport master plans are primarily on-airport whereas those of concern in a compatibility plan are mostly off-airport. The purpose of airport master plans is to assess the demand for airport facilities and to guide the development necessary to meet those demands. An airport master plan is prepared for and adopted by the agency that owns and/or operates the airport. In contrast, the major purpose of a compatibility plan is to ensure that incompatible development does not occur on lands surrounding the airports. The responsibility for preparation and adoption of compatibility plans lies with each county's airport land use commission.

This distinction notwithstanding, the relationship between the two types of plans is close. Specifically, Public Utilities Code Section 21675(a) requires that ALUC plans be based upon a long-range airport master plan adopted by the airport owner/proprietor. If such a plan does not exist for a particular airport, an airport layout plan may be used subject to approval by the California Division of Aeronautics. The compatibility plan for each of the airports within the jurisdiction of the Riverside County Airport Land Use Commission is based upon the respective airport master plan or, as allowed by the statutes, a state-approved airport layout plan. The status of the master plan and layout plan for each airport is indicated in the background data volumes of the *Compatibility Plan*.

#### *Plan Implementation*

##### General Plan Consistency

As noted above, state law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of adoption or amendment of the plan by the ALUC. The only other course of action available to local agencies is to overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must notify both the ALUC and the California Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (Public Utilities Code Section 21676(a) and (b)). Note that similar requirements apply to local agency overruling of ALUC actions concerning individual development proposals for which ALUC review is mandatory (Section 21676.5(a)) and airport master plans (Section 21676(c)).

A general plan does not need to be identical with the ALUC plan in order to be consistent with it. To meet the consistency test, a general plan must do two things:

- It must specifically address compatibility planning issues, either directly or through reference to a zoning ordinance or other policy document; and

- It must avoid direct conflicts with compatibility planning criteria.

Many community general plans pay little attention to the noise and safety factors associated with airport land use compatibility. Also, some of the designated land uses of property near an airport frequently are contrary to good compatibility planning. It is anticipated that each of the land use jurisdictions affected by the *Compatibility Plan* will need to make some modification to its general plan and/or other land use policy documents in order to meet the plan consistency requirements. [An initial assessment of the consistency between the current local general plans and the compatibility criteria and other policies set forth in this ALUC *Compatibility Plan* is contained in the background data chapter for each airport.]

Compatibility planning issues can be reflected in a general plan in several ways:

- **Incorporate Policies into Existing General Plan Elements** — One method of achieving the necessary planning consistency is to modify existing general plan elements. For example, airport land use noise policies could be inserted into the noise element, safety policies could be placed into a safety element and the primary compatibility criteria and associated maps plus the procedural policies might fit into the land use element. With this approach, direct conflicts would be eliminated and the majority of the mechanisms and procedures necessary to ensure compliance with compatibility criteria could be fully incorporated into a local jurisdiction's general plan.
- **Adopt a General Plan Airport Element** — Another approach is to prepare a separate airport element of the general plan. Such a format may be advantageous when a community's general plan also needs to address on-airport development and operational issues. Modification of other plan elements to provide cross-referencing and eliminate conflicts would still be necessary.
- **Adopt Compatibility Plan as Stand-Alone Document**—Jurisdictions selecting this option would simply adopt the relevant portions of the *Compatibility Plan Policy Document* as a local policy document. The jurisdictions would most likely adopt Chapter 2 plus the policies and maps for the relevant airports from Chapter 3. Applicable background information from Volumes 2 and 3 could be included as well, if desired. Changes to the community's existing general plan would be minimal. Policy reference to the ALUC plan would need to be added and any direct land use or other conflicts with compatibility planning criteria would have to be removed. Limited discussion of compatibility planning issues could be included in the general plan, but the substance of most compatibility policies would appear only in the stand-alone document.
- **Adopt Airport Combining District or Overlay Zoning Ordinance**—This approach is similar to the stand-alone document except that the local jurisdiction would not explicitly adopt the *Compatibility Plan* as policy. Instead, the compatibility policies would be restructured as an airport combining or overlay zoning ordinance. A combining zone serves as an overlay of standard community-wide land use zones and modifies or limits the uses permitted by the underlying zone. Flood hazard combining zoning is a common example. An airport combining zone ordinance can serve as a convenient means of bringing various airport compatibility criteria into one place. The airport-related height-

limit zoning that many jurisdictions have adopted as a means of protecting airport airspace is a form of combining district zoning. Noise and safety compatibility criteria, together with procedural policies, would need to be added to create a complete airport compatibility zoning ordinance.

Other than where direct conflicts need to be eliminated from the local plans, implementation of the compatibility policies would be accomplished solely through the zoning ordinance. Policy reference to airport compatibility in the general plan could be as simple as mentioning support for the airport land use commission and stating that policy implementation is by means of the combining zone. (An outline of topics which could be addressed in an airport combining zone is included in Appendix G.)

### Project Referrals

In addition to the types of land use actions for which referral to the ALUC is mandatory in accordance with state law, the *Compatibility Plan* specifies other land use projects that either must or should be submitted for review. These *major land use actions* are defined in Chapter 2. Beginning with when this plan, as it pertains to each specific airport, is adopted by the Airport Land Use Commission and continuing until such time as local jurisdictions have made the necessary modifications to their general plans, all of these major land use actions are to be submitted to the commission for review. After local agencies have made their general plans consistent with the *Compatibility Plan*, the ALUC requests that these major actions continue to be submitted on a voluntary basis.

### *Plan Contents*

The *Riverside County Airport Land Use Compatibility Plan* is organized into three volumes. This first volume contains the policies by which the ALUC operates and conducts compatibility reviews of proposed land use and airport development actions. The present introductory chapter serves to set the overall context of airport land use compatibility planning in general and for airports in Riverside County in particular. The most important components of the plan are found in Chapters 2 and 3.

Chapter 2 outlines the policies, including airport land use compatibility criteria, applicable around all airports in the county. Additionally, the policies define the types of actions to be submitted for ALUC review and the procedures that the ALUC will follow in making compatibility determinations.

Chapter 3 presents the compatibility maps for each airport together with any policies applicable only to that airport. Also included in this volume are a set of appendices containing a copy of state statutes concerning airport land use commissions and other general information pertaining to airport land use compatibility planning.

Volumes 2 and 3 present various background data regarding each airport and its environs. Data for airports in western Riverside County is included in Volume 2; data regarding eastern county airports is found in Volume 3. In addition to serving as a convenient information reference for each airport, the appendices document the data and assumptions upon which the compatibility map for each airport was based.

**❖ Threshold of Significance**

Impacts on airports may be considered significant if the proposed project would:

- Result in an inconsistency with an Airport Master Plan
- Require review by the Airport Land Use Commission.
- For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area.
- For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area.

**❖ Project Impact/Relationship to Thresholds of Significance and General Plan Policies**

The only airport within a reasonable distance from the NorthStar project is the Bermuda Dunes Airport. That airport is a privately operated facility and is geared toward general aviation as outlined above.

The Riverside County Airport Land Use Compatibility Commission adopted their Airport Land Use Compatibility Plan on December 9, 2004. Based on that plan, the NorthStar project is outside all airport compatibility zones, all approach, transitional, horizontal and conical surfaces, and the 55 CNEL noise contour. As such, the NorthStar project is not within any compatibility area and therefore not subject to restrictions outlined by the Airport Land Use Compatibility Plan.

**General Plan Policies**

*C 14.1 Ensure the development of appropriate land uses near County airports, as specified in the Riverside County Airport Land Use Plan.*

The NorthStar project is outside of the Bermuda Dunes Airport land use compatibility impact areas and, as such, the development will have no impact on airport operations and the operation of the airport will no impact on the development.

*C 14.2 Implement and maintain Airport Land Use Plans for public use airports to address compatible land use designations, noise issues, environmental impacts and safety considerations within and adjacent to each airport facility.*

The NorthStar project is outside of the land use compatibility areas, noise contours and safety corridors as identified in the Bermuda Dunes Airport Land Use Plan. Potentially adverse environment impacts are therefore less than significant.

*C 14.3 Enforce federal and state regulations related to land use planning around airport facilities with the cooperation of the County Economic Development Agency.*

The Project is outside of impact areas for the airport and is therefore in compliance with federal and state regulations.

**❖ Mitigation Measures**

Since the project is outside the land use compatibility area of the Bermuda Dunes Airport, the only airport within five miles of the project site, no mitigation measures are required.

❖ *Significance After Mitigation*

No significant unavoidable adverse impacts on airport operations or land use compatibility will result from project implementation.

8. *Disaster Preparedness*

❖ *Existing Conditions*

Historically, Riverside County has had the second highest number of state and federally-declared disasters in California. For example, Riverside County has suffered six fire disasters since 1970. Meanwhile, throughout the 20th Century floods caused by storms have been the number one natural disaster in the United States, for lives lost and property damage totals. Since 1975, Riverside County has suffered eleven floods severe enough to merit gubernatorial or Presidential declarations of disaster. Inundation due to dam failure, while unlikely, would have even more devastating consequences. Failure of unstable ground, whether due to collapsing or expanding soil, or slope failures such as landslides, debris flows and rock falls, can cause localized but expensive damage. Areas prone to unstable soil and slopes can generally be predicted, but, absent mitigation and maintenance, such failures can be frequent and recurring.

Major earthquakes will cause disasters less frequently than other hazards, yet they have the most serious life, safety, and economic consequences. A few seconds of strong ground shaking can devastate large areas of the County and overwhelm the County's ability to respond. Economic consequences could last for years. A large earthquake can also trigger occurrences of most of the other disasters considered.

Because major earthquakes are such high-consequence events, because relatively easy land use mitigation efforts do not reduce earthquake hazards, and because earthquakes have far-reaching consequences outside of damaged areas, much legislation has been written to reduce society's vulnerability to such hazards.

*Code Conformance & Development Regulations*

The County Department of Building and Safety provides technical expertise in reviewing and enforcing the County Building and Fire Codes. These codes establish site-specific investigation requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety and welfare of the public. Every three years, the County's Building and Fire Codes are adapted from the Uniform Building and Fire Codes. They contain baseline minimum standards to guard against unsafe development.

It is imperative to enforce the most recently adopted regulatory codes, including the County's Land Use Ordinance and Land Division Ordinance, which support the Building and Fire Codes, for new development and significant redevelopment. The California Environmental Quality Act (CEQA) adds another level of safety review, requiring that environmental constraints be considered prior to approval of significant projects. Additional guidelines and standards are introduced through the Riverside County Integrated Plan Safety Element.



TABLE V-54  
HAZARDS

HAZARDS		RISK			SCOPE OF RISK*	CODE CONFORMANCE AND HAZARD MANAGEMENT			
		Low	Moderate	High		Building	Fire	Special Dev.	Hazard Reduction
<i>Earthquake Damage</i>	Strong Ground Motion			X	County Wide	X	X	X	X
	Fault Rupture			X	Local			X	X
	Liquefaction		X	X	Local			X	X
	Settlement		X		Local	X		X	X
	Landslide		X		Local	X		X	X
	Dam Inundation	X			Local			X	X
	Building Damage		X	X	County Wide	X	X	X	X
	Utilities Damage		X	X	County Wide	X	X	X	X
<i>Slope and Foundation Stability</i>	Deep Landslide	X			Local	X		X	X
	Soil Slumps		X		Local	X		X	X
	Settlement		X		Local	X		X	X
	Flooding			X	Local			X	X
<i>Inundation</i>		X			Local			X	X
<i>Fire</i>	Wildfire			X	County Wide	X	X	X	X
	Industrial Park		X			X	X	X	
	Residential Fire		X		Local	X	X		

Special development regulations can reinforce and augment existing code standards by raising the level of hazard-conscious project design and mitigation engineering. Examples include additional

geologic/geotechnical investigation and additional reinforcement of foundations in areas of potential ground failure. While foundation investigations are required by the County's Building Code, it is important to emphasize expected levels of investigation and protection. Where engineering methods cannot mitigate the hazards, avoidance of the hazard is appropriate, such as where ground ruptures along active or potentially active fault traces are identified during project investigation. Special minimum setbacks away from active faults, which are already required for critical facilities, can also be defined for other structures and lifelines.

#### *Hazard Specific Issues and Policies*

##### Seismic Hazards

While Riverside County is at risk from many natural and man-made hazards, the event with the greatest potential for loss of life or property and economic damage is an earthquake. This is true for most of southern California, since damaging earthquakes are frequent, affect widespread areas, trigger many secondary effects, and can overwhelm the ability of local jurisdictions to respond. In Riverside County, earthquake-triggered geologic effects include ground shaking, fault rupture, landslides, liquefaction, subsidence, and seiches, all of which are discussed in the Safety Element Technical Background Report, Appendix H of the Riverside County General Plan.

Earthquakes can also cause human-made hazards such as urban fires, dam failures, and toxic chemical releases. Earthquake risk is very high in the most heavily populated western portion of the County and the Coachella Valley, due to the presence of two of California's most active faults, the San Andreas and San Jacinto. Risk is moderate in the eastern portion of the County beyond the Coachella Valley.

Most of the loss of life and injuries from earthquakes are due to damage and collapse of buildings and structures. Building codes have generally been made more stringent following damaging earthquakes. However, in the County of Riverside, structures built prior to the adoption of improved building codes have generally not been upgraded to current standards, and are vulnerable in earthquakes. Comprehensive hazard mitigation programs that include the identification and mapping of hazards, prudent planning and enforcement of building codes, and expedient retrofitting and rehabilitation of weak structures can significantly reduce the scope of an earthquake disaster.

##### Fault Rupture

Primary ground damage due to earthquake fault rupture typically results in a relatively small percentage of the total damage in an earthquake, but proximity to a rupturing fault can cause profound damage. It is difficult to reduce this hazard through structural design. The primary mitigation technique is to set back from and avoid active faults.

The challenge comes in identifying all active faults. Faults throughout southern California have formed over millions of years. Some of these faults are generally considered inactive under the present geologic conditions; that is, they are unlikely to generate further earthquakes. Other faults are known to be active. Such faults have either generated earthquakes in historical times (within the last 200 years), or show geologic and geomorphic indications of relatively recent movement. Faults that have moved in the relatively recent geological past are generally presumed to be the

most likely candidates to generate damaging earthquakes in the lifetimes of residents, buildings, or communities (Figure S-1 of the County's General Plan).

The State Alquist-Priolo Earthquake Fault Zoning Act (A-P Act) was passed in 1972 to mitigate the hazard of surface faulting, the most easily avoided seismic hazard. The main purpose of the A-P Act is to prevent the construction of buildings used for human occupancy on the surface trace of active faults. (The A-P Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards).

Alquist-Priolo Earthquake Fault Zones have been designated by the California Division of Mines and Geology for the Elsinore Fault, San Jacinto Fault, and San Andreas Fault zones in Riverside County. The County of Riverside has zoned fault systems and required similar special studies prior to development. These are referred to as County Fault Zones on Figure S-2 of the General Plan and in the Technical Background Report. They generally represent zones that have been identified from groundwater studies, and should be viewed as doubtful. However, until solid field evidence is generated to prove or disprove their existence, they should continue to be considered a hazard.

Within A-P and County Fault Zones, proposed tracts of four or more dwelling units must investigate the potential for, and setback from, ground rupture hazards. This is typically accomplished by excavation of a trench across the site, determining the location of faulting, and establishing building setbacks. As there are many active faults in Riverside County, with new fault strands being continually discovered, all proposed structures designed for human occupancy should be required to investigate the potential for and setback from ground rupture.

Also of concern are structures, not for human occupancy, which can cause harm if damaged by an earthquake, such as utility, communications, and transportation lifelines. The County regulates most development projects within earthquake fault zones (Figure S-2, Riverside General Plan). Projects include all land divisions and most structures for human occupancy. Exempted projects include single family, wood-frame and steel-frame dwellings that are one or two stories, are not part of a development of four units or more, and are not located within 50 feet of an identified fault.

Before a project can be permitted within an A-P Earthquake Fault Zone, County Fault Zone, or within 150 feet of any other potentially active or active fault mapped in published United States Geological Survey (USGS) or California Division of Mining and Geology (CDMG) reports, a geologic investigation must demonstrate that proposed buildings will not be constructed across active faults. A site-specific evaluation and written report must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy must be set back 50 feet from the fault, unless adequate evidence, as determined and accepted by the County Engineering Geologist, is presented to support a different setback.

#### Seismically-Induced Liquefaction, Landslides, and Rock Falls

Portions of the County of Riverside are susceptible to liquefaction and landslides or rock falls, which are very destructive secondary effects of strong seismic shaking. This section addresses these hazards as they relate specifically to seismic events. General slope and soil instability hazards, which can occur in the absence of seismic shaking, are addressed separately the Seismic Safety section of this EIR.

Liquefaction occurs primarily in saturated, loose, fine- to medium-grained soils in areas where the groundwater table is within approximately 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks, and a water-soil slurry bubbles onto the ground surface. Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

Site-specific geotechnical studies are the only practical and reliable way of determining the specific liquefaction potential of a site; however, a determination of general risk potential can be provided based on soil type and depth of groundwater. Areas identified as susceptible to liquefaction are identified in Figure S-3 of the County's General Plan.

Seismically-induced landslides and rock falls should be expected throughout the County in a major earthquake. Field investigation enables identification of slide-prone slopes before an earthquake occurs. Landslides and rock falls occur most often on steep or compromised slopes. Factors controlling the stability of slopes include: 1) slope height and steepness; 2) engineering characteristics of the earth materials comprising the slope; and 3) intensity of ground shaking. Figure S-4 of the General Plan maps areas with varying levels of earthquake-induced slope instability.

#### Slope & Soil Instability Hazards

Covering approximately 7,310 square miles and spanning from the Colorado River at the Arizona border to within ten miles of the Pacific Ocean, Riverside County contains a variety of topographical and geological conditions that pose various slope and soil instability hazards. Mass wasting, which includes landslides, rockfalls, and debris flow, is associated with the mountainous regions primarily composed of igneous and metamorphic rock, while subsidence and hydroconsolidation are concentrated in valleys filled with sediments. The intent of these policies is to reduce the occurrence and costs of slope and soil instability hazards, and eliminate human contribution to their occurrence.

#### Landslides, Rockfalls, and Debris Flows

Landslides, rock falls, and debris flows occur continuously on all slopes; some processes act very slowly, while others occur very suddenly, often with disastrous results. As human populations expand over more of the land surface, these processes become an increasing concern. There are predictable relationships between local geology and landslides, rock falls and debris flows. Knowledge of these relationships can improve planning and reduce vulnerability. Slope stability is dependent on many factors and their interrelationships, including rock type, pore water pressure, slope steepness, and natural or man-made undercutting. Slope and geologic conditions are identified in Figures S-5 and S-6 of the General Plan, respectively.

For new development, the County Building and Safety Department enforces current building codes. Building codes establish specific site investigation requirements and define various standards by which hillside projects are assessed. Landslide Management Zones (LMZs) identify regions susceptible to slope instability. This instability can include deep-seated landslides, rockfalls, soil slumps, and debris flows. Without the presence of extensive flood control devices, including large debris basins, the areas outlined by an LMZ may be subject to debris flow

inundation. Most often, debris flow inundation results in roadways and improvements blocked by boulders. Rarely do debris-flow generating storms affect the entire county.

Most of the area within the Landslide Potential Management Zones of the County (as shown on Figure S-4 of the General Plan) is designated for open space or rural development. Investigations and stability evaluations should be conducted prior to any proposed grading, if conditional use permits or variances are granted. Within a Landslide Potential Management Zone, mitigation of existing and/or potential slope problems can be required when substantial improvements are proposed.

#### Subsidence and Expansive & Collapsible Soils

*Subsidence* refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes. Figure S-7 of the County's General Plan identifies areas susceptible to subsidence hazards based on geologic and hydrogeologic characteristics that are similar to regions of the County in which subsidence is documented.

Land subsidence and fissuring have been well-documented in Riverside County. Most of the early documented cases of subsidence affected only agricultural land or open space. As urban areas have expanded, so too have the impacts of subsidence on structures for human occupancy. Ground subsidence and associated fissuring in Riverside County have resulted from both falling and rising ground water tables. In addition, many fissures have occurred along active faults that bound the San Jacinto Valley and the Elsinore Trough. Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

*Expansive soils* have a significant amount of clay particles which can give up water (shrink) or take on water (swell). The change in volume exerts stress on buildings and other loads placed on these soils. The occurrence of these soils is often associated with geologic units having marginal stability. Expansive soils can be widely dispersed and can be found in hillside areas as well as low-lying alluvial basins. Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. These designs include the use of reinforcing steel in foundations, drainage control devices, over-excavation and backfilling with non-expansive soil.

For new development, future problems with expansive soils can be largely prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the County Building Code. Active enforcement, peer review, and homeowner involvement are required to maintain these standards. Homeowners are important because moisture control and modified drainage can minimize the effects of expansive soils. Homeowners should be educated about the importance of maintaining a constant level of moisture below their foundation. Excessive swelling and shrinkage cycles can result in distress to improvements and structures.

Although expansive soils are now routinely alleviated through the County Building Code, problems related to past, inadequate codes constantly appear. Expansive soils are not the only cause of structural distress in existing structures. Poor compaction and construction practices, settlement, and landslides can cause similar damage, but require different mediation efforts. Once expansion has been verified as the source of the problem, mitigation can be achieved through reinforcement of the existing foundation, or alternatively, through the excavation and removal of expansive soils in an affected area.

*Hydroconsolidation, or soil collapse*, typically occurs in recently deposited, Holocene (less than 10,000 years old) soils that were deposited in an arid or semi-arid environment. Soils prone to collapse are commonly associated with man-made fill, wind-laid sands and silts, and alluvial fan and mudflow sediments deposited during flash floods. These soils typically contain minute pores and voids. The soil particles may be partially supported by clay or silt, or chemically cemented with carbonates. When saturated, collapsible soils undergo a rearrangement of their grains and the water removes the cohesive (or cementing) material. The result is rapid and substantial settlement. An increase in surface water infiltration, such as from irrigation, or a rise in the ground-water table, combined with the weight of a building or structure, can initiate settlement and cause foundations and walls to crack.

In the County of Riverside, collapsible soils occur predominantly at the base of the mountains, where Holocene-age alluvial fan and wash sediments have been deposited during rapid runoff events. In addition, some windblown sands may be vulnerable to collapse and hydroconsolidation. Typically, differential settlement of structures occurs when lawns or plantings are heavily irrigated in close proximity to the structure's foundation. Forensic indications of collapsible soils include:

- tilting floors;
- cracking or separation in structures;
- sagging floors; or
- non-functional windows and doors.

#### Wind Erosion

Wind erosion is a serious environmental problem attracting global attention. Soil movement is initiated as a result of wind forces exerted against the surface of the ground. Dust particles in the air create major health problems. Atmospheric dust causes respiratory discomfort, may carry pathogens that cause eye infections and skin disorders, and reduces highway and air traffic visibility. Dust storms can cause additional problems. Buildings, fences, roads, crops, trees and shrubs can all be damaged by abrasive blowing soil.

Wind and wind-blown sand are an environmentally-limiting factor throughout much of Riverside County. Approximately 20 percent of the land area of Riverside County is vulnerable to "high" and "very high" wind erosion susceptibility. The Coachella Valley, the Santa Ana River Channel in northwestern Riverside County, and areas in and around the Cities of Hemet and San Jacinto are zones of high wind erosion susceptibility (Figure S-8 Riverside County General Plan).

Wind-blown sand is a well-recognized hazard for developments in the Coachella Valley. It has forced abandonment of dwellings and subdivided tracts in the central Coachella Valley. The primary source of sand is the Whitewater River, with increases in the amount of wind-blown sand

related to episodic flooding of the Whitewater River. A 15-fold increase in wind erosion rates in this area has been noted following heavy flood events. Therefore, mitigation of wind-blown sand is directly related to mitigation of flood potential on the Whitewater River. However, the Whitewater River provides a large component of sand to sustain the dune fields, home to several endangered species

Efforts to control the wind, using hedges and other barriers, may not be effective in mitigating wind erosion. Erosion intervention has had serious and unforeseen consequences in many places, so any proposed mitigation program should be approached carefully, with an extended period of preparatory study.

### Flood & Inundation Hazards

Riverside County has experienced severe flooding many times throughout its history, resulting in the loss of lives and millions of dollars in property damage. Floods are caused by rivers and creeks overrunning their banks, and most property damage has occurred where development has been allowed without regard for flood hazard. If urban development continues to encroach onto the floodplains without major structural improvements, Riverside County will face an ever-increasing flood hazard, and potential losses will escalate.

The tremendous capital investments made in dikes, channels, levees, and dams over the last half century have not eliminated all flood hazards, and in some instances, the protective facilities may be unable to accommodate the 100-year flood. In recent years, the idea has become increasingly accepted that, while it is essential to protect existing development, the provision of massive flood control facilities merely to permit new development over major floodplains may be unwise. It is often more effective and less costly to locate development outside of hazard areas than to attempt to control the hazard itself.

Furthermore, consistent with the intent and policies of the Multipurpose Open Space Element of the County's General Plan, the Safety Element recognizes the need to protect watercourses in their natural state. Flood and inundation policies limit the alteration of floodways and channelization when alternative methods of flood control are not technically feasible. The intent is to balance the need for protection with prudent land use solutions, recreation needs, and habitat requirements; and, as applicable, to provide incentives for natural watercourse preservation, including density transfer programs. One-hundred- and five-hundred-year flood hazard zones are identified in Figure S-9 of the General Plan, while dam inundation zones are identified in Figure S-10. The intent of these policies is to eliminate the need for state or federal flood disaster declarations through aggressive flood mitigation activities.

### Flood and Inundation Hazard Abatement

While local agencies operate and maintain many flood control facilities, funding for the construction of such facilities often is shared with federal and state agencies. Nevertheless, local agencies independently fund many local projects without financial assistance from the federal or state governments.

Flooding susceptibility in Riverside County is primarily associated with several major stream drainages, including but not limited to the Santa Ana, San Jacinto and Whitewater Rivers, as well as smaller scale and flash flood events on many of the alluvial fans that flank the County's hillsides. Large-scale developments have utilized golf courses and greenbelts as part of a network of channels that collect flood flows on the upstream side of a project, carry it safely through the project, and disperse it on the downstream side. However, given the low permeabilities of the underlying bedrock, heavy runoff from the surrounding hills and mountains during strong storms cannot be prevented.

A review of records maintained at the California Office of Emergency Services provided potential failure inundation maps for 23 dams affecting Riverside County. These maps were compiled into the geographic information system digital coverage of potential dam inundation zones for Riverside County. These maps are intended to be used by state and local officials for the development and approval of dam failure emergency procedures as described in Section 8589.5 of the California Government code. The maps are also used to provide information needed to make natural hazard disclosure statements required under recent legislation (AB 1195 Chapter 65, June 9, 1998; Natural Hazard Disclosure Statement).

Seismically-induced inundation refers to flooding that occurs when water retention structures fail during an earthquake. Often, inundation is triggered by damage from a seiche. A seiche is a wave that reverberates on the surface of water in an enclosed or semi-enclosed basin, such as a reservoir, lake, bay or harbor, in response to ground shaking during an earthquake. Seismically-induced inundation can also occur if strong ground shaking causes structural damage to above-ground water tanks. In response to this hazard, a new tank design includes flexible joints that can accommodate movement in any direction.

#### Fire Hazards

After fire disasters, gubernatorial Proclamations of a State of Emergency and Presidential Major Disaster Declarations have been declared on six occasions in Riverside County. Much of Riverside County is rated as a potential wildland fire area by the State of California Department of Forestry and Fire Protection. Wildfire susceptibility is mapped in Figure S-11 of the General Plan.

A significant portion of the County is undeveloped and consists of rugged topography with highly flammable indigenous vegetation. In particular, the hillside terrain of Riverside County has a substantial fire risk. Fire potential for the County is typically greatest in the months of August, September, and October, when dry vegetation coexists with hot, dry Santa Ana winds. However, fires with conflagration potential can occur at any time of the year. Widespread fires following an earthquake, coupled with Santa Ana winds, constitute a worst-case fire suppression scenario for Riverside County. Because the fire danger is extremely high for three months of each year, there is a statistically significant chance that the worst-case fire suppression scenario could occur.

Following a major earthquake, water availability would likely be curtailed due to breaks in water lines caused by fault rupture, liquefaction or landslides. In addition, above-ground reservoirs are vulnerable to earthquakes, which would also affect the ability to fight fires. Over time, all of California's wildlands will burn, as they are ecologically adapted to do. However, various human-created factors increase the risks that fires will occur; that they will be larger, more intense and more damaging; that fighting them will cost more; and that they will take a higher toll (in economic



and non-economic terms). The intent is to eliminate earthquake-induced fire as a threat and to develop an integrated approach to minimizing the threat of wildland fires.

#### Hazardous Waste & Materials

Technically, the term "hazardous materials" would include the entire spectrum of such substances from pre-product materials to waste. For the following discussion, it is necessary to make a distinction between those materials that are used or created in the manufacturing process and the waste generated by that process. Pre-product materials are considered to have value and are used in, or are the purpose of, the manufacturing process, and are referred to as "hazardous materials". Because they have value, hazardous materials are subject to proper management procedures. Waste, however, is just that - the valueless byproduct of the manufacturing process that must be disposed of - and is referred to as "hazardous waste". Hazardous materials that are spilled, dumped or are otherwise released into the environment immediately become hazardous waste (see Section C.8. for a more detailed discussion on Toxic Substances).

#### Southern California Hazardous Waste Management Authority

Through its membership in the Southern California Hazardous Waste Management Authority (SCHWMA), the County of Riverside has agreed to work on a regional level to solve problems involving hazardous waste. SCHWMA was formed through a joint powers agreement between Santa Barbara, Ventura, San Bernardino, Orange, San Diego, Imperial, and Riverside Counties and the Cities of Los Angeles and San Diego. Working within the concept of "fair share", each SCHWMA county has agreed to take responsibility for the treatment and disposal of hazardous waste in an amount that is at least equal to the amount generated within that county. This responsibility can be met by siting hazardous waste management facilities (transfer, treatment and/or repository) capable of processing an amount of waste equal to or larger than the amount generated within the county, or by creating intergovernmental agreements between counties to provide compensation for taking another county's waste, or through a combination of both.

When and where a facility is to be sited is primarily a function of the private market. However, once an application to site a facility has been received, the County will review the requested facility and its location against a set of established siting criteria to ensure that the location is appropriate, and may deny the application based on the findings of this review. The County of Riverside does not presently have any of these facilities within its jurisdiction and therefore must rely on intergovernmental agreements to fulfill its fair share responsibility to SCHWMA.

#### Disaster Preparedness, Response & Recovery

The County of Riverside Multi-Hazard Functional Plan establishes the responsibilities of the various County agencies in times of a disaster. Disaster preparedness and response planning include identifying short-term actions to reduce the scope of an emergency, and managing necessary resources in the event of a disaster. After any disaster, particularly an earthquake, short-term disaster recovery requires many operations that are less urgent than fire suppression or medical attention, but are equally important.

The intent of the policies within the Riverside County General Plan are to build a sustainable, disaster-resistant community by accommodating natural hazards through planning, zoning, and mitigation, while preparing to respond to disasters until this goal is achieved.

### Disaster Preparedness

In recent years, the County of Riverside has expanded its emergency preparedness planning. The County is required under state law to prepare and maintain a Standardized Emergency Management System (SEMS) Multi-hazard Functional Plan. The California Governor's Office of Emergency Services has extensive guidelines outlining the requirements of the County SEMS. These guidelines establish policies and procedures and assign responsibilities to ensure the effective management of emergency operations under the SEMS. However, the SEMS does not address long-range recovery planning issues.

#### ❖ *Project Impact/Relationship to General Plan Policies*

All of the potential disasters outlined above are discussed in other chapters of this EIR. **Table V-55** summarizes the hazard and where in this document the hazard is more fully evaluated as it relates to the NorthStar project.

**TABLE V-55  
DISASTER PREPAREDNESS DISCUSSION MATRIX**

HAZARD	EIR SECTION
Seismic Hazards	C. 1
Fault Rupture	C. 1
Seismically-Induces Liquefaction, Landslides & Rockfalls	C. 1
Landslides, Rockfalls & Debris Flow	C. 1
Subsidence, Expansive & Collapsible Soils	C. 1
Wind Erosion	C. 3
Flood and Inundation Hazards	C. 4
Fire Hazards	D. 2
Hazardous Wastes & Materials	C. 8

Project impact and mitigation measures, if any, are included in all those chapters and, by reference, are included herein.

#### ❖ *Mitigation Measures*

See the corresponding chapter in **Table V-55**.

#### ❖ *Significance After Mitigation*

With the mitigation measures included in the chapters outlined in **Table V-55**, potential impacts are reduced to a level less than significant.

## 9. Sheriff Services

#### ❖ *Existing Conditions/General Plan Policies*

The Project is within unincorporated Riverside County, wherein police services are provided by the Riverside County Sheriff's Department. The Sheriff's Department is divided into three major divisions, administered by Assistant Sheriffs, and controlled by Chief Deputies. Under the Chief Deputies are the various Bureaus, Stations and Sections - all supervised by Captains, Lieutenants and Sergeants.

The nearest County Sheriff's station is located in Palm Desert at 73520 Fred Waring Drive, about five miles from the Project site. That office provides the following services:

- Patrol
- Traffic Control
- Investigations
- School Resources
- Explorer Program

A brief discussion of each of those divisions follows.

#### *Patrol*

The Patrol Division responds to all calls for police service placed to the Department, either through the 911 system, or through non-emergency phones. Patrol deputies handle initial investigations of thefts, burglaries, robberies, assaults, and all other felony, misdemeanor, and public service calls. Upon completion of initial investigations, cases are either suspended, continued to the Investigations Division, closed by arrest, referred to the District Attorney for review/prosecution, or unfounded.

The Palm Desert Department supports and promotes the concept of Community Oriented Policing. This is accomplished by the assignment of officers to regular beat assignments, providing state-of-the-art equipment, training and adequate staffing to handle approximately 100 calls for service received daily. The Palm Desert Sheriff Department also operates two off-site Police Sub-Stations. One sub-station is located at 42-305 Washington St., Suite E, to provide easier access to police services to the residents and business patrons for the east side of the city. A newer sub-station is located within the Westfield Shopping Town Mall 72-840 Hwy 111 (lower level near the movie theaters). This sub-station provides easier access to police services for the residents and business patrons on the west side of the city.

The Palm Desert Sheriff Station contract consists of 134 sworn deputy sheriff's positions and 46 non sworn total personnel assigned to Palm Desert Station. 31 of these positions are dedicated to the patrol division with the remaining deputies dedicated to special assignments such as the Traffic Division, Special Enforcement Teams, School Resource Officer, and Narcotics Enforcement. The deputy sheriff's positions are further supported by sworn supervision and administration. This contract also contains 46 non-sworn support positions to assist with the daily operation of the station and to support field services. The project area is located in the unincorporated county of the Station's area of responsibility.

### *Traffic Team*

The Traffic Team routinely conducts “Traffic Safety” checkpoint in various areas. These checkpoints bring public awareness to the dangers of driving without seat belts and other safety violations.

### *Investigations Bureau*

The Bureau is comprised of eleven dedicated investigators assigned to various specialties such as robbery, assaults, sex crimes and child abuse, and property crimes, as well as missing persons, runaways and domestic violence investigations.

### *School Resource Officers*

The School Resource Officers (SRO's) work closely with school officials, teachers, and students to help create a safe and secure learning environment at each campus. The SRO's also work closely with the school district campus security officers.

### *Explorer Program*

The Explorer program is a community based program providing educational and practical information to its participants. In return, Explorers provide a valuable asset to the community by working at special events, such as the Springfest, 4th of July, Summer of Fun, and Golf Cart Parade events, as well as assisting deputies on ride-a-longs. They assist with searches and traffic control, allowing sworn deputies to respond to more critical assignments.

Response time is the period of time between when a call is received by a patrol officer and the time of arrival. The response time varies depending on the nature of the call. An incident that is in progress (Priority 1) would receive a higher priority than one that is report after the fact (Priority 3). According to the officials at the Department, their response time to the Project area is 10 minutes for non-emergency calls for service and 5 minutes for emergency calls for service.

The Riverside County Sheriff's Department has a desirable staffing level of 1 sworn officer per 1,000 residents, approximately the current ratio.

### ❖ **Thresholds of Significance**

Impacts to sheriff services may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

### ❖ ***Project Impact/Relationship to Thresholds of Significance General Plan Policies***

The project would be served by the Riverside County Sheriff's Department from its station at 73520 Fred Waring Drive, approximately five miles south of the Project site. There are currently 12 sworn

officers assigned to this area, with two deputy sheriffs assigned per shift. Response time to the area typically varies between 5 and 10 minutes, based on a level of emergency prioritization basis.

Development of the Project will increase demand for law enforcement services to the area and is anticipated to increase the need for additional officers and equipment as well and could potentially slow response time. A portion of the proposed project will be a private gated community with controlled access; a provision anticipated to reduce the need for public law enforcement services. Prior to the approval of Tentative Tract Map entitlements, the project will be reviewed by the County Sheriff's Department and conditioned with any necessary site-specific design features and capital impact fees.

Calculating the population on the site in a project of this nature can be difficult because of the different timeframes for occupancy of the various uses. For purposes of this analysis, it is assumed that the total number of employees for all the uses will be about 8,500 (7,000 for the industrial park, 350 for the hotel, 50 for the golf course, 50 for the clubhouse, 500 in the office area, 500 for the community commercial, and 50 miscellaneous employees for the timeshares, homeowners association, etc.).

On top of the employees are the residents and guests at the project. It is anticipated that there will be 3,100 full time residents and about 600 guests in the hotel and timeshares (assuming an average 60% occupancy), for a total of roughly 3,700 additional people in those uses. That will bring the overall total to 12,400 total people at the project.

However, the number of persons at the site will be less at any given time. For example, employees at the industrial park will normally work during the day time hours when persons at the dwelling units are more likely to be gone. Also, many of the dwelling units will be second homes so the occupancy rate will be low during the summer months and high during the winter months. Finally, the jobs at the retail village and the community commercial area will have shift work so that the number of employees on site at a given time will be less than the total number of employees.

With those caveats, it is estimated that the number of persons that will be on the project site at a given time will be 25 percent less than the maximum number of 12,400. Therefore, at any given time, there will be about 9,300 people at the project site. Couples with the gated communities that will reduce demands on sheriff services, the number of people that will potentially need sheriff services will be 8,000. Based on the sworn officer ratio of one per 1,000 population, it is estimated that the NorthStar project will have a demand of eight officers.

#### *Project Compliance: Regulatory Mitigation*

The County Board of Supervisors has adopted a mitigation fee program to offset the need for sheriff services (Ordinance 659.6). The NorthStar Project will be required to pay this mitigation fee or current fees at the time of construction.

#### *Design Considerations*

Pursuant to County of Riverside policies and standard conditions of approval, the proposed project will be designed with security features such as lighting, and fencing. These design considerations will help address public safety issues. It will be important to have all roadways, residential

addresses, clubhouse areas, etc. clearly marked so deputies responding to this area can locate the areas/residences in need of service. Riverside County Sheriff's Department recommends either posting solid street maps of the complex near the inside of each gate, or having map handouts at the entry gate.

#### *Level of Service*

The Sheriff's Department has requested additional funds to hire and train additional deputies to patrol the project area. Increased patrol in the unincorporated area of the Palm Desert Station has already been implemented. This increase in patrol was done to provide adequate services to the project area. However, the increase demands in the project area may slow response times. The Sheriff therefore suggests that the community participate in a Neighborhood Watch Program and Crime Free Multi-Housing Program (if condominiums or rental properties are to be built) so the project residents can assist in crime prevention measures. The events, new roads, and new improvements will bring in many new people wanting to know their way around inside the project site. When the country club first opens posting solid street maps of the complex near the inside of each gate or having map handouts at the entry gate will help provide officers and emergency with a quick reference to targeted service sites. The short-term pressures of construction and advertised events, sales, shall be addressed by a private internal security and directional monitoring of traffic on-site.

#### *Special Events*

Because of the annual major golf tournament that will occur at NorthStar in late January, additional police service (especially traffic control) will be needed. The tournament directors will work with the Sheriff's Department and the California Highway Patrol for those few days (see the specific plan and Traffic Circulation section of this EIR for details).

#### ❖ *Mitigation Measures*

- SHS-1** Prior to the approval of Tentative Tract Map entitlements, the project will be reviewed by the County Sheriff's Department and conditioned with any necessary site-specific design features and capital impact fees in effect at the time of map approval, pursuant to Riverside County Ordinance No. 659.5, in order to reduce potential project impacts associated with sheriff services in the project area.
- SHS-2** The road and gate design plan shall be reviewed by the sheriff's department for access.
- SHS-3** The Project shall employ full time, state certified security personal to assist with seasonal, special events, special promotions, and high occupancy times.
- SHS-4** An internal location map shall be posted at the entrance gates and an area map will be available at the gate or office.
- SHS-5** New Owners shall be given information about the Neighborhood Watch Program and Crime Free Multi Housing Program (if condominiums or rental properties are to be built) so the project residents can assist in crime prevention measures

#### ❖ *Significance after Mitigation*

Compliance with the above mitigation measure will reduce potential impacts to the sheriff's services as less than significant after mitigation.

## 10. Health Services

### ❖ Existing Conditions

#### *Public Health Service*

Public health service in the County of Riverside is administered by the County Community Health Agency. This agency oversees the operation of the County's Department of Public Health (DOPH), which maintains goals and administers programs to promote public health and safety. DOPH provides information to aid in planning and facilitates partnerships with developers, law enforcement agencies, cities, schools, community organizations, health care providers, emergency response agencies, hospitals, faith-based organizations and elected officials to ensure the community is working together toward the goal of creating more livable, safe and healthy communities. DOPH also provides training and programs to ensure an adequate labor force to meet Riverside County resident demands for public health services and ensure adequate health facilities are available to meet demands of the growing population. Other services provided by DOPH include Immunization, Family Planning, Injury Prevention, Disaster Preparedness and Prenatal Programs that are available in communities throughout the County.

#### *Medical Facilities*

Eastern Riverside County is home to some of the most prestigious health care, recovery and research facilities in the country. In addition to the three hospitals, there are numerous medical offices, clinics, rehabilitation facilities, urgent care facilities and medical research centers, within Palm Desert, Rancho Mirage, Indio and other Coachella Valley cities that offer medical, dental, eye care and a wide range of specialty medical services and programs available to residents and visitors in the area.

Eisenhower Medical Center; at 39000 Bob Hope Drive in Rancho Mirage, is located approximately four miles south of the Project site. Situated on a 100-acre campus in the heart of the Coachella Valley, Eisenhower Medical Center is a progressive medical complex comprised of a 261-bed hospital, the Annenberg Center for Health Sciences, the Barbara Sinatra Children's Center, the Betty Ford Recovery Center and the Heart Institute of the Desert.

John F. Kennedy Memorial Hospital; at 47111 Monroe Street in Indio, is located approximately 11 miles southeast of the project site. The 162-bed acute care hospital, including clinics and medical offices that surround the hospital, provide comprehensive services including the Arthritis Institute, family centered pediatric care, senior programs, community education programs, and volunteer services. The hospital recently opened a new two-story tower with a 16-bed intensive care unit and 24-bed medical surgical unit.

Desert Regional Medical Center, approximately 9 miles west of the project, near downtown Palm Springs, is comprised of a 371-bed acute care regional medical campus; home to the Coachella Valley's designated trauma center, the Nabisco Dinah Shore Wellness Center, Comprehensive Cancer Centers of the Desert, the Women and Infants Center, Arthritis Institute, and the Cardiovascular Institute of Palm Springs.

*Emergency Medical Services*

Emergency Medical Services in the County of Riverside are regulated under the County Emergency Medical Services Plan and under County Code; Title 8, Chapter 8.08, which serves to protect the health and safety of medical patients while in transport.

Emergency (9-1-1) calls in the County of Riverside are received by one of the County's 16 Public Service Answering Points in the vicinity of where a call is generated and routed to the fire service headquarters within that jurisdiction. The closest available first responder unit is then dispatched to respond to the call (usually the nearest fire department). Each responding unit is staffed by either a Paramedic, Emergency Medical Technician or First Responder certified personnel, according to the type of emergency call. The ambulatory service communication center is also then notified and the nearest available emergency ambulance is dispatched.

A first responder agency usually arrives first on the scene and provides initial care and stabilization until an ambulance arrives. Three fire departments and two private ambulance services provide emergency response and ambulatory services within the area of the proposed project. American Medical Response (AMR) is the primary ambulance provider contracted to serve the area. Emergency helicopter air lift response is provided by Mercy Air, California Highway Patrol Air Operations and Desert Search and Rescue. Ambulances and emergency air lift helicopters are staffed by at least one paramedic, who can administer advanced life-saving procedures and medications while on scene and en route to the closest, most appropriate hospital.

Hospital destinations are determined by protocol, patient condition, and the requests by the patient and/or family. While en route, paramedics notify hospitals of their pending arrival, patient condition, and request any additional medical orders that may be needed. Three acute care hospitals maintain 24-hour emergency services in the Coachella Valley, serving the project area; Desert Regional Medical Center, Eisenhower Memorial Hospital, John F. Kennedy Memorial Hospital. Desert Regional Medical Center serves as the regional trauma center. Patients requiring severe burn treatment are taken to Arrowhead Medical Center, the regional burn center, located in San Bernardino County.

*❖ Thresholds of Significance*

Impacts to fire services may be considered potentially significant if the proposed project would:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

*❖ Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

The proposed project would provide housing for an estimated 1,895 fulltime residents and up to 1,415 part-time guests, and given the nature of businesses attributed to the project (hotel, golf course, retail shops, restaurants, business offices, commercial stores etc.); in a busy season,



operating at full capacity, the project could employ as many as 7,000 employees. This means that when operating at full capacity, the project would generate approximately 10,310 people. (This number is high, considering that some residents may also be employed by the project and the project is expected to operate at an average capacity of 70%, much of the time.) Assuming that health care benefits would be provided to the project's employees through the different business owners, project residents would seek health care providers in the area, and residents, visitors and guests may at some time require emergency medical service or hospitalization, the project is anticipated to result in moderate impacts to health care services in the area.

There are many health care providers and medical facilities in close proximity to the proposed project; including three acute care hospitals and numerous doctor's offices, clinics and medical facilities. The County's development mitigation fees were established to alleviate impacts created by new residential development. Of those required development fees, the Public Utility Fee is charged to offset impacts to facilities such as hospitals, health services; mental health and public social service facilities. This fee would be determined by identifying specific public facilities that would be impacted within the area of the project and levying fees for those areas based on construction costs, revenue sources, and number of persons anticipated to be served.

Ambulatory services would be provided to the project by American Medical Response (AMR), through their contract with the County of Riverside. This contract requires an ambulatory response time under 13.49 minutes. According to their records AMR meets the required response time 90% of the time; normally responding in 14 minutes or less. AMR's ambulatory units are staffed in 12-hour assignments and deployed in a fluid manner, from one of the many fleets stationed throughout the Valley. If a unit responds from a particular area, its position is filled by other ambulances that will respond to calls that may occur in that same area. No area is ever left without ambulances to respond to emergency calls.

### **General Plan Policies**

Provisions to ensure public health and safety are included in the County's General Plan, through Land Use planning policies; (i.e., regulations of the Building and Safety Code) and through general provisions of polices outlined in the Safety and Housing Elements of the Plan, which are as follows:

#### *Land Use*

- LU 4.2 Require property owners to maintain structures and landscaping to a high standard of design, health, and safety through the following:
- a. Provide proactive code enforcement activities.
  - b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
  - c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.

#### *Safety*

The County Department of Building and Safety provides technical expertise in reviewing and enforcing the County Building and Fire Codes. These codes establish site-specific investigation

requirements, construction standards, and inspection procedures to ensure that development does not pose a threat to the health, safety and welfare of the public.

### *Housing*

Goals and programs of the County Housing Element include provisions for continued inspections and enforcement to ensure that structures meet the Uniform Building Safety Code, Public Health and Safety Code and other regulations that protect human health and safety.

#### ❖ *Mitigation Measures*

- HS-1** The project proponent shall provide to American Medical Response copies of the Project's final Tentative Tract Maps, with street names and structures clearly marked.
- HS-2** The project proponent shall coordinate with County Sheriffs and Environmental Health Department to ensure public health and safety measures are implemented. (i.e. street lighting, safe intersections, adequate emergency access, site safety plans, etc.)
- HS-3** All components of the project shall be constructed to meet requirements of the Public Health and Safety Code.

#### ❖ *Significance after Mitigation*

With application of the above prescribed mitigation measures the project is not anticipated to have significant impacts to Health Services.

## **11. Solid Waste**

#### ❖ *Existing Conditions*

Waste Management of the Desert Inc. (WM), headquartered in the city of Palm Desert is the franchise-owned waste management/hauler, permitted by the Riverside County Waste Management Department to provide waste management services for the communities of Cathedral City, Coachella, Indian Wells, Indio, La Quinta, Palm Desert, Rancho Mirage, Salton Sea, Twenty-nine Palms, Yucca Valley as well as areas of unincorporated Riverside and San Bernardino County. WM provides collection, recycling, and disposal services to public sector, commercial, industrial and residential customers throughout these areas.

Solid waste collected by WM from the area of the proposed project is taken to the Edom Hill Transfer Station, located in the city of Cathedral City, approximately 6.5 miles west of the proposed project location. The Edom Hill Transfer Station is an 8-acre transfer facility operated by WM, permitted to transfer wastes to other landfills upon closure of the Edom Hill Sanitary Landfill. The transfer station is permitted to process 2,600 tons of solid waste per day. (*Lauren Lewis, Facilities Manager, Edom Hill Transfer Station, July, 2005*) Solid waste brought to the transfer station is unloaded from collection vehicles and reloaded onto larger long-distance transport vehicles for shipment to landfills or other treatment or disposal facilities. By combining the loads of several individual waste collection trucks into a single shipment, communities reduce labor and operating costs of transporting the waste to a distant disposal site. The transfer station also reduces the total number of vehicular trips traveling to and from disposal sites. Solid waste from the Edom Hill Transfer Station is taken to one of three landfills; Lamb Canyon, Badlands or El Sobrante.

The Lamb Canyon Landfill is located at 16411 State Highway 79 in Beaumont. The landfill is sited on 353 acres, of which 145 acres are currently being used for disposal. The landfill was permitted for expansion on December 16, 2003, and currently has a remaining capacity of 25,967,000 cubic yards, which is projected to accommodate solid waste demand until the projected closure date of January 1, 2023 based on a permitted throughput of 3,000 tons per day.

The Badlands Landfill is located at 31125 Ironwood Avenue in Moreno Valley. The landfill is sited on 1,093 acres, of which 150 acres are currently being used for disposal. The landfill was permitted for expansion on July 30, 2001, and currently has a remaining capacity of 15,036,809 cubic yards, which is projected to accommodate solid waste demand until the projected closure date of January 1, 2018, based on a permitted throughput of 4,000 tons per day.

The El Sobrante Landfill is located at 10910 Dawson Canyon Road in Corona. The landfill is sited on 1,322 acres, of which 495 acres are currently being used for disposal. The landfill was permitted for expansion on June 6, 2001, and currently has a remaining capacity of 184,930,000 cubic yards, which is projected to accommodate solid waste demand until the projected closure date of January 1, 2020, based on a permitted throughput of 10,000 tons per day. (*Sungkey Ma, Planner, Riverside County Waste Management Department, December, 2004*)

#### ❖ *Thresholds of Significance*

Impacts on solid waste may be considered potentially significant if the project would:

- Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.
- Comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).

#### ❖ *Project Impact/Relationship to Thresholds of Significance and General Plan Policies*

##### *Criteria for Determining Significance*

Impacts related to solid waste disposal for the NorthStar project are outlined in the following table.

**TABLE V-56  
ESTIMATED WASTE GENERATION FROM COMPLETED PROJECT<sup>1</sup>**

Planning area		Units	Waste Generation Factor	Total
18-Hole Golf Course	Clubhouse	74,500 sq ft	.046 lb/sq.ft./day	3,427 lb/day
	Restaurant	~6,500 sq ft <sup>2</sup>	.005 lb/sq.ft./day	32.5 lb/day
Golf View	Hotel	350 rooms	2 lb/room/day	700 lb/day

Planning area		Units	Waste Generation Factor	Total
	Spa	25,000 sq.ft.	3.12 lb/100 sqft/day <sup>3</sup>	780 lb/day
	Meeting Rooms	32,000 sq.ft.	3.12 lb/100 sqft/day <sup>3</sup>	998.4 lb/day
Golf View Villas		54 units	12.23 lb/household/day	660.4 lb/day
Resort Timeshares		216 units	12.23 lb/household/day	2641.7 lb/day
Golf View Condos		550 units	12.23 lb/household/day	6,726.5 lb/day
Mixed-Use Village	Residential	150 units	12.23 lb/household/day	1,834.5 lb/day
	Retail	400,000 sq.ft.	13 lb/1000 sq.ft./day	5200 lb/day
Industrial Village		1,200,000 sq.ft.	62.5 lb/1000 sq.ft./day	75,000 lb/day
Executive Office		230,000 sq.ft.	6 lb/1000 sq.ft./day	1380 lb/day
Community Commercial		100,000 sq.ft.	13 lb/1000 sq.ft./day	1300 lb/day
<b>TOTAL</b>				<b>100,681 lb/day</b>
				<b>50.3 tons/day</b>

<sup>1</sup>The waste generation factors were taken from the California Integrated Waste Management Board website estimates of solid waste generation rates.

<sup>2</sup>The square footage of the restaurant portion of the clubhouse was taken from the current building layout plans.

<sup>3</sup>This waste generation factor was the estimated rate for "other services" in the table for "Estimated Solid Waste Generation Rates for Service Establishments" on the CIWMB website. It was used due to absence of a rate for the specific land use.

WM has adequate facilities and equipment to service the different land use types of the proposed project. The Edom Hill Transfer Station is currently processing approximately 1,500 tons of solid waste per day, with a permitted capacity of 2,600 tons per day. The peak solid waste generation of the project would represent a 4% increase in the amount of solid waste processed by the Edom Hill Transfer Station. WM indicates that the proposed project will have no significant impact on their services. (Jennifer Salciccioli, Construction Representative, Waste Management of the Desert, April 20, 2005)

Using solid waste generation rates from the California Integrated Waste Management Board website, during the build-out of the proposed project, of the 50.3 tons per day total, more than half a ton will be attributable to construction materials. Construction waste consists mainly of inert recyclable materials such as rock, soil, lumber and packaging materials. As discussed in greater detail below,

waste streams can be reduced by a combination of prevention, reuse, recycling, and composting, and environmentally safe landfill disposal and transformation. (*Jennifer Salciccioli, Construction Representative, Waste Management of the Desert, April 20, 2005 and October 24, 2005*)

Assembly Bill 939 became law in 1989. AB 939 established a hierarchy of integrated waste management priorities. Goals are presented in the order of their importance:

1. Source reduction
2. Recycling and composting
3. Environmentally safe transformation and land disposal of solid wastes

Source reduction can be accomplished at the project site by identifying target materials. On-site collection of target materials would include paper, plastic, glass, green waste, inert solids, and wood waste. Recycling and composting in this region of the county is still being developed. At this time eighteen waste haulers and recyclers serve this zone in Riverside County. The target items can be collected at the site and processed at the site for transportation. Environmentally safe transformation and land disposal of solid wastes will be available and accomplished by the WM.

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with state requirements as stipulated in AB 939. The CIWMP comprises the Countywide Summary Plan, Countywide Siting Element, and the Source Reduction and Recycling Element, Household Hazardous Waste Element, and Non-disposal Facility Elements for Riverside County and each of the cities in the County. The Waste Management Department of Riverside County administers recycling programs available to County residents that are normally advertised through the media. The proposed project shall comply with applicable CIWMP provisions as warranted.

#### ❖ *Mitigation Measures*

The following mitigation measures are recommended for implementation to reduce the potentially significant adverse impacts (identified in the impact discussion provided above) for the project to a non-significant level of impact.

**SW-1** Waste Management of the Desert, Inc. shall review routes for trash collection service prior to the building of structures. Waste Management of the Desert shall approve routes prior to granting service agreements.

**SW-2** Recyclable materials enclosures shall be provided including trash collection. Each enclosure shall include a sign, identifying the use of the bin or storage or recyclable materials, placed on the enclosure entrance gates and shall be no larger than two (2) square feet. The colors of the sign shall be ivory and brown.

#### ❖ *Significance after Mitigation*

With the mitigation measures mentioned above incorporated into the proposed project, impacts on solid waste disposal as a result of the proposed project are anticipated to be less than significant.

### **E. MANDATORY CEQA TOPICS**

The State (CEQA) Guidelines require several general content elements for Environmental Impact Reports (EIR). For the NorthStar project, the following Mandatory CEQA topics apply:

- Cumulative Impact Analysis
- Unavoidable Adverse Impacts
- Alternatives to the Proposed Project
- Growth Inducing Impact of the Proposed Action
- Relationship Between Local Short-term Uses of Man's Environment in Maintenance/Enhancement of Long Term Productivity
- Irreversible and Irretrievable Commitment of Energy Supplies Should the Project be Implemented

A discussion of each of those topics follow.

#### **❖ Cumulative Impact Analysis**

CEQA mandates that an EIR evaluate potential cumulative impacts. A cumulative effect is deemed significant if the project's incremental contribution to a cumulative impact is "considerable." A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation measures, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (CEQA Guidelines Section 15130).

CEQA Guidelines Section 15130(b) outlines the discussion of cumulative impacts. In general, the EIR should examine the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of

other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

- A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or
- A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact. Any such planning document shall be reference and made available to the public at a location specified by the lead agency.

In addition to the proposed project, several other projects in relatively close proximity have either been proposed, approved, but not yet constructed, or are under construction which may contribute to cumulative effects. A list of these projects is provided in the **Table V-57** below.

**TABLE V-57  
RELATED PROJECTS**

<b>PROJECT</b>	<b>LAND USE</b>	<b>POTENTIAL DEVELOPMENT</b>	<b>STATUS</b>
<b>Unincorporated Riverside County</b>			
TR 26158	Single Family Detached	113 D.U.'s <sup>1</sup>	Approved
TR 27135	Single-Family Detached Golf Course	844 D.U.'s 18 Holes	Approved
TR 29150	Single-Family Detached	259 D.U.'s	Approved
TR 29151	Single-Family Detached	105 D.U.'s	Approved
TR 29333	Mobile Home Park	647 D.U.'s	In Review
Mirasera SP	Mixed Residential/Commercial	1,524 D.U.'s 668,000 sq. ft. Com. 400 Room Hotel	In Review
<b>City of Palm Desert</b>			
TT 32655	Single-Family Detached	270 D.U.'s	Approved
2003-007&010	Office Complex	24,474 Sq. Ft.	Approved
2004-014	Business Park	166,000 Sq. Ft.	Approved
2004-019	Showroom & Warehouse	19,565 Sq. Ft.	Approved
2001-040	Mixed Residential/Commercial	19.29 Acres	Approved
2000-018	University	200 Acres	Under Construction

<sup>1</sup>D.U.'s = Dwelling Units

When including the NorthStar project, the total amount of cumulative development within the cumulative effects study area includes about 4,800 dwelling units, an 18-hole golf course, 1.7 million square feet of commercial space, 750 hotel rooms, 425,000 square feet of office space, 1.2 million square feet of industrial/research space, and a 200 acre university site.

The extent of environmental changes associated with those projects has the potential to create significant cumulative environmental impacts in the NorthStar area. Potentially significant cumulative effects are discussed below.

## **Agricultural Resources**

Full buildout of the project will result in the development of land that has been designated as prime farmland in the County's General Plan. Such conversions have occurred throughout the Coachella Valley and Riverside County.

The California Department of Conservation, Division of Land Resource Protection considers the conversion of agricultural land to non-agricultural uses a potentially significant impact within the state. Over a two-year period between 2000 and 2002, conversion of Important Farmland (Prime, Statewide, Unique and Local) was about 1.6 percent of the total while Riverside County experienced about a 2.2 percent loss (California Farmland Conversions Report 2000 – 2002, California Department of Conservation, December 2004).

No specific threshold is established by the County of Riverside to determine the cumulative significance of incremental loss of farmland. However, if the statewide conversion rates are used as a benchmark (0.8% per year), loss of farmland in Riverside County could be considered a significant impact because it is losing at a rate half again as much as the state average (1.1% per year).

### Proposed Mitigation Measures

The Riverside County Board of Supervisors adopted the Riverside County Integrated Project General Plan and certified its Environmental Impact Report (SCH #2002051143) on October 7, 2003. Section 4.2 of the General Plan Draft EIR addressed the existing setting impacts and mitigation measures related to "Land Use/Agricultural Resources." That section was modified on Pages 3-7 through 3-12 of the Final EIR and in the adopted "CEQA Findings of Fact and Statement of Overriding Consideration of the Board of Supervisors of Riverside County for the 2003 Riverside County General Plan" (adopted October 7, 2003).

The analysis contained in Section 4.2 states:

"Assuming all land designated under the proposed General Plan was actively farmed at the time of build out, the loss of 64,170 acres represents a nearly 24 percent reduction in actively utilized farmland. As the total amount of land designated for agricultural uses under the proposed General Plan is less than the amount of agricultural land currently designated as Prime, Unique, and Statewide Important, it is apparent that implementation of the proposed General Plan would result in a significant loss of Prime, Unique or Statewide Important farmland."

As a result of this analysis, the Impact 4.2.2 of the certified EIR stated:

"The proposed General Plan update will result in the conversion of prime farmlands, unique farmlands, farmlands of statewide importance, or land actively utilized for agricultural production to a variety of non-agricultural use." (Page 3-11 of the Final EIR)

The Board of Supervisors found that "there are no feasible mitigation measures or alternative that the Board could adopt at this time which would reduce this impact to a less-than-significant level. This impact, therefore, remains significant and immitigable. To the extent that this adverse impact will not be eliminated or lessened to an acceptable (less-than-significant) level, the Board finds that



specific economic, legal, social, technological, or other considerations identified in the Statement of Overriding Considerations support approval of the Project (Riverside County Integrated Project) despite unavoidable residual impacts.”

The proposed project is consistent with the land use designation placed upon the property by the Riverside County General Plan and the Western Coachella Valley Area Plan, Land Use Plan in that the site is designated for urban level development and not agriculture uses. Therefore, the statement of overriding considerations are applicable to the conversion of the project site to non-farming uses.

#### Summary of Environmental Effects After Mitigation Measures are Implemented

The proposed will contribute to the loss of farmland within the Coachella Valley although the property has not been used for farming activities for a number of years. Through the Riverside County Integrated Project and EIR analysis process and certification, the County has determined that the loss of agricultural land in the County is unavoidable and immitigable. To achieve the objectives of the project and bring in needed jobs, which is consistent with planned land uses and the general urbanization of this portion of the County, the cumulative loss of farmland cannot be avoided.

#### **Traffic Circulation**

Full buildout of the project will result in the development of land that has been designated for development as a golf resort and business park in the County’s General Plan. The proposed project will continue with that general designation but reduce the golf course from 27 to 18-holes and add residential uses. Generally, the project will be denser for those portions that are developed. In addition to the day-to-day use of the property once built, the golf course will play host to a PGA sponsored golf tournament over a five day period in late January or early February.

The County of Riverside contains policies that all intersections should:

*“Maintain the following countywide target Levels of Service: LOS “C” along all County maintained roads and conventional state highways. As an exception, LOS “D” may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections LOS “E” may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.”*

Therefore, for the NorthStar project, the threshold of significance for traffic is LOS “D” for the Varner Road intersections with Cook Street and Washington Street and the I-10 Freeway. Other intersections should function at a LOS “C.”

#### Proposed Mitigation Measures

The proposed project is consistent with the land use designation placed upon the property by the Riverside County General Plan and the Western Coachella Valley Area Plan, Land Use Plan in that the site is designated for urban level development. A detailed traffic analysis looked at affected intersections and found a number that would be impacted without mitigation. The report went on to suggest mitigation measures (see Circulation Section of this EIR), that will reduce all intersections to a LOS “D” or better for the normal day-to-day operations of NorthStar at buildout.

However, the golf tournament, with an estimated 30,000 spectators in the Opening Year (2006) and 50,000 for the Interim (2010) and Buildout Years (2015), will impact a number of intersections so that they function at a LOS "F." No mitigation can be incorporated that will reduce all of the intersections to acceptable levels as outlined in the County's Policy.

#### Summary of Environmental Effects After Mitigation Measures are Implemented

The proposal will not contribute to unacceptable levels of service for the day-to-day operations of NorthStar. All intersections can be mitigated to a LOS "D" or better and therefore complies with the County's policy. However, the golf tournament will reduce the level of service at many intersections to "F," especially at buildout of the project. No mitigation can be incorporated that will decrease traffic so that all of the intersections function at an acceptable level.

#### **Air Quality**

The project site is located within a non-attainment region of the Salton Sea Air Basin (SSAB). Essentially, this means that any new contribution of emissions into the Basin would be considered significant and adverse. The NorthStar area is heavily influenced by the air quality impacts associated with Interstate 10. It has also been well documented by the SCAQMD that majority of the air quality impacts seen in the Coachella Valley are most attributable to the large population center in Los Angeles and Orange Counties. The meteorological patterns of Southern California lend to the "blowing-in" effect of air pollution from the more populated and industrial counties to the west of the project site area.

Implementation of the proposed project would increase air emissions in the SSAB through new vehicle trips and associated mobile source emissions generated by project residents, employees and visitors. Any single project does not in itself create emissions in sufficient quantity to threaten air quality standards, but the emissions from the project would be added to the emissions of similar projects throughout the Coachella Valley. While the individual impact of any single project is incrementally small, the cumulative impact of all such small sources ultimately adds to the SSAB's inability to meet clean air standards.

Locally, the project traffic would be added to surrounding roadways and may potentially create micro-scale impacts to sensitive receptors adjacent to traveled roadways. Continued local and regional growth not only contributes vehicle emissions, but often creates a slowing of all other cars to less pollution efficient speeds as roadways reach their capacity. In addition to automobiles as the primary source of growth-related air emissions, a number of small secondary sources may contribute pollutants to the regional burden. Such sources include temporary construction activity emissions, off-site or non-basin emissions from power plants supplying electricity to the site, natural gas combustion, or the use of gas-powered landscape utility equipment. The imprecise or poorly defined nature of many of these miscellaneous sources makes it difficult to accurately inventory them, but their incremental addition to the basin pollution burden make it that much more difficult for Southern California to achieve completely clean air in the near future. Air Quality impacts of project implementation, when considered in concert with other existing, approved and planned and not yet built projects, would therefore result in an incremental contribution to the degradation of air quality in the SSAB.

The Air Quality Management Plan (AQMP) for the SSAB sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The proposed project and surrounding area was designated as agricultural use at the time the AQMP was compiled. The residential uses now being developed and proposed in the Northstar project were not contemplated in the AQMP and this represents a departure from the land use assumptions underlying the adopted AQMP. Therefore, the project, along with the other area development is considered to have significant cumulative impacts to air quality.

#### Proposed Mitigation Measures

Mitigation measures addressing construction and operations have been incorporated into the project to reduce project-level impacts.

#### Summary of Environmental Effects after Mitigation Measures are Implemented

The project will contribute incrementally to an existing air quality problem. The cumulative air impacts cannot be avoided and adoption of a Statement of Overriding Considerations will be required prior to project approval.

#### **Noise**

Construction of the proposed project, when considered in concert with related projects in the area, would result in short-term noise impacts that would accompany the construction phases of each project. Since projects would not occur simultaneously, construction noise impacts would be short-term, incremental and can be mitigated to below a level of significance with controls on construction time periods and equipment use. Thus such impacts would not be regarded as cumulatively significant.

Impacts associated with vehicles arriving and leaving these developments include increases in noise levels along roadways in the project vicinity. This would affect land uses along specific streets and could be adverse for sensitive land uses. However, the County and the City of Palm Desert require that noise impacts and mitigation be analyzed at full capacity of the roadways. Thus, individual projects would provide noise control beyond existing noise levels in anticipation for future development. As such, individual project mitigation would serve to reduce project related noise impacts to less than significant levels.

However, because the existing noise environment already exceeds County standards without incorporation of the proposed project, and since the project will be adding to that noise environment, the project will contribute to cumulative noise-related impacts.

#### Proposed Mitigation Measures

Mitigation measures have been incorporated which will reduce project-related noise impacts to less than significant levels. No mitigation measures have been included in the project that can reduce the project's contribution to a cumulative impact related to the already noisy environment.

#### Summary of Environmental Effects after Mitigation Measures are Implemented

After incorporation of mitigation measures, the project will reduce its noise impacts to levels below significance. However, potentially significant cumulative impacts remain, and a Statement of Overriding Considerations will be required prior to project approval.

#### **Public Services and Utilities**

As indicated in the introduction to this section, the proposed project in combination with the related projects identified for the cumulative effects study area comprises about 4,800 dwelling units, an 18-hole golf course, 1.7 million square feet of commercial space, 750 hotel rooms, 425,000 square feet of office space, 1.2 million square feet of industrial/research space, and a 200 acre university site.

The proposed project is not expected to result in any significant effects on public services and utilities that cannot be mitigated to a less than significant level. Similar conclusions can be drawn for each of the related projects as well.

#### Proposed Mitigation Measures

Mitigation measures have been incorporated which will reduce project-related impacts on public services and utilities to less than significant levels. Other than the project-specific mitigation measures for the project on public services and utilities, any other mitigation measures for cumulative impacts on public services and utilities are assumed to have been required with each related project as warranted.

#### Summary of Environmental Effects after Mitigation Measures are Implemented

After incorporation of mitigation measures, the project will reduce its public services and utilities impacts to levels below significance. However, potentially significant cumulative impacts remain, and a Statement of Overriding Considerations will be required prior to project approval.

#### ❖ *Unavoidable Adverse Impacts*

This topic is intended to address any impacts that cannot be mitigated below a level of significance (CEQA Guidelines Section 15126.2). Significant impacts which cannot be avoided or eliminated if the project is implemented have been discussed in detail throughout this section. A summary of the areas in which impacts could not be reduced to a level below significance is briefly presented below.

#### Agricultural Resources

Impacts to agricultural resources are considered significant if the project will result in loss of designated farmland (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance). Construction of the project, or any of the alternatives other than No Project, will result in a loss of designated farmland. There is no feasible mitigation alternative for that loss so impacts are unavoidable and adverse, and are immitigable.

### Traffic Circulation

Impacts to intersection functions are considered significant if the project will result in a level of service of "E" or worse. Construction of the project will not violate that impact but the major golf tournament will, albeit on a few days a year. There is no feasible mitigation alternative for that loss of level of service so impacts are unavoidable and adverse, and are immitigable.

### ❖ *Alternatives to the Proposed Project*

CEQA Guidelines Section 15126.6 requires that EIRs describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. For NorthStar, the projects objectives are:

- To provide a wide range of employment opportunities for people in the Coachella Valley.
- To provide a world class golf course venue suitable for hosting a PGA golf tournament.
- To provide recreational and hospitality opportunities for visitors to, and residents of, the Coachella Valley.
- To provide for an integrated, mixed use project that emphasizes an environment that encourages alternative forms of transportation while still accommodating the car.
- Provide for project and regional flood control.

Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed project. The rationale for selecting the alternatives to be evaluated, and a discussion of the "no project" alternative are also required per section 15126.6.

The section will look at 1) a No Project Alternative that retains open space character of the site; 2) a reduced density mixed use alternative; and 3) development of property under the approved Specific Plan 151, Amendment No. 2 currently approved for the property.

### Rationale for Alternative Selection

Pursuant to CEQA 15126.6(a), each alternative must in some way avoid or substantially lessen one or more of the significant effects created by the proposed project and meet most of the basic project objectives, as shown above. The direct significant environmental effects that result from the proposed project, after mitigation measures are implemented, are the overall of designated farmland. Cumulatively, the project contributes to a significant loss of agricultural lands.

Per CEQA Guidelines Section 15126.6(3), the "no project" alternative could take two forms: 1) no change from the existing uses; or 2) development into already approved land uses. Since the already approved land use for the site (SP 151, Amendment No. 2) is considered in a separate alternative, the

No Project alternative will consider the continued use of the site as fallow agricultural land and open space.

The land use designation allows for various combinations of densities for commercial, business park and recreational uses. As proposed, the NorthStar project includes both residential, commercial and research and development uses. Other project alternatives could decrease the number of dwelling units and the square footage of commercial and industrial uses. Those reductions will not result in a reduction in the loss of farmland or habitat, but could reduce air quality, noise, traffic, water quality, utilities, hazardous waste, and other demand driven impacts.

In the most recent revision to the Riverside County General Plan, the project site has a land use designation of Open Space Recreation (golf course), Business Park and Commercial Tourist, all as a result of the adoption of the NorthStar Commerce Center and Golf Club (Specific Plan 151, Amendment No. 2). The project could proceed under existing entitlement and, in fact, the golf course and clubhouse are being constructed based on the existing Specific Plan.

### Description of Alternatives

#### *Alternative 1 – No Project*

Historically, the subject property has been used for farming but that activity ceased many years ago. Therefore, the property has been fallow, open space. The No Project alternative envisions the continued open space use of the site into the future. Although this alternative would not result in any of the potential impacts associated with development of the property, none of the project objectives would be met. In addition, open space uses are known to have air quality adverse impacts (particulate matter) and, since the property is within a flood plain, keeping the property open will not protect property to the south and downstream.

#### *Alternative 2 – Reduced Density Mixed Use Development*

The reduced project would reduce the number of residential units and the square footage of the commercial and industrial uses by 20%. Since the golf course and the clubhouse have already been approved and are being built, that portion of the project will remain the same (18-hole golf course and an 84,000 square foot clubhouse). **Table V-45** outlines the planning areas as amended by this alternative.

**TABLE V-58  
NORTHSTAR REDUCED DENSITY ALTERNATIVE**

Planning Area	Land Use Description	Land Area (Acreage)	D.U./Acre	Total D.U.s	Max. Floor Area (sq. ft.)
1	18-hole Golf Course	240.00	-	-	
2	Golf Clubhouse	5.90	-	-	81,000
3	Golf View Hotel	17.60	-	-	280 rooms, 20,000 square foot spa, 25,600 square feet meeting rooms

4	Golf View Villas	7.30	5.9	43	
5	Resort Timeshare Units	9.95	17.3	172	
6A & 6B	Golf View Condominiums	33.20	13.3	440	
7	Mixed Use Retail Village	36.20		120	320,000
8	Industrial Park (R&D)	69.60			960,000
9	Executive Office	16.00			184,000
10	Community Commercial	20.00			80,000
<b>Total</b>		<b>455.75</b>		<b>775</b>	<b>1,670,600 plus 280 room hotel</b>

Although this alternative would reduce impacts on air quality, noise, flooding and traffic, the loss of agricultural land will remain the same.

*Alternative 3 – Specific Plan No. 151, Amendment No. 2*

This alternative would develop the property as envisioned in the NorthStar Commerce Center and Golf Club (SP 151, Amendment No. 2). That plan anticipated 27 holes of golf on 308 acres, 15 acres of commercial and business park, and 106 acres of business park, commercial and lodging. Residential uses were not allowed. It is also assumed that the hotel will take 10 acres and will have 250 rooms. Since that plan did not specify the floor areas for the commercial and industrial uses, it is assumed that the maximum floor area is 30 percent. This would mean a commercial and business square footage of about 1,450,000 square feet (15 ac. + 106 ac. – 10 ac. for hotel = 111 ac. x 43,560 = 4,835,160 sq. ft. x 0.03 = 1,450,548 sq. ft.). Although this alternative would reduce impacts on air quality, noise, flooding and traffic, the loss of agricultural land will remain the same.

Evaluation of Alternatives

**TABLE V-59  
COMPARISON OF ALTERNATIVES MATRIX**

<b>Environmental Issue</b>	<b>NorthStar Specific Plan</b>	<b>Alternative 1 No Project</b>	<b>Alternative 2 Reduced Density Mixed Use</b>	<b>Alternative 3 SP 151, Amendment No.2</b>
Agriculture Resources	Significant, unavoidable project impacts of 455 acres of designated farmland	Less – Project site would remain open although probably not farmed	Same – Loss of 455 acres of farmland	Same – Loss of 455 acres of farmland
Air Quality	Potentially significant impacts that can be	Less – Open space would only contribute to PM10	Less or same- Reduced development would mean	Less or same- Reduced development would mean

Environmental Issue	NorthStar Specific Plan	Alternative 1 No Project	Alternative 2 Reduced Density Mixed Use	Alternative 3 SP 151, Amendment No.2
	mitigated. Contributes to CO and PM10 within a non-attainment area.		fewer emissions. Grading would be similar so PM10 would be nearly the same.	fewer emissions. Grading would be similar so PM10 would be nearly the same.
Biological Resources	Less than significant impact because land was substantially altered due to farming and the development of the golf course.	Less – Open space could lead to re-establishment of habitat.	Same – The property has no natural habitat and this alternative would not add any.	Same – The property has no natural habitat and this alternative would not add any.
Cultural Resources	Less than significant impacts because the property has been altered.	Less – No disturbance of project site.	Same – Less than significant impacts because the property has been altered.	Same – Less than significant impacts because the property has been altered.
Geology and Soils	Less than significant impact with mitigation measures incorporated.	Less – No disturbance of soils and no exposure to geologic hazards.	Same – Less than significant impacts with mitigation incorporated.	Same – Less than significant impacts with mitigation incorporated.
Toxic Substances	Less than significant impact with mitigation measures incorporated.	Less – No introduced toxic substances to the property.	Better or same – Less than significant impacts with mitigation incorporated and less development means fewer	Same – Less than significant impacts with mitigation incorporated. Less development could mean fewer toxic substances but



Environmental Issue	NorthStar Specific Plan	Alternative 1 No Project	Alternative 2 Reduced Density Mixed Use	Alternative 3 SP 151, Amendment No.2
			toxic substances.	large golf course would use more chemicals.
Hydrology and Water Quality	Less than significant with mitigation incorporated.	More – No project would offer no flood protection of properties to the south and downstream.	Same – Flood protection needs to be provided regardless of the project other than open space.	Same – Flood protection needs to be provided regardless of the project other than open space.
Noise	Less than significant with mitigation incorporated.	Less – Without a project, there will be little if any noise produced.	Less or Same – Less development reduces noise generation.	Same – Less development may reduce noise that is generated but the loss of residences could increase commercial noise.
<b>Public Facilities and Services</b>				
Airports	Less than significant.	Less	Same	Same
Fire Services	Less than significant with mitigation measures incorporated	Less – Very little if any fire service needed.	Same – Fire services are needed in the area regardless of the reduction in density	Same – Fire services are needed in the area regardless of the change in the project
Libraries	Less than significant with mitigation measures incorporated	Less – Open space adds no demands to libraries.	Same – Since libraries are impacted without the project, a reduction in density could still cause an impact.	Same – Since libraries are impacted without the project, a change in the project could still cause an impact.
Recreation	Less than significant	Less – Property would remain open.	Same – Since recreational facilities are	Same – Since recreational facilities are

Environmental Issue	NorthStar Specific Plan	Alternative 1 No Project	Alternative 2 Reduced Density Mixed Use	Alternative 3 SP 151, Amendment No.2
			impacted without the project a reduction in density could still cause an impact.	impacted without the project a change in the project could still cause an impact
Schools	Less than significant with mitigation measures incorporated.	Less – Open space adds no demands on schools.	Less – Fewer residences means fewer demands on schools	Less – No residences means far less demands on schools.
Sheriff	Less than significant with mitigation measures incorporated.	Less – Open space adds little if any demands on sheriffs services	Same – Since sheriff services to the area are impacted without the project, a reduction in the density could create an impact.	Same – Since sheriff services to the area are impacted without the project, a reduction in the density could create an impact.
Transportation/Traffic	Less than significant impacts with mitigation measures incorporated	Less – Open space general little if any traffic.	Less – Less density translates into less traffic.	Less – Less density translates into less traffic.
<b>Utilities/Service Systems</b>				
Sewer and Water	Less than significant impacts with mitigation incorporated.	Better – Open space has no water and sewer demands.	Same – Water and sewer would still be needed.	Same – Water and sewer would still be needed.
Solid Waste	Less than significant with mitigation incorporated.	Better – Open space generates no sold waste.	Same – Solid waste services would still be needed.	Same – Solid waste services would still be needed.
<b>Environmentally Superior to Proposed Project?</b>	N/A	Yes	Yes	Yes

Environmental Issue	NorthStar Specific Plan	Alternative 1 No Project	Alternative 2 Reduced Density Mixed Use	Alternative 3 SP 151, Amendment No.2
Meets Project Objectives?	Yes	No	No	No

Environmentally Superior Alternative

The CEQA Guidelines, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project is clearly superior although flooding would be worse for properties south and downstream of the project site.

The CEQA Guidelines also require the identification of another environmentally superior alternative if the No Project alternative is the environmentally superior alternative. The Reduced Density Mixed Use then becomes the environmentally superior alternative to the proposed project because of the reduction of the number of dwelling units and the square footage of commercial and industrial components.

❖ *Growth Inducing Impact of the Proposed Action*

According to CEQA Guideline Section 15126.2(d), a project may foster growth, either directly or indirectly if it meets any on the of the following criteria:

- A project would remove obstacles to population growth.
- Increases in the population may tax existing community service facilities, causing significant environmental effects.
- A project would encourage and facilitate other activities that could significantly affect the environment.

Development of the project will improve and extend certain infrastructure facilities (i.e. streets and water) and could potentially influence other development’s ability to proceed.

NorthStar is required to improve Varner Road along the entire frontage of the project site. That improvement will be consistent with the County’s General Plan cross section. No other streets, other than interior streets, are required due to project construction. For other street and intersection improvements, NorthStar will have a fairshare as required by County Ordinance and as required in the Traffic Impact Analysis prepared for the project. All improvements would be required whether or not NorthStar is built.

Potable water will be extended from a line currently located at the Varner Road/Jack Ivey Drive intersection, extend down Varner to the project site, traverse the project and then intersect with a line that will be extended under the freeway and railroad tracks from the south. The main spine for the line will be a 24-inch line that will complete a loop planned by the water service provider. All improvements are part of the water master plan and would be built regardless of the NorthStar project.

Wastewater treatment for the project will use an existing 24-inch line located in Varner Road. No additional improvements, other than those on-site, are needed. No expansion of the sewage treatment plant is required as a result of project construction.

The NorthStar project is located in the Western Coachella Valley, a rapidly growing portion of the Valley and Riverside County. As indicated in the Regional Element, SCAG estimates that 118,007 people will be added to the Coachella Valley by 2015, of which 36,257 will be in the County. It is calculated that the NorthStar project will add about 1,540 people or 1.3% of the total anticipated population increase for the Coachella Valley and 4.2% for the Riverside County unincorporated portion.

SCAG's "The New Economy and Job/Housing Balance in Southern California" defines a jobs/housing balance for a region with a ratio of 1.0 – 1.29 jobs per household being the target figure. The Coachella Valley is a jobs poor/housing rich area. The development of NorthStar will provide about 7,000 jobs (a jobs to housing ratio of 7.2). Therefore, the project is within an area that encourages the type of growth proposed and will help in the regional SCAG growth projections.

With all the factors listed above and the planned growth contained in the County of Riverside General Plan, the project will not have significant growth inducing effects.

❖ *Relationship Between Local Short-term Uses of Man's Environment in Maintenance/Enhancement of Long Term Productivity*

If the proposed NorthStar Specific Plan is approved and built, a variety of short-term and long-term impacts will occur on both local and regional levels. During construction, surrounding lands would be impacted by dust and noise over project build-out. Short term erosion and traffic congestion may also occur during grading and construction activities. These disruptions are temporary and can be mitigated.

Long-term impacts for NorthStar, as is true with any form of urbanization, include increased traffic volumes, incremental degradation of regional air quality, additional noise created by traffic and project operations, incremental increases in demands for public services, and increased natural resource consumption.

However, the proposed project will also benefit the Coachella Valley by providing jobs and housing opportunities, increased flood protection, planned infrastructure improvements, and recreational opportunities all within a well-designed, integrated project. Those positive influences will ultimately be compatible with population increases envisioned in the County's General Plan.

❖ *Irreversible and Irretrievable Commitment of Energy Supplies Should the Project be Implemented*

The NorthStar project is a mixed use, residential/commercial/light industrial project with no known unusual uses that would take an inordinate amount of energy. Therefore, the project will not lead to an irreversible or irretrievable commitment of energy supplies once implemented.