



# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center  
4080 Lemon St., Hearing Room (1st Floor)  
Riverside, California

Monday, 1:00 p.m., August 13, 2007

CHAIR  
Simon Housman  
Rancho Mirage

VICE CHAIRMAN  
Rod Ballance  
Riverside

COMMISSIONERS

Arthur Butler  
Riverside

Robin Lowe  
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Executive Director  
Ed Cooper

John Guerin  
Cecilia Lara  
Sophia Nolasco  
Barbara Santos

County Administrative Center  
4080 Lemon St., 9<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the Plan. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s).

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at [basantos@rctlma.org](mailto:basantos@rctlma.org). Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 PUBLIC HEARING: 1:00 P.M.

ITEMS FOR WHICH STAFF RECOMMENDS CONSISTENCY UNDER ONE MOTION UNLESS A COMMISSION MEMBER OR MEMBER OF THE PUBLIC DESIRES TO DISCUSS THE MATTER.

## MARCH AIR RESERVE BASE

- 2.1 ZAP1033MA07 McCallan Properties, LLC - Jackie Le c/o Royal Street Communications California, LLC - City Case No. P07-0594 (Conditional Use Permit) - Proposal to establish a wireless communication facility with a height not to exceed 79 feet on 10.45 acres within the Raceway Ford auto dealership located at 5900 Sycamore Canyon Boulevard, southwesterly of the I-215/State Highway Route 60 interchange in the City of Riverside. Airport Area II. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at [clara@rctlma.org](mailto:clara@rctlma.org).

Staff Recommendation: CONSISTENT

**3.0 PUBLIC HEARING: OLD BUSINESS**

**FRENCH VALLEY AIRPORT**

3.1 ZAPEA01FV06 - Environmental Assessment (E.A.) – Airport Land Use Commission Initiative – PROPOSAL: Adopt a Land Use Compatibility Plan for French Valley Airport. The project proposal is the adoption of the French Valley Airport Land Use Compatibility Plan as adopted by the Commission in December 2004 and amended in December 2005; however, the Commission will also consider Additional Compatibility Policies (amendments) proposed by ALUC staff, the County of Riverside, and the City of Murrieta. The ALUC will determine whether to adopt a De Minimis Finding and a Negative Declaration. (Continued from October 26, 2006, December 14, 2006, January 11, 2007, February 8, 2007, March 8, 2007, April 12, 2007, May 10, 2007, June 14, 2007 and July 12, 2007). ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: CONTINUANCE to September 13, 2007 to allow for 30-day public review of the revised document.

**RIVERSIDE MUNICIPAL AIRPORT**

3.2 ZAP1019RI07 - City of Riverside – Proposal to adopt the Magnolia Avenue Specific Plan, which would implement General Plan 2025 through the establishment of land use policies, regulations, development standards and design guidelines for the Magnolia Avenue corridor. The corridor focuses on Magnolia Avenue and extends from Ramona Drive on the northeast to the City limits (west of Buchanan Street) on the southwest and is of varying width, including properties up to 2,800 feet easterly/southerly and up to 2,100 feet northerly/westerly of Magnolia Avenue. [Southwesterly of Arlington Avenue, the corridor is bounded by California Avenue on the north and Highway 91 on the south. Northerly of Arlington Avenue, the corridor is bounded by Palm Avenue on the west and Riverside Avenue on the east.] Airport Zones C, D, and E, and areas outside. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: CONDITIONAL CONSISTENCY, subject to additional ALUC review until Airport Overlay zoning is established.

**4.0 PUBLIC HEARING: NORTH COUNTY AREA**

**MARCH AIR RESERVE BASE**

4.1 ZAP1032MA07 – Ridge Property Trust II, LLC – City of Perris Case Nos. P07-0136 (Change of Zone) and P06-0417 (Plot Plan) – A proposal to change the zoning of 98.87 – 99.25 acres located easterly of Indian Street, northerly of Rider Street, southerly of Morgan Street, and westerly of Perris Boulevard from A-1 (Light Agricultural/Interim Designation) to LI (Light Industrial), and to develop two warehouse/distribution buildings with a total gross floor area of 2,005,118 square feet (including up to 70,000 square feet of office space) on the property. Airport Areas I and II. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: Plot Plan INCONSISTENT due to lot coverage. Change of Zone is CONSISTENT.

**5.0 PUBLIC HEARING: SOUTH COUNTY AREA**

**FRENCH VALLEY AIRPORT**

- 5.1 ZAP1013FV07 – Silverhawk Commons, LLC and Steve Schafenacker - County Case Nos. PP22278 and PM35180. A proposal to establish a 42-building, 643,250 square foot business park project, including office, industrial, “tech flex”, manufacturing, and warehousing space, with professional office, retail, and restaurant uses, on 44.88 net acres located northerly of Murrieta Hot Springs Road and westerly of Calistoga Drive, in the unincorporated Riverside County community of French Valley. Also a proposal to divide the property into 21 commercial/industrial parcels. Suspended Plan. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: TAKE NO ACTION

- 5.2 ZAP1014FV07 Fairfield Winchester 1800 LP/Alliance Land Planning & Engineering - County Case No. PP22650 (Plot Plan) – Multi-Family development consisting of 174 apartments, a club house, and other accessory structures on 12.38 gross acres located westerly of Pourroy Road, and northerly of Via Santa Catalina, in unincorporated Riverside County. Suspended Plan. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at [clara@rctlma.org](mailto:clara@rctlma.org).

Staff Recommendation: TAKE NO ACTION

- 5.3 ZAP1015FV07 – Warm Springs Inv. Ltd., c/o Richland Communities – Tentative Tract Map No. 32011. A proposal to divide 9.7–10.3 acres located northwesterly of High Vista Drive, southwestly of Sierra Grove Drive, and southeasterly of Shadetree Drive in the unincorporated Riverside County community of French Valley into 33 residential lots, one water quality basin lot, one open space lot, and 2.16 acres of park area to be added to an existing park. (More generally, the site is located southerly of Auld Road and westerly of Pourroy Road.) Suspended Plan. ALUC Staff Planner: Cecilia Lara, Ph: (951) 955-0549, or E-mail at [clara@rctlma.org](mailto:clara@rctlma.org).

Staff Recommendation: TAKE NO ACTION

**6.0 PUBLIC HEARING: EAST COUNTY AREA**

**BERMUDA DUNES AIRPORT**

- 6.1 ZAP1017BD07 - ADI Properties, LLC/Gimel Properties – City Case No. CUP 07-4-888. (“Jefferson Crossroads Centre”) A proposal to establish a retail commercial and office center with a total gross floor area up to 188,220 square feet (including up to 105,020 square feet of retail uses, 74,200 square feet of office uses, and 9,000 square feet of restaurant uses) on 17.67-18.68 acres located westerly of Jefferson Street and southerly of Avenue 40 in the City of Indio. Airport Zone D. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: INCONSISTENT due to intensity.

**BANNING MUNICIPAL AIRPORT**

6.2 ZAP1003BA07 – City of Banning – Banning Municipal Airport Master Plan (90-01) Update and Airport Layout Plan Update. The Airport Land Use Commission will review the Master Plan Update document to determine consistency with the Banning Municipal Airport Land Use Compatibility Plan as adopted in 2004. The Master Plan recommends 26 actions over the next 20 years to improve the airport, including establishment of new, and relocation of existing, taxiways, limited property acquisition, and construction of additional hangars. The airport would continue to be a general aviation airport, and activity forecasts would not exceed Compatibility Plan projections of 2004. No new runways or runway extensions are proposed. Airport Development Project. ALUC Staff Planner: John Guerin, Ph: (951) 955-0982, or E-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: CONSISTENT

7.0 **PUBLIC HEARING: 2:00 P.M.**

7.1 Resolution No. 2007-03 – Concerning ALUC Development Review Fees

8.0 **PRESENTATION:** Mitra Mehta, Principal Planner of the Riverside County Planning Department will be presenting the General Plan Amendment for the South County Implementation Program.

9.0 **ADMINISTRATIVE ITEMS**

9.1 Executive Director’s Approvals

10.0 **APPROVAL OF MINUTES:** July 12, 2007

11.0 **ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**

12.0 **COMMISSIONER’S COMMENTS**

13.0 **EXECUTIVE SESSION:** Conference with legal counsel with respect to every item of business to be discussed in closed session pursuant to Government Code Section 54956.9: Silverhawk Land & Acquisitions, LLC v. Riverside County Airport Land Use Commission et al. (Riverside Superior Court case no. RIC 431176).



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1

**HEARING DATE:** August 13, 2007

**CASE SUMMARY:**  
**CASE NUMBER:** ZAP1033MA07 – McCallan Properties  
LLC/Jackie Le, c/o Royal Street  
Communications California, LLC

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO.:** Conditional Use Permit: P07-0594

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends a finding of Consistency, subject to the conditions specified herein.

**PROJECT DESCRIPTION:**

The requested Conditional Use Permit would allow a wireless telecommunication facility, consisting of a 75 foot monopalm (79 feet from base of tower to top of leaf as shown on topographic illustration).

**PROJECT LOCATION:**

The project site is located easterly of Box Springs Boulevard on the Raceway Ford auto dealership lot, approximately 18,400 feet from the northerly terminus of the runway at March Air Reserve Base, in the City of Riverside.

**LAND USE PLAN:**

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Area II
- c. Noise Levels: Outside the 55 CNEL Contour

**BACKGROUND:**

Land Use- Intensity: There are no intensity issues.

The DRAFT March Land Use Study prepared by Mead & Hunt depicts the property as being within Zone D. Zone D places no restrictions on intensity. However, this plan is not yet in effect and is for advisory purposes only.

Part 77: The highest existing elevation on site is 1,519 feet above mean sea level (AMSL). The elevation of the runway at its northerly end is 1,535 feet AMSL. At a distance of 18,400 feet from the runway, any structure above 1,719 feet at top of leaf would require FAA review. FAA review is not required.

Noise: Noise is not an issue; therefore, noise mitigation is not necessary.

**CONDITIONS:**

1. Any outdoor lighting shall be hooded or shielded to assure that no lights are above the horizontal plane.
2. The following uses shall be prohibited:
  - a. Any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - c. Any use which would generate smoke or water vapor, or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached notice shall be given to all prospective buyers and tenants.
4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the MARB/MIP Airport or provide documentation to the City of Riverside and the Airport Land Use Commission that such conveyance has previously been recorded. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1 ~~4.1~~

**HEARING DATE:** August 13 ~~July 12, June 14,~~ 2007 (continued from July 12, June 14, May 10, April 12, March 8, February 8, and January 11, 2007, and December 14 and October 26, 2006.)

**CASE SUMMARY:**

**CASE NUMBER:** ZAPEA01FV06 – Airport Land Use Commission

**LEAD AGENCY:** Riverside County Airport Land Use Commission (ALUC)

**JURISDICTION CASE NO:** Not Applicable

**MAJOR ISSUES:** Whether to approve the 2004 French Valley Airport Land Use Compatibility Plan as originally adopted in 2004 and amended in 2005 or with additional amendments, including all or portions of the amendments proposed jointly by the County of Riverside and City of Murrieta in 2006.

**RECOMMENDATION:**

~~DISCUSS any available new information and CONTINUE to August~~ September 13, 2007 to allow for 30-day public review of the revised document. As of July 31, 2007, the revised document is under review by legal counsel. Staff hopes to release the document for public review and recirculate through the State Clearinghouse within the next two weeks.

~~and consider whether to continue to July 12 or advertise and conduct a special public hearing in late July or August regarding the Environmental Assessment for the French Valley ALUCP.~~

~~The Environmental Assessment will require re-circulation through the State Clearinghouse, so it would not be able to be adopted on July 12.~~

**STAFF COMMENT:**

~~Staff has completed the potential residential displacement analysis for the proposed project and Alternatives Proposed Amendments One through Four and Two, and the potential non-residential displacement analysis for Proposed Amendments One through Four and Six, and will provide additional information at the hearing.. made some progress toward calculations of potential “displacement” in residential dwelling units in affected Zones C and D and in commercial and industrial square footage, and has now received data from the City of Murrieta that should allow~~

~~completion of these tasks in the near future.~~

The basic questions for the Commission to consider remain the same: whether or not to allow increased nonresidential intensities in Airport Zones B1 and C, increased residential densities in a portion of Airport Zone C, and intermediate residential densities in Airport Zone D. Some additional possibilities for addressing nonresidential intensity have been raised recently, including ~~increasing the allowable single-acre intensity in Airport Zones B1 and C from 2.0 to 2.5 or 3.0 times the average intensity and~~ assessing intensity of commercial uses utilizing more realistic square foot per occupant ratios.

Staff is also introducing two new proposed amendments: Amendment Five would allow the Commission to evaluate retail uses in predominantly office or industrial projects as not exceeding an intensity greater than 25% above the intensity of office uses. Amendment Six would allow for increased nonresidential intensities in Zone D (150 persons per acre average [rather than 100] and 450 persons within any given acre [rather than 300]).

Proposed Amendments One through Four, formerly Alternatives One through Four, are being modified to remove the reference to a map depicting areas (1) and (2), and the explanatory text of subsection (e); the revised intensity allowances would apply to nonresidential development throughout Airport Zones B1 and C, whether in the cities or the unincorporated area, and without regard to whether the property is in a Specific Plan or Community Facilities District.

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.2  
**HEARING DATE:** August 13, 2007 (continued from July 12, 2007)

**CASE NUMBER:** ZAP1019RI07 - City of Riverside  
**APPROVING JURISDICTION:** City of Riverside  
**JURISDICTION CASE NO:** Magnolia Avenue Specific Plan

**MAJOR ISSUES:** Four parcels located partially in Airport Zone C are designated for very high density residential development *on proposed General Plan 2025* and are proposed for zoning (City R-4) that would allow multiple-family residential development as a permitted use, without requirement for conditional use permits or other discretionary review. *However, such zone change is not a part of this project and would be subject to future ALUC review, as would any other change of zone in the Airport Influence Area.* These parcels are partially occupied, so the concern relates to the undeveloped portions of the parcels. *Given that the Specific Plan will not be adopted prior to the adoption of General Plan 2025, ALUC staff is no longer recommending that the Commission require inclusion of the Basic Compatibility Criteria and Riverside Municipal Airport Additional Compatibility Policies as an Appendix to the Specific Plan (applicable within the portions of the Specific Plan in the Airport Influence Area). Staff continues to recommend their inclusion in the event of any other changes to the document.*

*ALUC staff retains major concerns regarding the , designations for the four parcels partially in Airport Zone C. However, these designations are derived from the General Plan; the proposed Specific Plan does not establish either land use designations or zoning for properties. ALUC staff believes that the designations of these parcels should that reflect the existing number and density of dwelling units on those parcels. , and continued referral of major land use actions in this area to ALUC until Airport Protection Overlay Zoning is established.*

**RECOMMENDATIONS:** Staff recommends a finding of CONDITIONAL CONSISTENCY with the 2005 Riverside Municipal Airport Land Use Compatibility Plan and the policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to *continued referral of major land use actions in this area to ALUC until Airport Protection Overlay Zoning is established. the conditions included in this staff report, the addition of the six proposed policies, and the inclusion of an Appendix that includes at least the Basic Compatibility Criteria and the Riverside Municipal Airport Additional Compatibility Policies.*

*The Environmental Impact Report for General Plan 2025 is being recirculated for public review, and staff recommends that the Airport Land Use Commission authorize staff to craft a letter to the City of Riverside stating that the proposed General Plan designation of the four parcels located wholly or partially within Airport Zone C should reflect the existing or approved number and density of dwelling units on those parcels.*

### **PROJECT DESCRIPTION:**

The Magnolia Avenue Specific Plan proposes to implement the City's General Plan 2025 through the establishment of land use policies, regulations, development standards, and design guidelines for the Magnolia Avenue corridor. The Specific Plan includes six districts: La Sierra, Galleria, Arlington, Magnolia Heritage, Magnolia Center, and Wood Streets. However, the two westerly districts (La Sierra and Galleria) are entirely outside the Airport Influence Area and, therefore, not subject to ALUC review. The Plan area covers 2,281.16 acres within Riverside City limits.

### **PROJECT LOCATION:**

The corridor focuses on Magnolia Avenue and extends from Ramona Drive on the northeast to the City limits (west of Buchanan Street) on the southwest and is of varying width. In some areas, particularly in the Wood Streets district, the project boundary includes only those properties fronting on or adjacent to Magnolia Avenue. In other areas, the corridor includes properties up to 2,800 feet easterly or southerly of Magnolia Avenue and up to 2,100 feet northerly and westerly of Magnolia Avenue. Southwesterly of Arlington Avenue, the corridor is bounded by California Avenue on the north and State Highway Route 91 **and the railroad line** on the south. Northeasterly of Arlington Avenue, the corridor is bounded by Palm Avenue on the west and Riverside Avenue on the east. Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the Specific Plan within the Airport Influence Area of Riverside Municipal Airport.

### **BACKGROUND:**

The City submitted its proposed Magnolia Avenue Specific Plan for Airport Land Use Commission review on May 23, 2007. Commissioners should **have received with the July staff report** ~~be receiving with this staff report~~ copies of the proposed Specific Plan on compact discs.

### **ANALYSIS:**

Among the six districts addressed in the specific plan, four are included partially or wholly within the Riverside Municipal Airport Influence Area (RMAIA): Arlington Village, Magnolia Heritage, Magnolia Center, and Wood Streets. Among these, both Wood Streets and Arlington Village include areas within Airport Zone E and areas outside the RMAIA. Magnolia Center includes areas within Airport Zones D and E. Magnolia Heritage, the largest district in land area (589.19 acres) includes areas within Airport Zones C, D, and E, as well as areas outside the RMAIA. The Magnolia Heritage District is the only area within the Specific Plan that is partially within the area that is projected to ultimately be subject to average noise levels exceeding 55 dB(A) CNEL from aircraft operations associated with Riverside Municipal Airport air traffic.

~~For the most part, the~~ **The project, when considered in conjunction with the General Plan 2025 document,** is consistent with the 2005 Riverside Municipal Airport Land Use Compatibility Plan. The Specific Plan does include a policy (Chapter 4, Policy E.7) stating:

“Properties located within the Riverside Municipal Airport Influence Area shall comply with the Riverside County Airport Land Use Compatibility Plan.”

The Magnolia Avenue Specific Plan promotes an urban vision for the area that, as applied within Airport Zones D and E, generally coincides with the intent of the 2005 Riverside Municipal Airport Land Use Compatibility Plan (RMALUCP). Proposed designations within Airport Zone D include Very High Density Residential (allowing up to 40 dwelling units per acre), Mixed Use – Village (allowing 30-40 dwelling units per acre and floor area ratios up to 2.5), Public Facilities/Institutional, Public Park, and Office. (There could be potential concerns with nonresidential intensity, but these would have to be addressed as individual projects are proposed.) Proposed designations within Airport Zone E include Very High Density Residential, High Density Residential (allowing up to 29 dwelling units per acre), Mixed Use – Urban (allowing 40-60 dwelling units per acre and floor area ratios up to 4.0), Mixed Use – Village, Mixed Use – Neighborhood (allowing up to 10 dwelling units per acre and floor area ratios up to 1.0), Medium Density Residential (allowing up to 8 dwelling units per acre), Commercial Regional Center, Commercial, Business Office Park, Public Facilities/Institutional, and Office.

A potential conflict exists in Airport Zone C. Airport Zone C extends onto four properties on the north side of Magnolia Avenue, westerly of Arlington Avenue. These properties are 5.53 acres in total area and are proposed for a designation of Very High Density Residential (up to 40 dwelling units per acre) **on proposed General Plan maps**. This would normally be an inconsistent designation in Airport Zone C. However, aerial photographs demonstrate that these properties are all either fully or partially developed. There is one substantial vacant area in the rear portion of one of the properties (Assessor’s Parcel Number 227-270-047), which is of concern in that any additional development on these properties would exacerbate the situation of existing densities being too high for Airport Zone C, **which limits residential density to one dwelling unit per five acres**. The Specific Plan includes a policy proposing that properties in the Very High Density Residential designation be zoned R-4, which would allow multiple-family residential dwellings as a permitted use. (At present, the property is apparently proposed to be zoned R-1-7,000.) If R-4 zoning were to be applied to the vacant portions of properties in Airport Zone C, there would be no further discretionary review available to the Airport Land Use Commission. **However, any proposal to change the zoning of such properties to R-4 would require ALUC review.**

Staff is recommending ~~conditions~~ that **the Commission authorize staff to prepare a letter to the City of Riverside recommending that** ~~would revise~~ the **General Plan 2025** designations of the four properties partially within Airport Zone C **be revised** to reflect the existing number and density of dwelling units on those parcels.

It should be noted that the Magnolia Avenue Specific Plan is to some extent reliant on General Plan 2025, which has not yet been adopted. ~~Therefore, if the Specific Plan is adopted first, it would be appropriate to add the following information to the Specific Plan. (If the General Plan is adopted first, the Specific Plan could meet these requirements through incorporation by reference.)~~

**ALUC staff has the following non-binding recommendations for changes to the Specific Plan that will assist in highlighting the visibility of RMALUCP compatibility criteria. These are not intended to be requirements, such that the City would have to make these changes or overrule the ALUC. However, we would hope that, if changes to the document are made prior to its approval by the City Council, that the following additional changes be made:**

1. Incorporate the Basic Compatibility Criteria (Table 2A of the ALUCP), along with the Riverside Municipal Airport Additional Compatibility Policies, which modify the Basic Compatibility Criteria, as an Appendix to the Specific Plan, and include a policy in Chapter 4 referencing this Appendix. (The policy should state that all applicable policies and criteria in the Riverside Municipal Airport component and the Countywide Policies component, including the nonresidential intensity restrictions of the various Airport Zones, are incorporated by reference as they pertain to the Riverside Municipal Airport Influence Area.) Inclusion of Table 2A will help ensure that the nonresidential intensity limits of Airport Zones C and D and the prohibition on flight hazards (such as uses that create visual or electronic interference with aircraft operations) are maintained.
2. Add a policy stating that, as required by Public Utilities Code Section 21676(b), general plan amendments, specific plans and specific plan amendments, and proposals to adopt or amend zoning ordinances (including changes of zoning) and building regulations, affecting lands within the Airport Influence Area shall be submitted to the Airport Land Use Commission for review. Additionally, proposals for variances or exceptions from zoning ordinances or building regulations shall be submitted for ALUC review to the extent that such variances or exceptions have associated airport land use compatibility implications. (General Plan 2025 Policy LU-22.7)
3. Add a policy stating that all future major land use actions by the City of Riverside pertaining to properties within the Airport Influence Area shall be submitted for ALUC review until such time as Airport Protection Overlay Zoning consistent with the Riverside Municipal Airport Land Use Compatibility Plan has been established.
4. Add a policy stating that the City of Riverside will work toward achieving a minimum of 10% open space for projects 10 acres or greater in area in the portions of the Specific Plan within Airport Zone D.
5. Add a policy stating that all proposed development projects within the Airport Influence Area shall be reviewed for conformance with the compatibility criteria set forth in the Riverside County Airport Land Use Compatibility Plan. (General Plan 2025 Policy LU-22.5)
6. Add a policy stating that airport proximity shall be disclosed in accordance with state law in conjunction with certain real estate transactions within the Airport Influence Area, and include the attached "Notice of Airport in Vicinity" in the Appendix.



**CONDITIONS:**

- ~~1. The City of Riverside shall incorporate the text amendments specified above (or substantively similar text as acceptable to the ALUC Executive Director) into the Specific Plan and submit the revised text to ALUC staff for concurrence prior to final adoption by the City.~~
- ~~2. The designations of Assessor's Parcel Numbers 227 270 036, 227 270 038, 227 270 040, and 227 270 047 shall reflect the existing number and density of dwelling units on these parcels.~~
- 1 3. All major land use actions by the City of Riverside as listed in ALUCP Policy 1.5.3, including, but not limited to, general plan amendment approval, specific plan amendment, changes of zoning, and individual development project approvals pertaining to the area within the Airport Influence Area shall be submitted to the Airport Land Use Commission for mandatory consistency review in accordance with ALUCP Policy 1.5.2(a) until such time as Airport Protection Overlay Zoning for the area has been reviewed by the ALUC and adopted by the City.

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# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 4.1

**HEARING DATE:** August 13, 2007

### CASE SUMMARY:

**CASE NUMBER:** ZAP1032MA07 – Ridge Property Trust II, LLC

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** P07-0136 (Change of Zone) and P06-0417 (Plot Plan)

**MAJOR ISSUES:** Lot coverage is 47-49% of gross area. A portion of the property is located within Accident Potential Zone II (Airport Area I). U.S. Air Force AICUZ (Air Installation Compatible Use Zone) studies state “For most nonresidential usage [in Accident Potential Zones], buildings should be limited to one story and the lot coverage should not exceed 20 percent.” The 1984 Riverside County Airport Land Use Plan does not restrict commercial or industrial land use intensities, other than by prohibiting “high risk” land uses, including those characterized by “high concentrations of people”. The change of zone to Light Industrial is acceptable.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the proposed change of zone, subject to the conditions included herein, but a finding of INCONSISTENCY for the proposed plot plan due to lot coverage exceeding 20% within the portion of the property in the Accident Potential Zone.

### PROJECT DESCRIPTION:

Change of Zone from A-1 (Agriculture) to LI (Light Industrial) on 98.87-99.25 acres, and development of two warehouse/distribution center buildings (a northerly building with a gross floor area of 780,185 square feet and a southerly building with a gross floor area of 1,224,933 square feet. The northerly building square footage includes 30,000 square feet of office space, and the southerly building includes 40,000 square feet of office space. A total of 1,275 parking spaces are proposed.

### PROJECT LOCATION:

The site is located northerly of Rider Street, easterly of Indian Street, southerly of Morgan Street, and westerly of Perris Boulevard in the City of Perris, approximately 10,880 feet southeasterly of the southerly terminus of the runway at March Air Reserve Base.

**LAND USE PLAN:** 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

Adjacent Airport:

- a. Airport Influence Area: March Air Reserve Base/March Inland Port
- b. Land Use Policy: Areas I and II
- c. Noise Levels: From below 60 CNEL on the west to above 70 CNEL near Perros Boulevard

**ADDITIONAL DOCUMENT REVIEWED:**

Airport Installation Compatibility Use Zone Reports, U.S. Air Force, 1998 and 2005.

**BACKGROUND:**

Land Use – Safety Considerations: The proposed project site is located within Airport Areas I and II, as depicted on the map illustrated at [www.rcaluc.org](http://www.rcaluc.org) and is partially located within Accident Potential Zone II as mapped in the 1998 and 2005 March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) studies. The 1984 Riverside County Airport Land Use Plan (1984 RCALUP) states that the boundaries of Area I are based on the “imaginary approach surface defined by FAR Part 77, Objects Affecting Navigable Airspace, as the approach surface for the size and type of runways at each airport. These areas are always centered on the runway centerlines extended.”

Policy 1 in Chapter III of the 1984 RCALUP states that Area I shall be kept free of all “high risk land uses.” This policy is based on the following analysis included therein:

“The approach surfaces are specifically defined by Federal Aviation Regulations. These areas carry the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Aircraft have a higher tendency to have problems within these zones due to changing power settings to take-off or land. The convergence of all aircraft landing and taking-off within these narrow zones also means that the noise levels are highest in these zones. Due to these factors and the accepted Federal definition of the boundary of these surfaces, the area was deemed inappropriate for housing and high risk land uses.”

High risk land uses are conceptually defined in Appendix B of the 1984 RCALUP titled HIGH RISK LAND USE EXAMPLES. Appendix B (a copy of which is attached) states that high risk land uses have one or more of the following characteristics:

- (1) high concentration of people,
- (2) critical facilities, and
- (3) flammable or explosive materials.

Type (1) includes “high patronage services”. These uses are listed as including “bowling alleys, restaurants, theaters, motels, banks, etc.”

The 1984 Riverside County Airport Land Use Plan allows commercial and industrial development, other than high risk land uses, in Area I.

The 2005 AICUZ study is based on a forecast of 69,600 annual operations (44,860 military, 21,000 civilian, and 3,740 California Department of Forestry) at March Air Reserve Base. The property is depicted as being within Accident Potential Zone II – an area located a distance of 8,000 to 15,000 feet from the runway threshold and within 1,500 feet from the extended runway centerline. Lot coverage is addressed in Appendix A, on page A-6, as follows: “For most nonresidential usage, buildings shall be limited to one story and lot coverage should not exceed 20%.”

In this case, while the buildings are one story in height, the design provides for lot coverage of 47%-49% of the site’s area. This is inconsistent with the Air Force recommendation. However, a pertinent question is the intent of the phrase “for most nonresidential usage”. Warehouses and distribution centers have low occupancies per square foot. Generally, the intensity of these uses is measured at one person per 1000 square feet of floor area. Staff estimates that the average intensity of the proposed project is less than 25 persons per acre. From this standpoint, these uses may be a potential exception to the general rule regarding coverage.

However, the lot coverage maximum, in addition to limiting intensity, also serves to provide for open area along the flight path. To the extent that lot coverage exceeds 20%, less open area is available in the event of an emergency landing.

The AICUZ study recommends that certain types of industrial uses be prohibited in APZ II, including apparel, chemicals, rubber and plastic products, and the manufacturing of professional, scientific, and controlling instruments, photographic and optical goods, watches, and clocks. Additional prohibited uses would include: restaurants; hospitals, nursing homes, and other medical facilities; educational services; churches; resorts and group camps; and public assembly uses such as auditoriums, concert halls, amphitheaters, outdoor music shells, sports arenas and stadiums for spectator sport viewing.

The DRAFT March Joint Land Use Study prepared by Mead & Hunt depicts this property as being within Airport Zone B1, which would limit average intensity outside APZ I to 50 persons per acre and single-acre intensity to 100 persons per acre.

The average intensity at this site is projected to be 23 persons per net acre, and the maximum single-acre intensity is projected to be approximately 84 persons per acre in an acre area that is entirely comprised of warehouse (33,560 square feet) and office (10,000 square feet) areas. Average and single-acre intensity would be lower if portions of the areas shown as “future office areas” are not utilized for this purpose.

ALUC staff has consulted with March Joint Powers Authority and U.S. Air Force representatives. We would prefer that office areas be limited to the area outside the Accident Potential Zone; however, the project representative has indicated that such a restriction may not be feasible, as this would limit the applicant's ability to rent portions of a structure to different users. (Some users would not have any office area.)

Given the low-intensity nature of the land use and the fact that the property is partially within and partially outside the Accident Potential Zone (APZ) boundary, March Joint Powers Authority and U.S. Air Force representatives indicated that they would be willing to consider a site plan that may exceed the 20% lot coverage limit within the APZ if the higher-intensity office areas are located outside the APZ. They asked that the APZ boundaries be plotted on the site plan, and that the applicant provide calculations as to the lot coverage for the area within the APZ, which is expected to be lower than the overall lot coverage. Staff has met with the applicant's representative and asked that the plot plan be revised to include this additional information, which staff expects to receive prior to the hearing.

It may be noted that, last year, ALUC staff found a similar project submitted by the same applicant for land closer to the March Air Reserve Base runway consistent with the 1984 Riverside County Airport Land Use Plan, subject to specified conditions, even though the lot coverage exceeded 20%.

This is true; it was during the ALUC staff transition period, and staff was not aware of the lot coverage provisions of the AICUZ reports. However, since that time, ALUC has decided to follow the AICUZ recommendations for properties within the Accident Potential Zones, and found an office project within an APZ inconsistent due to the lot coverage issue. (That project was later redesigned to comply with the 20% lot coverage maximum.) A second project proposing warehousing in the APZ that exceeded the 20% lot coverage maximum was recommended for a finding of inconsistency by ALUC staff, but withdrawn from ALUC consideration at the public hearing.

Prohibited and Discouraged Uses: The applicant does not propose any of the uses specifically listed in Appendix B as being prohibited uses in Area I.

Part 77: The highest existing elevation on the site is 1,476 feet above mean sea level (AMSL), and the height of the tallest building as depicted on project elevations would not exceed 43 feet. Thus, the highest point would be expected to be approximately 1,519 feet AMSL unless substantial fill is being imported to the site to raise building pads. The elevation of the runway at its southerly end is 1,488 feet AMSL. At a distance of 10,880 feet from the runway, any structure above 1,596 feet AMSL top elevation would require FAA aeronautical review. In this case, FAA review is not required.

Noise: Average noise levels on this site from aircraft operations would exceed 65 CNEL in most portions of the site. (Single-event noise levels would, of course, be considerably greater.) Mitigation is required to provide for an acceptable acoustical environment within the offices.

**In the event that the City of Perris chooses to overrule a determination of inconsistency for the plot plan, the City should require the following as conditions of its approval. Implementation of these conditions does NOT render the plot plan consistent with the recommendations of the United States Air Force in the 2005 Airport Installation Compatible Use Zone Report and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.**

**CONDITIONS:**

1. Prior to issuance of building permits, the landowner shall convey an aviation easement to the MARB/MIP Airport.
2. Noise attenuation measures shall be incorporated into office areas of the building construction as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL in office areas of the buildings.
3. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, hospitals, nursing homes, churches and chapels, auditoriums, restaurants, cafes, cafeterias, theaters, bowling alleys, motels, banks, department stores, supermarkets, drug stores, service stations, and public assembly uses such as amphitheaters, outdoor music shells, and sports stadiums.

4. The City of Perris shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following facilities on this property:

Auction rooms, dance floors, lodge rooms, reviewing stands, conference rooms with capacities exceeding 100 persons pursuant to the Uniform Building Code, dining rooms, exhibit rooms, drinking establishments, retail sales facilities, gymnasiums, lounges, stages, gaming, congregate residences, and swimming pools.

The manufacturing of apparel, chemicals, rubber and plastics products, professional, scientific, and controlling instruments, photographic and optical goods, watches, and clocks.

Any other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

5. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
6. The aboveground storage of explosive or flammable materials is prohibited, except in accordance with quantities permitted in Airport Zone B1 pursuant to the provisions of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan (shall be less than 6,000 gallons). Such storage shall only be in conjunction with a permitted use.
7. The uses specified in the attached Appendix B of the Riverside County Airport Land Use Plan shall be prohibited, except as otherwise modified by Condition No. 6 above.
8. The attached notice shall be provided to all potential purchasers and tenants.
9. Proposed uses of space within the structures, other than offices and industrial uses including, but not limited to, manufacturing, fabrication, storage, and warehousing, shall be submitted to Airport Land Use Commission staff for consistency review. Where the use would not require any discretionary action by the City, the staff consistency review shall be at the building permit review fee level.

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 5.1

**HEARING DATE:** August 13, 2007

**CASE NUMBER:** ZAP1013FV07- Silverhawk Commons, LLC and Steven Schafenacker

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** Plot Plan No. 22278 (PP22278) and Commercial Parcel Map No. 35180 (PM35180)

**MAJOR ISSUES:** The use of the 2004 French Valley Airport Land Use Compatibility Plan has been suspended pursuant to Court action; as a result, there is no Plan against which projects may be evaluated for consistency. There is a possibility of reinstatement in the near future once an environmental document is adopted. Until such time as such a document is adopted, the Commission is legally unable to make a determination of consistency or inconsistency.

**RECOMMENDATION:** Staff recommends that the Commission authorize staff to craft a letter to the applicant stating that it will TAKE NO ACTION on this matter at this time because of the ruling of the Riverside Superior Court in Silverhawk Land and Acquisitions LLC v. Riverside County Airport Land Use Commission suspending any and all land use review activity under the 2004 French Valley Airport Land Use Compatibility Plan until the ALUC has taken necessary action to bring its approval of the 2004 Airport Land Use Compatibility Plan into compliance with the California Environmental Quality Act. The project is reported back to the County of Riverside for appropriate action.

### PROJECT DESCRIPTION:

The plot plan proposes to construct a business park comprised of 42 buildings for office, manufacturing, warehousing, "tech flex", retail, and restaurant uses within an area of 44.88 net acres (16 existing parcels), and division into 21 commercial/industrial lots. The gross floor area of the buildings would be 643,250 square feet, and the net floor area would be 564,967 square feet. The breakdown of net area by land use is as follows: 345,452 square feet of office space, 71,390 square feet of manufacturing, 89,237 square feet of warehousing, 17,847 square feet of storage, 22,800 square feet of retail uses, and 18,240 square feet of restaurant uses, with not more than 50% of restaurant net square footage in seating/serving area. The majority of buildings would be office buildings



(Buildings 1 through 8, 12 through 18, 20 through 24, and 27 through 33). Among the remaining fifteen buildings, ten would be a combination of office and industrial uses (including manufacturing, warehousing, and storage), two (Buildings 19 and 25/26) would be retail, and three (Buildings 9 through 11) would be restaurants.

**PROJECT LOCATION:**

The site is located northerly of Murrieta Hot Springs Road and westerly of Calistoga Drive, in the community of French Valley, in unincorporated Riverside County, approximately 3,868 feet southwesterly of Runway 18-36 at French Valley Airport.

**LAND USE PLAN:** **Suspended** French Valley Airport Land Use Compatibility Plan (FVALUCP)

Adjacent Airport:

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: **Suspended**
- c. Noise Levels: 50-60 CNEL (The site is crossed by the 55 CNEL contour.)

**BACKGROUND:**

Land Use/Intensity: Plot Plan No. 22278 proposes to construct 42 buildings consisting of 643,250 square feet. The total, average, and single-acre intensities are dependent upon square foot per occupant assumptions used in analysis. The applicant has advised that the net area will be 564,967 square feet. As the retail areas constitute only 4% of the total net area, it has been suggested that the occupancy of such areas be calculated at one person per 170 square feet (after the 50% reduction), rather than at one person per 60 square feet. With this revision, it is projected that the occupancy of the project will be 2,486 persons, or 55 persons per net acre. However, the gross area is 76.57 acres, when adjacent open space areas, internal streets, and adjacent street half-widths are added to the net area. The average intensity is 32 persons per gross acre. Single-acre intensities are up to 161 persons in some areas of the site, but the applicant has agreed to incorporate risk-reduction design features. The site is bordered on the north by substantial open area.

Noise: The site is crossed by the 55 CNEL contour, and would be subject to average noise levels between 50 and 60 dB CNEL. The County may wish to consider noise attenuation for office buildings at this location.

PART 77: The maximum elevation on site is 1,191 feet above mean sea level (AMSL). The runway elevation at its closest point is 1,330 feet AMSL. The site elevation is more than 100 feet lower than the runway elevation; therefore, FAA review is not required.

Attachment: Regardless of the status of the Compatibility Plan, State law requires notification that the property is located in an Airport Influence Area in the course of real estate transactions. A sample notice is attached for the applicant's use.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 5.2

**HEARING DATE:** August 13, 2007

**CASE NUMBER:** ZAP1014FV07-Fairfield Winchester 1800  
LP/Alliance Planning & Engineering

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** Plot Plan No. 22650 (PP22650)

**MAJOR ISSUES:** The use of the 2004 French Valley Airport Land Use Compatibility Plan has been suspended pursuant to Court action; as a result, there is no Plan against which projects may be evaluated for consistency. There is a possibility of reinstatement in the near future once an environmental document is adopted. Until such time as such a document is adopted, the Commission is legally unable to make a determination of consistency or inconsistency.

**RECOMMENDATION:** Staff recommends that the Commission authorize staff to craft a letter to the applicant stating that it will TAKE NO ACTION on this matter at this time because of the ruling of the Riverside Superior Court in Silverhawk Land and Acquisitions LLC v. Riverside County Airport Land Use Commission suspending any and all land use review activity under the 2004 French Valley Airport Land Use Compatibility Plan until the ALUC has taken necessary action to bring its approval of the 2004 Airport Land Use Compatibility Plan into compliance with the California Environmental Quality Act. The project is reported back to the County of Riverside for appropriate action.

**PROJECT DESCRIPTION:**

Plot Plan No. 22650 proposes to develop a multi-family development consisting of 174 apartments, a club house, and other accessory structures (including garages, carports, and a maintenance structure) on 12.38 gross (9.92 net) acres.

**PROJECT LOCATION:**

The proposed site is located westerly of Pourroy Road, southeasterly of Winchester Road, and northerly of Via Santa Catalina, approximately 12,639 feet northeasterly of Runway 18-36 at French Valley Airport, in unincorporated Riverside County.

**LAND USE PLAN: Suspended** French Valley Airport Land Use Compatibility Plan (FVALUCP)

Adjacent Airport:

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: **Suspended**
- c. Noise Levels: Outside the 55 CNEL Contour

**BACKGROUND:**

Land Use/Intensity: The anticipated gross density is 14 dwelling units per acre, and the net density is 17.5 dwelling units per acre.

Noise: The site is located outside the 55 CNEL noise contour; therefore, noise mitigation is not required.

PART 77: The maximum finished floor elevation of proposed structures is 1388.6 feet above mean sea level (AMSL). The elevations provided indicate a maximum height of 40.5 feet, indicating a maximum elevation of 1429.1 feet AMSL at top of roof. The runway elevation at its closest point is 1,347 feet AMSL. At a distance of 12,639 feet from the closest runway point, any structure exceeding 1,473 feet AMSL will require FAA review. FAA review is not required, provided that no structures exceed 75 feet in height.

Attachment: Regardless of the status of the Compatibility Plan, State law requires notification that the property is located in an Airport Influence Area in the course of real estate transactions. A sample notice is attached for the applicant's use.

Summary: If the 2004 French Valley Airport Land Use Compatibility Plan were in effect, staff would recommend that the project be found consistent with said Plan.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 5.3

**HEARING DATE:** August 13, 2007

**CASE SUMMARY:**

**CASE NUMBER:** ZAP1015FV07- Warm Springs Inv., Ltd.,c/o  
Richland Communities

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO.:** Tentative Tract Map 32011(TR32011)

**MAJOR ISSUES:** The use of the 2004 French Valley Airport Land Use Compatibility Plan has been suspended pursuant to Court action; as a result, there is no Plan against which projects may be evaluated for consistency. There is a possibility of reinstatement in the near future once an environmental document is adopted. Until such time as such a document is adopted, the Commission is legally unable to make a determination of consistency or inconsistency.

**RECOMMENDATION:** Staff recommends that the Commission authorize staff to craft a letter to the applicant stating that it will TAKE NO ACTION on this matter at this time because of the ruling of the Riverside Superior Court in Silverhawk Land and Acquisitions LLC v. Riverside County Airport Land Use Commission suspending any and all land use review activity under the 2004 French Valley Airport Land Use Compatibility Plan until the ALUC has taken necessary action to bring its approval of the 2004 Airport Land Use Compatibility Plan into compliance with the California Environmental Quality Act. The project is reported back to the County of Riverside for appropriate action.

**PROJECT DESCRIPTION:**

Tentative Tract Map No. 32011 proposes to divide 9.7-10.3 acres into 33 residential lots, one water quality basin lot, and one open space lot, and 2.16 acres of park area to be added to an existing park.

**PROJECT LOCATION:**

The proposed site is located northwesterly of High Vista Drive, southwesterly of Sierra Grove Drive, and southeasterly of Shadetree Drive(generally southerly of Auld Road and

westerly of Pourroy Road) in the unincorporated Riverside County community of French Valley, approximately 6,319 feet from Runway 18-36 at French Valley Airport.

**LAND USE PLAN: Suspended French Valley Airport Land Use Compatibility Plan (FVALUCP)**

Adjacent Airport:

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: **Suspended**
- c. Noise Levels: Outside the 55 CNEL Contour

**BACKGROUND:**

Land Use-Density: The gross density is 3.2-3.4 dwelling units per acre, but if one excludes the park site and the water quality basin lot, the net density increases to 4.5 dwelling units per acre. The average lot size is 8,404 square feet, the median lot size for residential lots is 7,896 square feet, and 29 of the 33 residential lots are smaller than 8,712 square feet (0.2 acre) in net area

Part 77: The highest proposed pad elevation for homes on this site is 1,373.5 feet above mean sea level (AMSL). The elevation of the proposed secondary runway at its closest point is 1,337 feet AMSL. At a distance of approximately 6,319 feet from the runway, FAA notice and review would be required for structures exceeding a maximum elevation at top of roof of 1,400 feet AMSL. FAA review may be required for this project, depending on structure height and distance of the individual homes from the runway.

Noise: The site is outside the 55 CNEL contour; therefore, noise mitigation is not required.

Attachment: Regardless of the status of the Compatibility Plan, State law requires notification that the property is located in an Airport Influence Area in the course of real estate transactions. A sample notice is attached for the applicant's use.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 6.1

**HEARING DATE:** August 13, 2007

**CASE SUMMARY:**

**CASE NUMBER:** ZAP1017BD07 – ADI Properties, LLC/Gimel Properties

**APPROVING JURISDICTION:** City of Indio

**JURISDICTION CASE NO:** Conditional Use Permit: CUP07-4-888

**MAJOR ISSUES:** Use of the Building Code Method with concentrations of people determined in accordance with Appendix C indicates an average intensity of approximately 111-114 persons per acre and single-acre intensities of up to 415 persons per acre in some portions of the site. If parking areas are landscaped and shaded, as would be desirable in this desert climate, the project may not meet the 10% open area requirement of Airport Zone D. As presently designed, the project exceeds the allowable maximum intensity pursuant to the 2004 Bermuda Dunes Airport Land Use Compatibility Plan.

**RECOMMENDATION:** Staff recommends a finding of INCONSISTENCY with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan due to average and single-acre intensities (as calculated pursuant to the Building Code Method) exceeding allowable levels. Staff would note that the average intensity of the project may be found consistent as designed if the Commission chooses to use the Parking Space Method; however, the single-acre intensity remains inconsistent in two discrete square acres of the property unless some of the retail buildings change use or square footages are reduced.

**PROJECT DESCRIPTION:** Conditional Use Permit No. 07-4-888 proposes to establish a retail commercial and office center (“Jefferson Crossroads Centre”) with a total gross floor area of up to 188,220 square feet (including up to 105,020 square feet of retail uses, 74,200 square feet of office uses, and 9,000 square feet of restaurant uses on a 17.67-18.68 acre site.

**PROJECT LOCATION:** The site is located westerly of Jefferson Street and southerly of Avenue 40 in the City of Indio, approximately 2,514 feet north/northeasterly of Runway 10-28 at Bermuda Dunes Airport. (The site is actually directly northerly of the runway, but its closest point is determined by using a line perpendicular to the runway, which is oriented in a northwest-southeast direction.) This area was annexed to the City of Indio this year.

**LAND USE PLAN:** 2004 Bermuda Dunes Airport Land Use Compatibility Plan

Adjacent Airport:

a. Airport Influence Area: Bermuda Dunes Airport

- b. Land Use Policy: Airport Zone D  
c. Noise Levels: Below 55 CNEL (The site lies outside the 55 CNEL contour.)

**BACKGROUND:**

Nonresidential Average Intensity: The site is located in Airport Zone D. Nonresidential intensity in Airport Zone D is restricted to an average of 100 persons per acre and a maximum of 300 persons in any given acre. (A risk-reduction design bonus is available, which would allow a single-acre intensity up to 390 persons.) Pursuant to Appendix C, Table C-1 of the Riverside County Airport Land Use Compatibility Plan, the intensity of retail stores has been determined to be one person per 30 square feet, the intensity of offices has been determined to be one person per 100 square feet, and the intensity of restaurant serving area has been determined to be one person per 15 square feet. Application of the 50% factor converts these intensity numbers to one person per 60, 200, and 30 square feet, respectively. Using this procedure, the total intensity of the site is calculated as follows:  $(105020 \text{ divided by } 60) + (74200 \text{ divided by } 200) + (9000 \text{ divided by } 30) = 1750 + 371 + 300 = 2,421$  persons. To determine the average intensity, we divide by the gross acreage, which equals the property area, plus the area included in the half-widths of adjoining streets. The recorded lot size of the parcel is 18.66 acres, and the half-widths of adjoining streets add 2.6 acres, for a total gross area of 21.26 acres. The average intensity, then, is  $(2421 \text{ divided by } 21.26)$ , or 114 (113.875) persons per acre. Reducing the total retail area to 101,520 square feet and the restaurant area to 8,850 square feet reduces the average intensity to 111 persons per acre.

This still exceeds the 100 person per acre average intensity standard. Redesign or revision of planned uses would be required to reduce average intensity below the 100 person per acre threshold. Possible means of achieving this would include converting Shop Buildings A and D to office uses and limiting the restaurant serving area on the two “pads” to one-half the total square footage, with the rest used as commercial kitchen, if the buildings are to be used as restaurants. These changes together would reduce average intensity to 99 persons per acre.

As with other large retail projects, there is a real dichotomy in results if one compares the Building Code method with the Parking Space Method to determine total intensity. The applicant proposes to provide 811 parking spaces. Application of the standard 1.5 persons per vehicle factor results in a total occupancy of 1,217 persons and an average intensity of 65 persons per net acre (57 persons per gross acre), which would be consistent with Airport Zone D. The Airport Land Use Commission has previously been willing to utilize the Parking Space Method to determine consistency of commercial retail projects within the Bermuda Dunes Airport Influence Area, in situations where the vast majority of customers would arrive and depart by private automobile.

An additional factor for the Commission’s consideration is that the property would be considered to be within the Traffic Pattern Zone pursuant to the standard geometric safety zones for general aviation airports with runways 4,000 to 6,000 feet in length, as depicted on Figure 9K in Chapter 9 of the California Airport Land Use Planning Handbook. State Handbook criteria in Table 9C of the same chapter recommend average intensities not exceeding 150 persons per gross acre in the Traffic

Pattern Zone of general aviation airports in rural or suburban areas. The project as designed would meet this standard.

Nonresidential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 300 persons in any given acre within Airport Zone D. This level may be increased to up to 390 with use of risk-reduction design features, including, but not limited to, the following possible mitigation measures: limiting buildings to a single story; enhancing the fire sprinkler system; increasing the number of emergency exits; upgrading the strength of the building roof; avoiding skylights; limiting the number and size of windows; and using concrete walls. The site plan indicates that all buildings will be fully sprinklered, and none of the retail buildings exceed a single story.

Staff review indicates that single-acre intensity exceeds 300 persons (using the Building Code method) in at least two distinct square acres of the property proposed for retail use. A square acre that includes the “dogleg” area of Shop Building 2 includes approximately 22,456 square feet of floor area, which could accommodate up to 374 persons. A square acre including Shop Buildings 1 and D, and a portion of Shop Building C, includes approximately 24,912 square feet of retail space, which could accommodate up to 415 persons. In the former case, the use of risk-reduction design features could potentially resolve the inconsistency; in the latter case, either a change in building use, reduction in square footage, or site redesign would be needed provided that standard retail occupancy criteria are utilized.

The single-acre intensity, then, is inconsistent with the 2004 BDALUCP and Countywide Policies limit of 300 persons per acre in Airport Zone D. (It is not inconsistent with the allowance of 450 persons per acre in the Traffic Pattern Zone in the California Airport Land Use Planning Handbook. The City of Indio could potentially request that the Airport Land Use Commission amend its Compatibility Plan policies relative to development densities and intensities in the Zone D area surrounding Bermuda Dunes Airport. However, if Commission staff must conduct an environmental review, such an amendment may take several months to evaluate.)

Open Area: Countywide land use compatibility criteria require that a minimum of 10% of land area in Airport Zone D consist of open land as defined in Policy 4.2.4 of the ALUCP. Notes for this Policy state that “open land requirements are intended to be applied with respect to an entire zone”. While this standard is “typically accomplished as part of a community general plan or specific plan”, it is also applicable to development projects covering 10 acres or more. While lot coverage by buildings is only 25.1% of site area, and there are a number of areas utilized as driveways and parking areas that are linear and oriented on an east-west direction, landscaped islands, trees, trash enclosures, and other features would detract from the potential to serve as an emergency landing area.

Noise: The site is located entirely outside the area subject to average aircraft noise levels greater than 55 CNEL; therefore, no special aircraft noise attenuation measures are required.

PART 77: No grading plans indicating finished floor elevations were submitted with the ALUC



application. The maximum elevation of the site, according to the Riverside County Land Information System, is 62 feet above mean sea level (AMSL). The structure height may be as high as forty-five (45) feet. This would appear to indicate a top elevation as high as 107 feet AMSL. The elevation at the easterly end of the runway is 49.1 feet AMSL. At a distance of 2,514 feet from the runway, any building with an elevation at top of roof exceeding 74.2 feet AMSL would require FAA review.

**In the event that the City of Indio chooses to overrule a determination of inconsistency, the City should require the following as conditions of its approval. Implementation of these conditions does NOT render the project consistent with the Bermuda Dunes Airport Land Use Compatibility Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.**

**CONDITIONS:**

1. Prior to issuance of building permits, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) for each building with an elevation exceeding 74.2 feet above mean sea level and shall have received a determination of “Not a Hazard to Air Navigation” from the FAA. Copies of the FAA determination shall be provided to the City of Indio Planning Department and the Riverside County Airport Land Use Commission.
2. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
3. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

4. The City of Indio shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in any of the structures proposed through this conditional use permit, except for Pads E and F:

Auction rooms, auditoriums, churches and chapels, dance floors, lodge rooms, reviewing stands, dining rooms, exhibit rooms, restaurants, drinking establishments, gymnasiums, lounges, stages, gaming, bowling alleys, classrooms, swimming pools, skating rinks, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet (minimum square feet per occupant less than 30) pursuant to California Building Code (1998) Table 10-A.

5. The attached notice shall be provided to all potential purchasers and tenants.

Y:\ALUC\BermudaDunes\ZAP1017BD07augsr

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 6.2

**HEARING DATE:** August 13, 2007

### CASE SUMMARY

**CASE NUMBER:** ZAP1003BA07 – City of Banning

**APPROVING JURISDICTION:** City of Banning

**JURISDICTION CASE NO.:** Banning Municipal Airport Master Plan (90-01) Update and Airport Layout Plan Update

**MAJOR ISSUES:** Limited property acquisition may be required in order to make all of the Master Plan improvements over the course of the next twenty years.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY with the 2004 Banning Airport Land Use Compatibility Plan.

### PROJECT DESCRIPTION:

Banning Airport Master Plan Update and Airport Layout Plan Update. The Master Plan recommends 26 actions over the next 20 years to improve the airport, including establishment of new, and relocation of existing, taxiways, limited property acquisition, and construction of new hangars. The airport would continue to be a general aviation airport, and activity forecasts would not exceed Compatibility projections of 2004. No new runways or runway extensions are proposed.

### PROJECT LOCATION:

Banning Municipal Airport, a 295-acre facility located southerly of Interstate 10, easterly of Hathaway Street, and westerly of the Morongo Tribal lands in the City of Banning.

**LAND USE PLAN:** 2004 Banning Airport Land Use Compatibility Plan

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Airport Zones A, B1, B2, C, and D
- c. Noise Levels: From below 55 CNEL to above 65 CNEL.

### INTRODUCTION – BASIS FOR REVIEW:

As stated in Section 1.5.1 of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, any proposal for “Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c))” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction. The Airport Master Plan must “contain sufficient information to enable the Commission to adequately assess the noise, safety, airspace protection, and overflight impacts of

airport activity upon surrounding land uses. A master plan report shall be submitted, if possible. (Section 2.4.1, Countywide Policies). The Commission may find the project consistent or inconsistent with its Compatibility Plan, or may (after a duly noticed public hearing) modify the Airport Land Use Compatibility Plan to reflect the assumptions and proposals in the Airport Master Plan (Section 2.4.2, Countywide Policies).

In reviewing Airport Master Plans, specific attention should be paid to proposals to “(1) construct a new runway or helicopter takeoff and landing area; (2) change the length, width, or landing threshold location of an existing runway; or (3) establish an instrument approach procedure” and to activity forecasts that are “(1) significantly higher than those in the Airport Land Use Compatibility Plan or that (2) include a higher proportion of larger or noisier aircraft” (Section 5.1.1, Countywide Policies).

### **ANALYSIS:**

The Banning Municipal Airport Land Use Compatibility Plan (BMALUCP) adopted in 2004 was based on the airport master plan adopted by the City of Banning, which had projected higher activity levels than have apparently been experienced at this airport. The BMALUCP forecasts 70,000 annual operations at this airport, while the Master Plan under review today projects an annual activity level of 13,400 operations per year in 2026, up from 10,500 operations in 2006. The Master Plan, then, proposes activity levels that are significantly lower than those in the BMALUCP. The Master Plan relies on FAA Terminal Area Forecasts. According to Table 3-2 on page 3-5 of the Master Plan, the number of aircraft operations decreased from 14,130 operations per year in 1990 to 10,500 operations per year in 2006. The Master Plan does not project that the 1990 level of operations will occur during the next twenty years and indicates a very slow overall growth in activity.

The BMALUCP indicates an Airport Reference Code of B-II for Banning Municipal Airport, and the Master Plan proposes that this continue to be the case. This indicates design for aircraft with approach speeds of 91-120 knots and wingspans of 49-78 feet. The Master Plan evaluated the existing runway conditions relative to B-II design standards and determined that the airport met design standards for 9 of 11 criteria. The airport failed to meet design criteria for distance from runway centerline to taxiway centerline (existing, 200 feet; standard, 240 feet) and for length prior to landing threshold (existing, 235 feet; standard, 300 feet.).

The Master Plan proposes that the City undertake the following actions over the course of the next twenty years:

#### Years 1-5:

- Relocate Taxiway A
- Install Taxiway A lighting
- Install REILS (runway end identifier lights) for both Runway 8 and Runway 26
- Replace segmented circle/relocate windcone from taxiway safety area
- Acquire private property (Building 10)
- Demolish Building 10 (private hangar).

## Staff Report

Page 3 of 4

- Extend and grade runway safety area 65 feet east (Runway 26)
- Obstruction removal/relocation
- Install AWOS (automated weather observation system)
- Sign and stripe existing terminal parking lot
- Install new inadvertent entry fence.

### Years 6-10

- Demolish T-hangars #1, #2, and #3
- Site work to improve drainage between hangars #1, #2, and #3
- Construct four (4) new T-hangars (near former T-hangars #1, #2, and #3)
- Construct/expand apron area west of existing based aircraft parking area
- Construct new automobile parking south of four new T-hangars along East Barbour Avenue
- Acquire 1.63 acres at northeast corner of East Barbour Avenue and S. Hathaway Street.
- Construct conventional hangars on new apron area west of existing based aircraft area.
- Renovate terminal building.
- Demolish Buildings #12 and #13.

### Years 11-20

- Acquire 10 acres north of airport for future development.
- Construct new access road from John Street to northwest portion of airport
- Construct new apron north of Runway 8-26.
- Construct two 10,000 square foot conventional hangars on new apron area (N. of runway)
- Construct 2,600 foot by 35 foot parallel taxiway north of Runway 8-26.

The Master Plan Update Report, prepared by C & S Engineers, Inc. for the City of Banning, found that there is “currently a shortage of T-hangar space....This need is supported by a list of 57 persons waiting to hangar their aircraft at the airport.” (Executive Summary, page 1) This waiting list and the potential for attracting additional business jet activity to the airport were considerations in the recommendation that the airport construct “four new 10-bay T-hangars... [and]...up to four new conventional hangars.” The relocation of Taxiway A is planned to enable the airport to meet runway to taxiway separation standards.

### **FAA REVIEW OF AIRPORT LAYOUT PLAN:**

On April 30, 2007, the Federal Aviation Administration (FAA) issued its conditional approval of the proposed Airport Layout Plan. (FAA had previously requested revisions, which were incorporated into the final submission.) Prior to receiving an unconditional approval or funding of proposed improvements, FAA environmental review of the proposed land acquisition of over 3 acres northerly and southerly of the airport property is required. Additionally, all future proposed structures shown on the Airport Layout Plan will require FAA notice through the Form 7460-1 process.

### **REVIEW BY AVIATION CONSULTANT:**

The Master Plan Update was transmitted to ALUC consultant Mead & Hunt for comments regarding the consistency of the Master Plan with the 2004 Banning Municipal Airport LUCP. In a

memorandum dated July 26, 2007, Mead & Hunt advised that the Master Plan “has no apparent specific conflicts with adopted ALUCP policies” and that the project “can be considered consistent with the ALUCP.” Given that the activity forecasts presented in the Master Plan (13,500 annual operations) are lower than the levels assumed in the ALUCP (70,000 annual operations), no consistency issues arise. The memorandum proceeds to state that the ALUC may wish to consider whether ALUCP revisions would be appropriate given the anticipated lower forecast of activity levels in the new Master Plan. The 2004 Banning Municipal Airport LUCP, based on the prior airport master plan, had forecast “a much stronger growth in both based aircraft and total operations than the new Banning Municipal Airport Master Plan.”

The memorandum notes that the Master Plan references a proposed drag strip being planned south of the airport. This is not part of the Master Plan, but the development would be subject to ALUC review. ALUC staff would add that uses that would attract large concentrations of people (in excess of intensity allowed in the applicable airport land use compatibility zone) would be inconsistent with the ALUCP.

The memorandum concludes that, while the Master Plan can be deemed consistent with the BMALUCP, the Commission may wish to consider whether to “(a) amend the [ALUCP] to reflect changes in the newest Airport Layout Plan for Banning Municipal Airport; (b) review the reasoning behind the large variations in forecasts between the Banning Municipal Airport Master Plan and the [ALUCP]; [and/or] (c) consider amending the [ALUCP] to reflect a reduced activity forecast.”

#### **STAFF COMMENT:**

In terms of the amount of land use development activity that has been forwarded to the Airport Land Use Commission in the past fifteen months, there has been little activity submitted to the Airport Land Use Commission for review: only one project, a parcel map for division of industrially zoned land northerly of the airport into multiple parcels. Staff would recommend that an update to the ALUCP be conducted within the next five years, but, given the low level of development activity, revision to this ALUCP would not be an immediate priority. It is suggested that, if any projects in this Airport Influence Area would be subject to a possible finding of inconsistency due to intensity, that such project be referred to the aviation consultant for a determination as to whether the airport zone would have been different based on the reduced activity level.

#### **FINDINGS:**

1. The forecasts and development identified in the Airport Master Plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the Airport Land Use Compatibility Plan.
2. The Master Plan does not propose any nonaviation development for location within the airport boundary.

2 **RESOLUTION NO. 2007-03**

3 **CONCERNING AIRPORT LAND USE COMMISSION**

4 **DEVELOPMENT REVIEW FEES**

5  
6 WHEREAS the Airport Land Use Commission of the County of Riverside (ALUC) is empowered  
7 and required by Public Utilities Code section 21670, *et seq.*, to review and process certain local agency  
8 land use plans, actions, regulations and permits; and,

9 WHEREAS, the ALUC incurs costs in providing requisite review and processing services; and,

10 WHEREAS, the ALUC is authorized by Section 21671.5 of the Public Utilities Code (PUC) to  
11 establish a schedule of fees as necessary to defray the costs incurred for the provisions of such services;  
12 and,

13 WHEREAS, pursuant to Section 21671.5 of the PUC, the ALUC on April 19, 1990 and July 1,  
14 1990, adopted and implemented, respectively, a Schedule of Development Review Fees; Now therefore,

15 BE IT RESOLVED, FOUND and DETERMINED by the Airport Land Use Commission of the  
16 County of Riverside, State of California, assembled on \_\_\_\_\_, 2007, that the  
17 following new Schedule of Development Review Fees is established and that the fees specified therein  
18 shall be charged to the proponent of the project subject to review and processing:

<u>SERVICE</u>	<u>FEE</u>
<b>Change of Zone</b>	
<b>Conditional Use Permit</b>	
<b>General Plan Amendment</b>	
<b>Parcel Map</b>	
<b>Plot/Site Plan</b>	
<b>Variance</b>	
Initial Review	\$1,188.00
Amended	\$792.00
<b>Tract Map</b>	
Initial Review	\$1,353.00
Amended	\$908.00

27 ///

1	<u>SERVICE</u>	<u>FEE</u>
2	<b>General Plan Element</b>	
3	Initial Review	\$3,300.00
4	Amended	\$2,195.00
5	<b>Environmental Assessment</b>	
6	Initial Review	\$1,492.00
7	Amended	\$990.00
8	<b>Specific Plan</b>	
9	Initial Review	\$2,911.00
10	Amended	\$1,947.00
11	<b>Community Plan</b>	
12	Initial Review	\$3,300.00
13	Amended	\$2,145.00
14	<b>Environmental Impact Report</b>	
15	Initial Review	\$2,723.00
16	Amended	\$1,815.00
17	<b>Building Permit</b>	
18	Initial Review	\$512.00
19	Amended	\$347.00

20           BE IT FURTHER FOUND and RESOLVED that each fee specified in the Schedule of  
21 Development Fees does not exceed the estimated reasonable cost of providing the service for which the  
22 fee is charged.

23           BE IT FURTHER FOUND and RESOLVED that the Schedule of Development Review Fees shall  
24 replace any prior Schedule of Development Review Fees adopted by the ALUC.

25           BE IT FURTHER FOUND and DETERMINED that the above Schedule of Development Review  
26 Fees was adopted pursuant to Section 66016 of the Government Code.

27           BE IT FURTHER FOUND and DETERMINED that the Schedule of Development Review Fees  
28 shall be effective immediately on adoption of this Resolution.

29 ///  
30 ///  
31 ///



1 The foregoing Resolution was adopted on a motion by Commissioner \_\_\_\_\_ and  
2 seconded by Commissioner \_\_\_\_\_ at a regularly scheduled meeting held on the \_\_\_\_ day of  
3 \_\_\_\_\_, 2007 by the following vote:

4 AYES: Commissioners:  
5 NOES: Commissioners:  
6 ABSENT: Commissioners:

7  
8 \_\_\_\_\_  
9 Chairman, Riverside County Airport Land Use Commission

10  
11 WITNESS, my hand this \_\_\_\_\_ day of \_\_\_\_\_ 2007

12  
13  
14 \_\_\_\_\_  
15 Executive Director, Riverside County Airport Land Use Commission

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



**FROM:** TLMA – Planning Department

**SUBMITTAL DATE:**  
June 18, 2007

**SUBJECT:** General Plan Amendment for the South Valley Implementation Program (County Initiated)

**RECOMMENDED MOTION:** That the Board of Supervisors direct staff to:

1. Initiate a General Plan Amendment (GPA) for the South Valley Implementation Program (Attachment A) which may amend policies of the Eastern Coachella Valley Area Plan as they relate to the land use, circulation, housing, open space, and safety elements;
2. Conduct the required environmental assessment for the GPA, and an Environmental Impact Report (EIR) as appropriate;
3. Continue refining the draft land use (Attachment B) and circulation element (Attachment C) maps and policies developed as part of this implementation program;
4. Begin work to establish a Road and Bridge Benefit District for the South Valley Implementation Program and return to the Board for adoption consideration;
5. Identify, and refine as need be, funding sources for construction of the necessary community facilities to be provided in accordance with the Community Facilities and Services Guidelines (Attachment D) by:

(Continued on page 2)

\_\_\_\_\_  
Ron Goldman, Director  
Planning Department

<b>FINANCIAL DATA</b>	<b>Current F.Y. Total Cost:</b>	\$ 0	<b>In Current Year Budget:</b>	No
	<b>Current F.Y. Net County Cost:</b>	\$ 0	<b>Budget Adjustment:</b>	No
	<b>Annual Net County Cost:</b>	\$ *To be Determined	<b>For Fiscal Year:</b>	07-08

<b>SOURCE OF FUNDS:</b> Land Owner/Developer Contributions and Contributions to other funds – General Fund	<b>Positions To Be Deleted Per A-30</b>	<input type="checkbox"/>
	<b>Requires 4/5 Vote</b>	<input type="checkbox"/>

**C.E.O. RECOMMENDATION:**

**County Executive Office Signature**

Policy  
 Policy  
 Consent  
 Consent

Dept't Recomm.:  
 Per Exec. Ofc.:

Departmental Concurrence

- (a) Proposing an amendment to the Development Impact Fee program for the Eastern Coachella Valley Area Plan, and/or
  - (b) Developing a supplemental Community Facilities Fee Program for the South Valley Implementation Program for consideration by the Board;
6. Incorporate conditions of approval on future discretionary development applications (Attachment E) to ensure their participation in the provision of the necessary transportation and community facilities in the area;
  7. Work with area developers to explore, and as appropriate, form Community Facilities Districts (CFD), to finance timely provisions of necessary community facilities for the South Valley area in accordance with the Community Facilities and Services Guidelines; and
  8. Continue with stakeholder participation efforts and report back on a quarterly basis to discuss the progress of the aforementioned work effort.

### **BACKGROUND:**

The Eastern Coachella Valley Area Plan encompasses important agricultural lands in the county. However, agricultural lands in the Eastern Coachella Valley are giving way to more urban types of development. There are several large development proposals (an estimated 20,000 units in approximately a 30 square mile area) under consideration along Avenue 62. This area is now known as the South Valley Implementation Program Boundary. These development proposals have a potential to significantly alter the population, land use, and transportation projections of the General Plan.

Therefore, on February 07, 2006 the Board of Supervisors directed staff to develop a South Valley Implementation Program and Community Facilities Phasing and Funding Strategy. This program is intended to comprehensively study and ensure desirable land use, transportation and community facilities needs to foster a sustainable, well-planned and livable community in this newly developing area of the county.

### **TECHNICAL TEAM:**

To date, several actions have occurred to advance this Board Action into an effective Implementation Program. Under the direction of county staff, a coalition of property owners/developers called the South Valley Parkway Committee (Committee) has been formed to address the county's concerns regarding growth in this area.

A land use consultant, T&B Planning, has been hired by the Committee to assist county staff in preparing a land use proposal that provides a balance and mixture of land uses necessary to create a livable community in this area. The consultant is currently working with county staff in developing a draft land use map and land use policies. The Committee has hired a transportation consultant, Kimley-Horn, to prepare a regional roadway phasing and implementation plan that takes into consideration the future developments envisioned in the land use proposal for the South Valley Implementation Program. The consultant is currently operating under the guidance and direction of county staff to prepare a draft South Valley Traffic Study and Roadway Phasing Plan. Regarding future community facilities needs in this program boundary, county staff and the technical team are developing a draft comprehensive matrix that identifies sizing, siting and service standards. The Committee has hired a financial consultant – DPF, who is assisting county staff in identifying and securing funding sources for construction and maintenance of required community facilities in this area.

County staff has met with the technical team on a bi-weekly basis to develop the South Valley Implementation Program.

## **STAKEHOLDER PARTICIPATION:**

Since February 2006, county staff has met with a General Advisory Committee on a bi-weekly basis to ensure stakeholder participation in development of this program. This committee is represented by various interest groups including, but not limited to, incorporated cities, community councils, tribal councils, as well as other government entities (Attachment F). In addition, to receive more focused feedback, county staff has attended several meetings and conducted multiple presentations at various county, non-county and county-authorized entities in the Eastern Coachella Valley (Attachment G).

County staff has also conducted the following three Public Workshops before the Planning Commission:

1. On April 19, 2006, staff introduced the South Valley Parkway Implementation Program and Community Facilities Phasing and Funding Strategy during a ½ day workshop.
2. On October 18, 2006, staff discussed the progress of the South Valley Implementation Program during the morning session and provided a field-trip to understand regional context for land use decisions in the Eastern Coachella Valley during the afternoon session.
3. On April 18, 2007, staff shared preliminary findings of the land use, transportation and community facilities studies that were conducted as part of the South Valley Implementation Program.

## **VISTA SANTA ROSA LAND USE CONCEPT PLAN:**

Riverside County Planning staff has worked intensely with the community of Vista Santa Rosa (VSR) to develop a Land Use Concept Plan (Attachment G). The VSR Land Use Concept Plan suggests some significant changes in land use planning for the community, which are intended to provide additional opportunities for rural and equestrian lifestyles, and other important community objectives.

To date, due to close proximity of the South Valley Implementation Program and community of Vista Santa Rosa, consistent coordination has occurred in development of these programs. Therefore, the South Valley Implementation Program GPA will include the community of Vista Santa Rosa and amend the General Plan to reflect the proposed land use concept plan.

## **EASTERN COACHELLA VALLEY GPA:**

Parallel to the South Valley Implementation Program GPA, the county is in process of developing a county initiated GPA for the Eastern Coachella Valley (ECV) Area Plan. In addition to the land use, circulation, housing, open space, and safety element updates, the ECV GPA is intended to address significant regional issues related to storm water and market absorption. The ECV GPA is required to conduct an environmental assessment, and an Environmental Impact Report (EIR) as appropriate, which will take into consideration the assumptions of the South Valley Implementation Program in its cumulative impact analysis.

The technical team for the South Valley Implementation Program has developed adequate documents/findings to support a subsequent Board action, which will allow staff to begin work on a General Plan Amendment and conduct required environmental assessment for the South Valley Implementation Program. At this point in time, staff does not know exact cost to support and fund this work effort; however, anticipates a combination of the county and land owner/developer contributions to carry the work effort forward. It is also anticipated that county contributions will consist of the General Plan Funding included in the Fiscal Year 2007-2008 Budget.

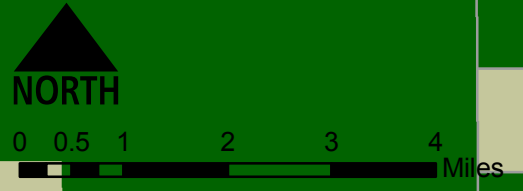
In view of all the preceding information, staff recommends adoption of items 1 through 8 above related to the South Valley Implementation Program.

# South Valley Implementation Plan: General Plan Amendment Boundary

**DRAFT**

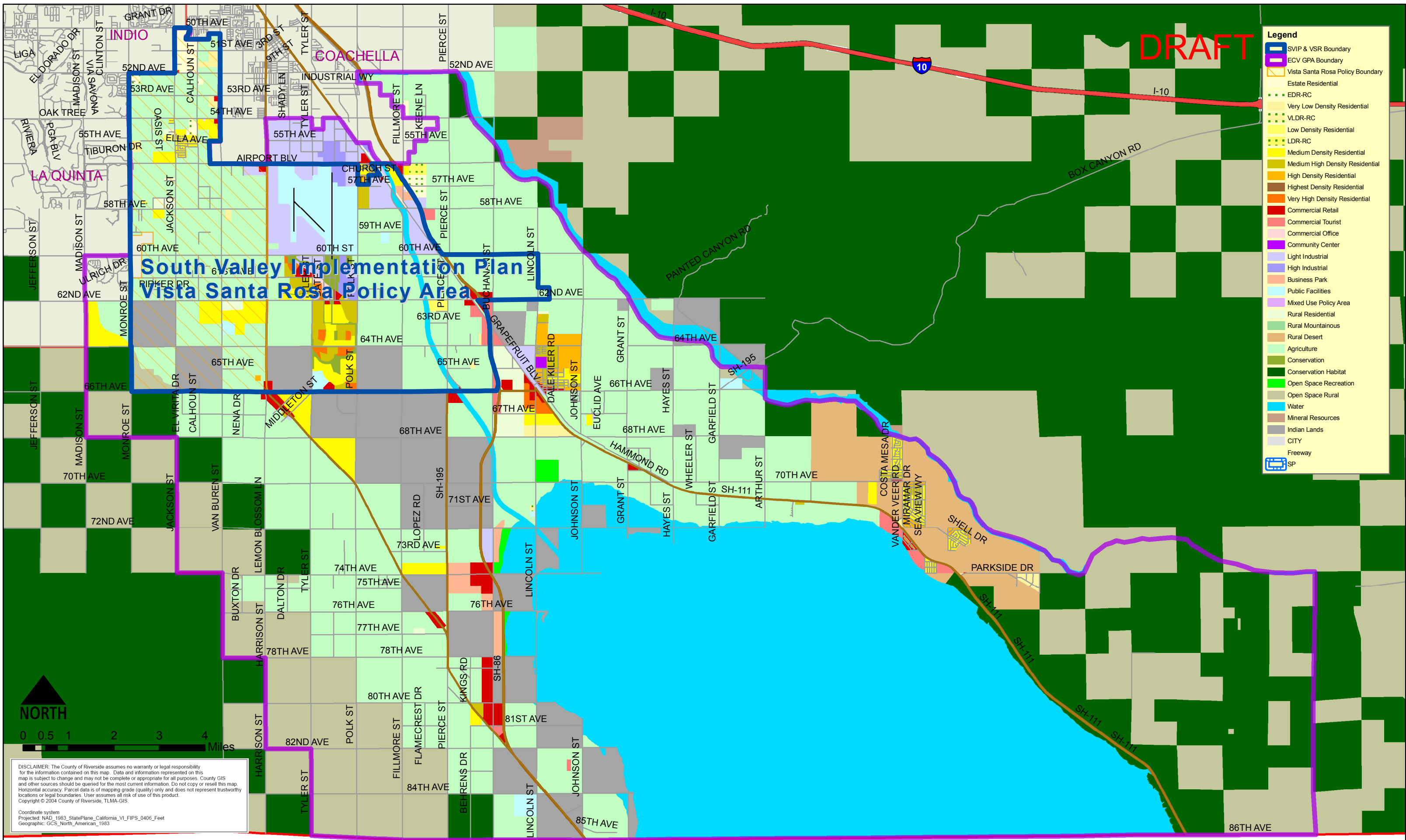
**South Valley Implementation Plan  
Vista Santa Rosa Policy Area**

- Legend**
- SVIP & VSR Boundary
  - ECV GPA Boundary
  - Vista Santa Rosa Policy Boundary
  - Estate Residential
  - EDR-RC
  - Very Low Density Residential
  - VLDR-RC
  - Low Density Residential
  - LDR-RC
  - Medium Density Residential
  - Medium High Density Residential
  - High Density Residential
  - Highest Density Residential
  - Very High Density Residential
  - Commercial Retail
  - Commercial Tourist
  - Commercial Office
  - Community Center
  - Light Industrial
  - High Industrial
  - Business Park
  - Public Facilities
  - Mixed Use Policy Area
  - Rural Residential
  - Rural Mountainous
  - Rural Desert
  - Agriculture
  - Conservation
  - Conservation Habitat
  - Open Space Recreation
  - Open Space Rural
  - Water
  - Mineral Resources
  - Indian Lands
  - CITY
  - Freeway
  - SP

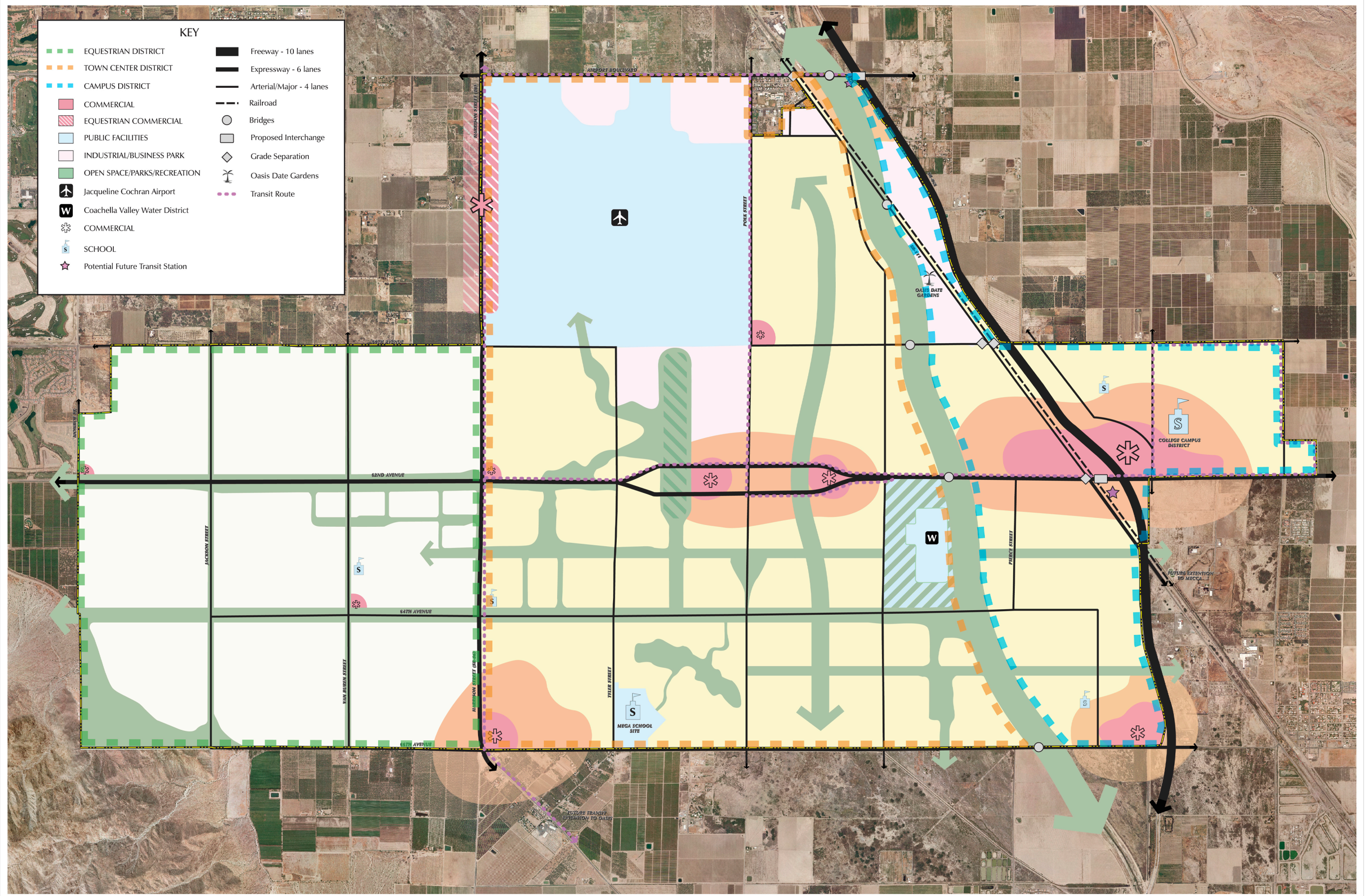


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Coordinate system  
Projected: NAD\_1983\_StatePlane\_California\_VI\_FIPS\_0406\_Feet  
Geographic: GCS\_North\_American\_1983







**KEY**

EQUESTRIAN DISTRICT	Freeway - 10 lanes
TOWN CENTER DISTRICT	Expressway - 6 lanes
CAMPUS DISTRICT	Arterial/Major - 4 lanes
COMMERCIAL	Railroad
EQUESTRIAN COMMERCIAL	Bridges
PUBLIC FACILITIES	Proposed Interchange
INDUSTRIAL/BUSINESS PARK	Grade Separation
OPEN SPACE/PARKS/RECREATION	Oasis Date Gardens
Jacqueline Cochran Airport	Transit Route
Coachella Valley Water District	
COMMERCIAL	
SCHOOL	
Potential Future Transit Station	

Conceptual Land Use Plan

# SOUTH VALLEY IMPLEMENTATION PROGRAM



# **SOUTH VALLEY IMPLEMENTATION PROGRAM**

## **DRAFT LAND USE POLICIES**

*The following text to be inserted under the Unique Communities section of the RCIP Eastern Coachella Valley chapter:*

The South Valley Implementation Program (SVIP) area occupies approximately 32 square miles bounded on the north by the Thermal town site and including the Jacqueline Cochran Regional Airport. South Valley is bisected by Avenue 62. The area began its transition from predominantly agricultural to Community Development with the approval of Kohl Ranch Specific Plan in 1999. The vision for the SVIP area locates rural, equestrian-oriented land uses in the west, transitioning to urban uses in the central area south and east of the Airport. Urban densities will occur at the intersection of Avenue 62/Highway 111, and campus-oriented uses are featured in the east. An extensive network of open space and trails provides connections between residential areas and points of interest such as the Santa Rosa Mountains and the Whitewater Channel.

*The following text to be inserted into the Policy Areas section of the RCIP Eastern Coachella Valley chapter following the description of Vista Santa Rosa Policy Area:*

The South Valley Implementation Program area is bordered to the north by Avenue 56 (Airport Boulevard), to the south by Avenue 66, to the west by Harrison adjacent to the airport and Monroe Street in Vista Santa Rosa, and to the east by State Highway 111, with the exception of approximately two square miles that extend past the highway. The SVIP area includes several important landmarks within the eastern Coachella Valley including the Jacqueline Cochran Regional Airport, a portion of the Whitewater Channel, a portion of the Vista Santa Rosa Policy Area and the future College of the Desert Eastern Valley Center campus.

Today, the SVIP area is predominantly agricultural in nature, but is influenced by development in the Cities of Indio, Coachella and La Quinta and at the Jacqueline Cochran Regional Airport. This rapid growth has prompted a County-driven regional planning effort including the creation of a comprehensive land use concept and policies, design guidelines, transportation studies and a public facilities funding program to ensure that infrastructure and services are provided in advance of or concurrent with development. The Torrez Martinez Indian Tribe has indicated a desire to balance their economic development goals with consideration for their cultural heritage and consequently, have actively participated in the planning process. It is anticipated that urban uses including roughly 50,000 new residences will be constructed over the next 20-30 years. This planning process is expected to produce a well-designed community with a balance of land uses.

The SVIP Land Use Plan is separated into three distinct zones: the Equestrian District, the Town Center District and the Campus District. The Equestrian District maintains the existing rural and agricultural lifestyles and facilitates equestrian-oriented activities by incorporating wide stretches of open space and trails throughout the community. The Town Center provides for primarily medium to medium high density residential land uses and features a community core with commercial retail, public facilities and community gathering spaces. The Campus District contains the highest residential densities and incorporates an urban center with a variety of commercial uses at the intersection of Highway 111 and Avenue 62 including the College of the Desert campus and supporting facilities. In addition, it is anticipated that a transit station may be provided within the Campus District. Each of these zones will possess a unique community character

implemented through elements such as landscaping, roadway setbacks and monumentation.

### **GENERAL POLICIES**

1. Identify opportunities for, and encourage incorporation of, community icons (such as date palms, citrus trees, historical/equestrian heritage, etc.) in architecture, gathering places, signage and elsewhere as appropriate.
2. Preserve views of mountains and maintain the existing rural character of the Vista Santa Rosa community.
3. Create community separators by incorporating open space, trails, parks and landscaping between dissimilar land uses not otherwise separated by roadways or topography.
4. Residential projects should design internal trails and open space to connect to the SVIP Trails Plan, which consists of a hierarchical network of equestrian, pedestrian, bicycle and multi-purpose trails linking neighborhoods to schools, recreational amenities, commercial areas, public transit, the Riverside County Trail System, and other destinations. Non-residential projects should design pedestrian plazas and gathering places that enhance connections to the SVIP Trails Plan.
5. As indicated by the SVIP Trails Plan, projects should provide open space and trail connections to recreational amenities and other points of interest in the surrounding communities of Mecca, Oasis and Thermal, as well as the cities of La Quinta, Coachella and Indio.
6. Open space requirements should be greatest in the low-density portions of the SVIP (in the Vista Santa Rosa area in particular), and gradually reduce in magnitude as land uses transition to more urban densities.
7. The lower density portion of the project should provide primarily passive recreation opportunities, transitioning to more active recreation facilities as densities increase.
8. The SVIP circulation system should accommodate transportation demands anticipated by future growth, and provide options for alternative modes of transportation, such as bus and rail transit.
9. A public transit route should be established to connect areas with high population concentrations to area destinations such as employment centers, the College of the Desert, commercial areas, the Jacqueline Cochran Airport, recreational amenities, surrounding communities and other points of interest. The transit system should be evaluated regularly to determine the improvements necessary to accommodate future growth.
10. Where possible, vehicular traffic should be separated from pedestrian, equestrian and bicycle traffic to avoid potential hazards. Roadway crossings should be designed for safety and ease of use by pedestrians, equestrians and bicyclists.
11. Roadway improvements should be completed as outlined in the SVIP Traffic Study and Roadway Phasing Plan. Landscaping of roadways should be consistent with the SVIP Design Guidelines.



12. Access points and roadway intersections along State Route 86 (Harrison) should be separated by a minimum of  $\frac{1}{2}$  a mile, or 2,640 feet in order to maintain a steady traffic flow.
13. Coordinate land planning and policy decisions with Native American tribal groups including the Augustine Band of Mission Indians, the Torres-Martinez Desert Cahuilla Indians, the 29 Palms Band of Mission Indians, and the Cabazon Band of Mission Indians.
14. Proposals for new development in the vicinity of the Jacqueline Cochran airport should comply with the ALUC Compatibility Zone Criteria Plan or coordinate with the EDA to modify policies.
15. The Coachella Valley Water District and the County Planning Department should coordinate to ensure that future facility expansion is compatible with surrounding land uses.
16. Projects should regard schools, including the College of the Desert, as part of their respective neighborhoods, encouraging architectural integration and non-vehicular access from throughout the community.
17. Projects should explore opportunities for the joint-use of school, civic and recreational facilities.
18. Promote the construction of buildings that utilize energy efficient measures such as proper orientation, shading, window placement, building materials, roof color and landscaping.
19. Encourage sustainable landscape design and maintenance through the use of native, drought-resistant vegetation. Promote water conservation by recommending the installation of efficient irrigation technology.
20. Provisions for uses compatible with residential development such as churches and daycare centers should be incorporated into individual projects.
21. Requirements for parking should be incorporated into individual projects or otherwise established through reciprocal parking agreements, especially in areas of high population concentration such as the College of the Desert and regional commercial center.

#### **EQUESTRIAN DISTRICT**

22. The Equestrian District should provide for large lot single-family homes and wide landscape setbacks from roadways. Project design in this area should convey a rural character and offer equestrian amenities.
23. Commercial uses should provide uses such as corner convenience stores to serve the immediate neighborhood.
24. Commercial uses along Harrison Street should serve not only low density, rural and equestrian-oriented residential areas but also the expanding workforce within the non-residential areas adjacent to the Jacqueline Cochran Airport. Future uses may include restaurants, sandwich shops, convenience retail and stables, feed stores, grooming

services, veterinarian offices and other services geared toward the needs of horse-owners and residents of the rural community.

25. All development proposals for the portions of the Vista Santa Rosa Policy Area located within SVIP shall adhere to the SVIP Design Guidelines in terms of character, scale, landscaping, architecture and amenities.

### **TOWN CENTER DISTRICT**

26. As defined by the RCIP, Town Centers can be located in dense urban areas or as a core for a large area of suburban development. The Town Center District should provide uses similar to those found in a traditional “downtown” district and may include regional attractions and facilities as well as uses that serve local residents and workers. Non-residential densities should range from 0.5 to 3.0 FAR.
27. Allowable land uses include highest density residential in or adjacent to the core area, very high density residential in the core and core support areas, commercial retail, commercial office, commercial tourist, public facilities and recreation. Other permitted residential types include attached single family and multi-family residences with densities ranging from 14.0 to 40.0 dwelling units per acre. Outside of the core area, residential densities should be decreased to allow for medium and medium high density residential.
28. The land use emphasis in the Town Center District should be primarily on retail and office uses. Typical commercial uses may include local and regional serving uses such as restaurants, book stores, specialty stores, mid-rise office complexes, business support services, medical services, day care centers and hotels.
29. Appropriate public uses include those associated with a “downtown” core such as libraries, cultural facilities, community centers, sports and recreation facilities, theaters, plazas and urban parks.

### **CAMPUS DISTRICT**

30. The Campus District should provide for housing types such as condominiums, apartments, townhomes, motor courts and garden courts located in close proximity to commercial areas and services. It is expected that this designation will provide housing opportunities affordable to first-time homebuyers, students, young professionals and the local workforce.
31. The urban center located at the intersection of State Routes 86/111 and Avenue 62 is expected to accommodate high-intensity regional commercial uses with large anchor stores, department stores, furniture stores, movie theaters, and other similar uses. A transit station is planned in close proximity providing public transportation to the urban center.
32. The College of the Desert should be designed to integrate with the surrounding community and provide adequate facilities for the anticipated population in terms of student/faculty/staff housing, recreational amenities, open space, trail connections, parking, services and access to public transit.

SOUTH VALLEY PARKWAY TRAFFIC STUDY  
AND ROADWAY PHASING PLAN

FINAL REPORT

Prepared for:

South Valley Parkway Committee  
and  
County of Riverside

Prepared by:

Kimley-Horn and Associates, Inc.

April 4, 2007

# Introduction

The purpose of this study is to develop a long-term roadway plan for a portion of the eastern Coachella Valley, and to develop a roadway phasing plan to provide for development of needed roadway infrastructure in this area in an orderly fashion that keeps pace with new development. The general location of the study area in the Coachella Valley is shown in Figure 1.

In response to recent initiation of numerous proposals for amendments to the County of Riverside's General Plan Land Use Element in this area, the County directed the major property owners to commission a comprehensive long-term roadway planning and phasing study for the area, which is presently unincorporated. For this purpose the property owners organized themselves as the South Valley Parkway Committee, and retained T&B Planning to prepare a comprehensive land use plan for the area, and Kimley-Horn and Associates to prepare the traffic study. The results of this traffic study will be utilized by the County to provide guidance on long-term roadway infrastructure needs for the area if it is developed consistent with these emerging land use proposals, and will be incorporated into the County's General Plan when the next comprehensive update is prepared in 2008.

The study area for the traffic analysis is shown in Figure 2. It is generally bounded by the La Quinta City limits and the mountains on the west, the Indio and Coachella City limits on the north, Lincoln Street on the east, and Avenue 70 on the south. This is also the area proposed by the County for a Road and Bridge Benefit District for funding the needed backbone roadway improvements. Figure 2 also shows the boundary of the South Valley Parkway land use plan area

The study is a General Plan level evaluation of the long-term roadway capacity needs for the system of arterial streets in the South Valley Parkway planning area. Future traffic volumes were forecast assuming full development of the land use plan development by T&B Planning. A master plan of streets was developed to accommodate the envisioned development and provide the needed long-term capacity. A phasing plan for roadway improvements that is tied to phasing of development was created so that needed roadway infrastructure is in place before new units are occupied.

The report is divided into the following sections:

- Existing Conditions
- Future Conditions
- Roadway Plan
- Phasing Plan

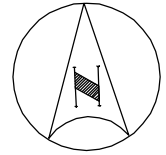
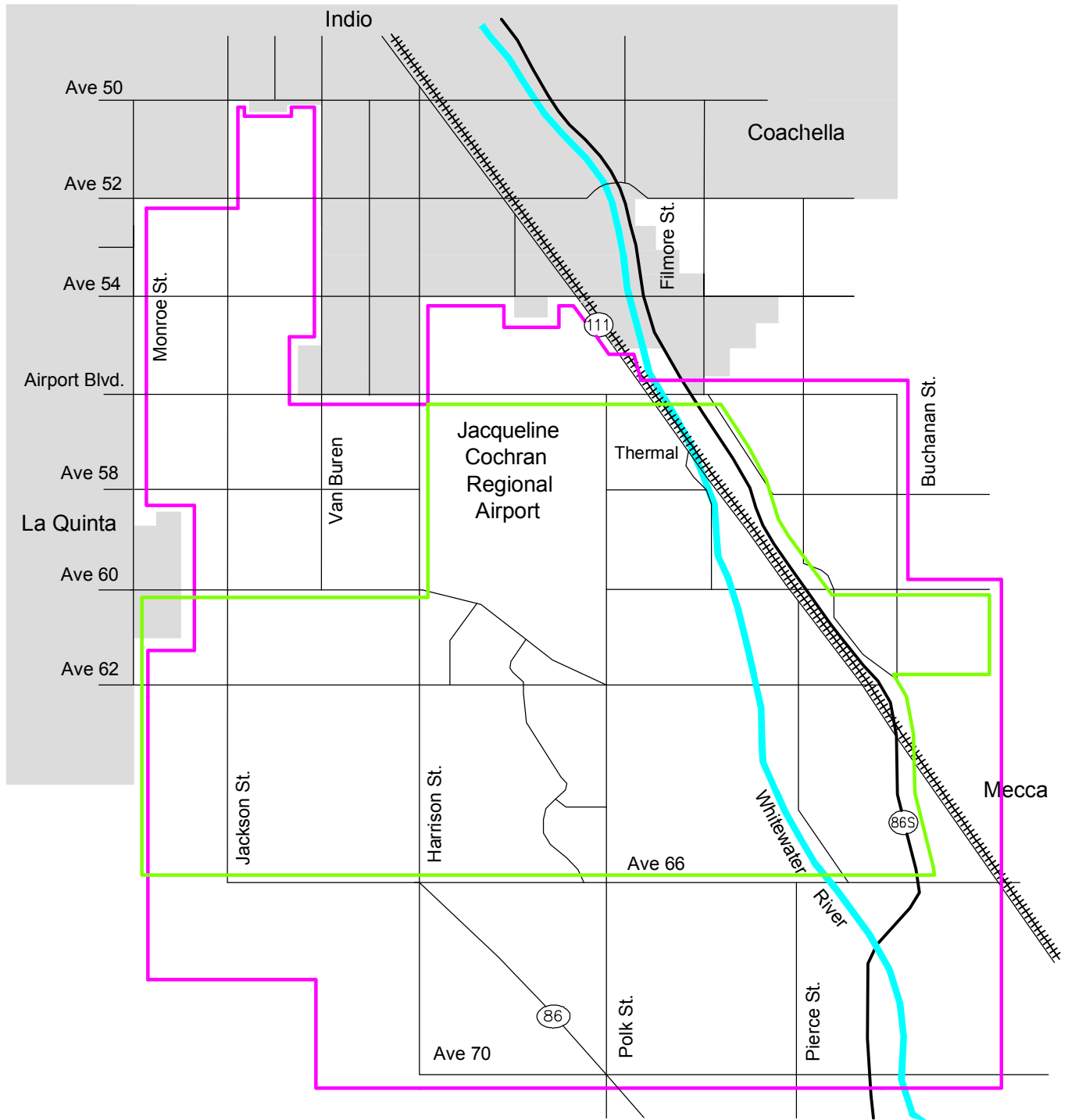
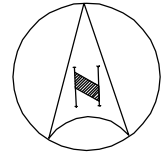


Figure 1  
Regional Vicinity Map



**LEGEND**

- Whitewater River
- Incorporated Area
- Railroad
- Proposed Road & Bridge District
- SVP Land Use Plan Area

Figure 2  
Study Area

## Existing Conditions

The study area is primarily rural in nature, characterized by extensive tracts of agricultural land. In addition to the agricultural lands, it includes two residential communities (Vista Santa Rosa in the northwest part of the study area and Thermal in the northeast part), as well as the Jacqueline Cochran Regional Airport (general aviation) adjacent to the community of Thermal, and tribal lands of the Torres-Martinez Tribe in the southern and southwestern part of the study area.

The existing street system and average daily traffic (ADT) volumes (as estimated by traffic forecasting model) are shown in Figure 3. The four-lane SR-86S expressway is the primary regional highway through the area, carrying ADT volumes ranging from 12,000 south of Avenue 70 to 46,000 north of Airport Boulevard. SR-111, a two-lane state highway, parallels the Yuma Main rail line in a northwest-southeast direction through the area. Traffic volumes on most streets in the study are under 2,000 per day, with the exception of Airport Boulevard, Harrison Street, and Avenue 66. Because of the low traffic volumes there are very few traffic signals in the area, and traffic conditions are good throughout the area.

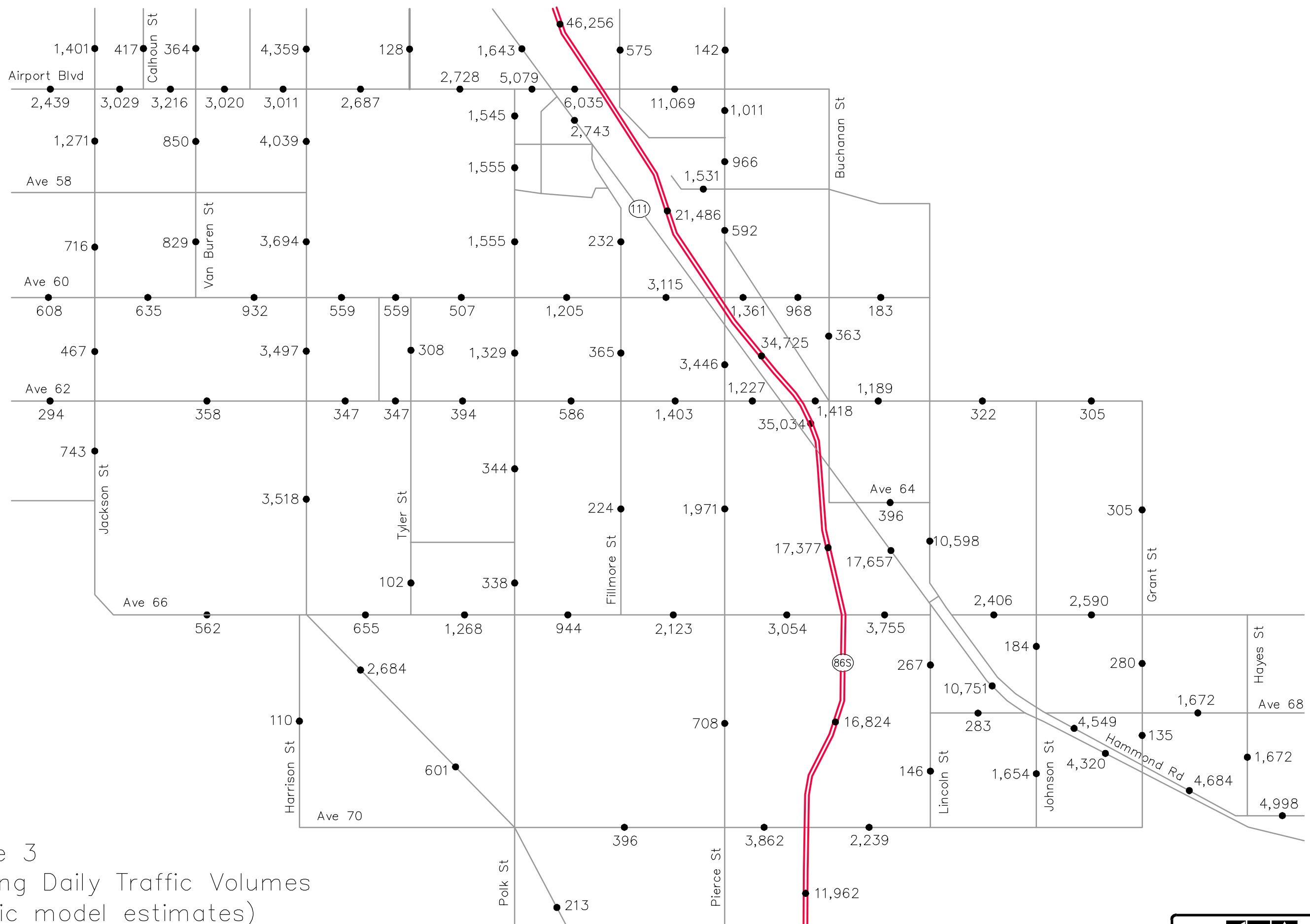


Figure 3  
Existing Daily Traffic Volumes  
(traffic model estimates)



# Future Conditions

## Traffic Model Forecasts

Traffic forecasts for the analysis were prepared by the County's on-call traffic modeling consultant using the Riverside County Integrated Plan (RCIP) traffic forecasting model. The model documentation report is included in Appendix C. Prior to the application of the RCIP model for the South Valley Parkway study, the model was reviewed by County staff, the on-call modeling consultant, and Kimley-Horn staff, to evaluate the model's appropriateness for developing the traffic forecasts required for this study. The following reviews and refinements were made:

- The RCIP Buildout development forecasts were compared to the CVATS 2025 forecasts of housing, population and employment at a valley-wide level to ensure that the Buildout forecasts represent a long-term future horizon.
- The RCIP model forecasts were compared with the Coachella Valley Subarea Applications Traffic Model (CVSATM, used for developing the General Plan Circulation Elements for La Quinta and Indio), and the RCIP model was determined to be the most appropriate traffic forecasting tool for this analysis because it has a future horizon of Buildout of the County General Plan and had been used in preparing the adopted RCIP.
- The RCIP model Traffic Analysis Zone (TAZ) boundaries were adjusted to be consistent with the Coachella Valley Area Transportation Study (CVATS) model. During the RCIP model development process, some TAZ had been added in areas where specific plans had been prepared, but these extra TAZ were not retained because they resulted in a TAZ system with inconsistent zone sizes which would not necessarily improve the traffic forecasts.
- The traffic assignment procedure applied in the RCIP project was an incremental assignment of 24-hour traffic volumes, which produced unreliable traffic forecasts (for example, one street would have a forecast volume double its capacity while an adjacent parallel arterial would have almost no forecast traffic at all). The assignment procedure was adjusted to be consistent with the CVATS process, using a capacity-constrained equilibrium assignment for each of four time periods in the day (morning peak, evening peak, midday, and night).
- The RCIP model network was coded to load traffic from zone centroids into existing nodes in the network. To facilitate evaluation of intersection traffic conditions in the South Valley Parkway study, the centroid connectors were recoded so traffic does not load directly into arterial intersections.

To develop the recommended roadway plan, three future traffic forecast scenarios were modeled and evaluated:

- General Plan Buildout
- Avenue 62 Land Use Plan
- Mecca/Oasis Land Use Sensitivity Evaluation

The General Plan Buildout scenario reflects the Riverside County's currently adopted General Plan for the study area. The model forecasts for this scenario were prepared using the Buildout development scenario from the RCIP model.

The Avenue 62 Land Use Plan scenario incorporates the development forecasts from the South Valley Parkway Committee into the General Plan data. T&B Planning developed a comprehensive community land use plan for the area, incorporating input from the major property owners on the South Valley Parkway Committee as well as the County Planning Commission.

A third scenario was developed to test the traffic impact of additional future development east of SR-86S (the community of Mecca) and south of Avenue 66 (the community of Oasis). The adopted General Plan shows relatively low densities of development in these areas, but plans for a more urbanized character of development are beginning to be developed by property owners. Since a more urbanized development pattern in these areas could affect traffic volumes in the South Valley Parkway area, the Mecca/Oasis Land Use Sensitivity Evaluation was prepared to ascertain the effect of potential development in those areas on traffic volumes in the Avenue 62 plan area. For this evaluation, generalized residential density assumptions were identified by T&B Planning in consultation with the County Planning Department, and non-residential development was assumed based on the number of residential units.

## Land Use Assumptions

Land uses in each development scenario were allocated to the appropriate TAZs in the model. The model's TAZ system is shown in Figure 4. Appendix A includes the socioeconomic data for Riverside County's current adopted General Plan for the study area for each RCIP and corresponding CVATS TAZ. Appendix A also includes definitions for the socioeconomic variables.

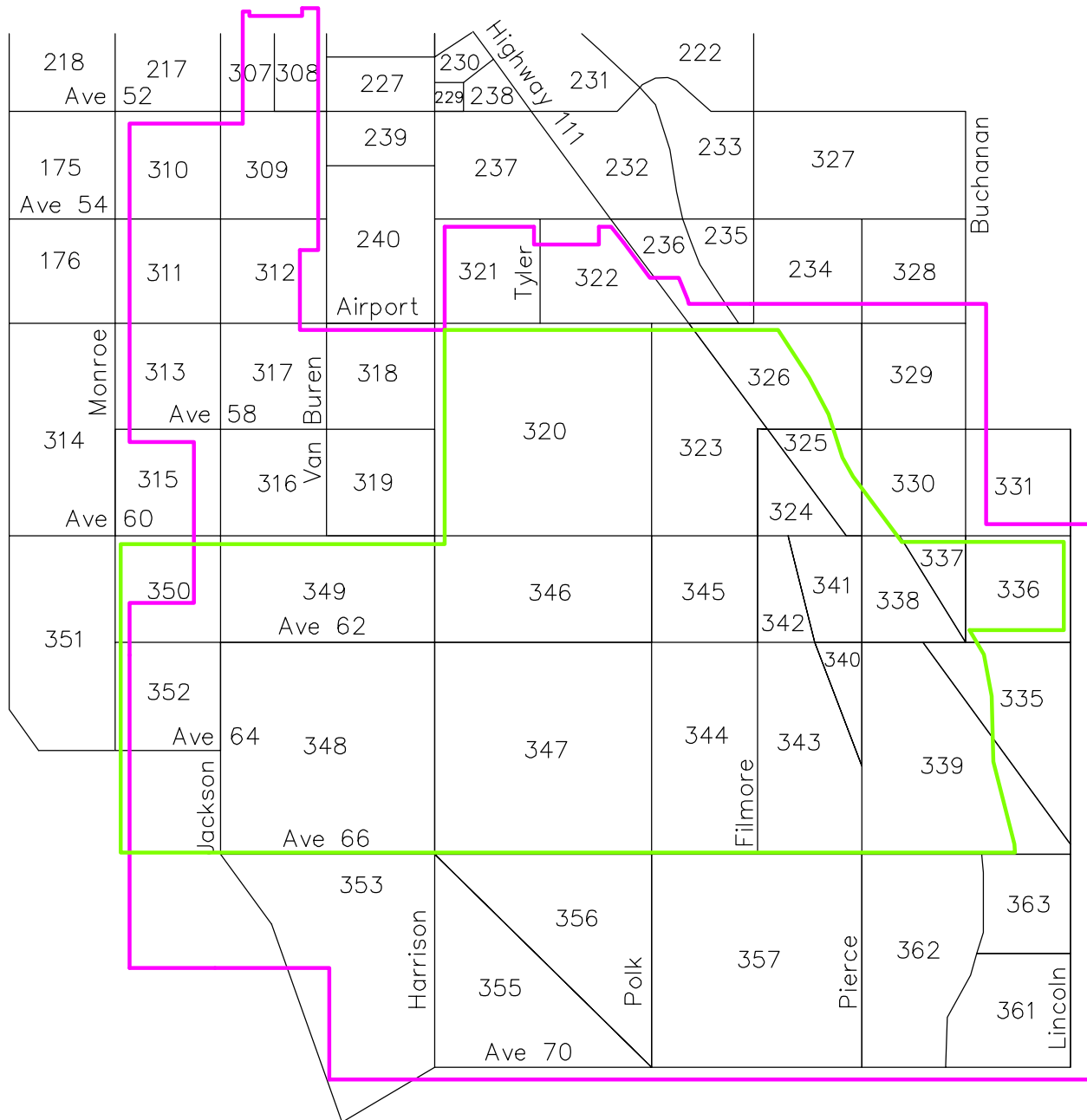
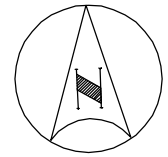
The Avenue 62 land use plan is shown in Figure 5. The land use concept includes a Town Center area centered around the intersection of Avenue 62 and Polk Street. It includes community uses and commercial development, as well as medium-density residential development. Through this area, South Valley Parkway (Avenue 62) and Polk Street are designated conceptually as one-way street pairs. East of the freeway (SR-86S) on the north side of Avenue 62 is another higher-density node around the proposed campus of College of the Desert. West of Harrison Street the residential densities are lower, in keeping with the lower-density development in Vista Santa Rosa.

Appendix A includes the socioeconomic data for the CVATS TAZs included in the Avenue 62 land use plan. Table 1 (shown below) summarizes the land use assumptions in the Avenue 62 plan area, and compares adopted General Plan development with the Avenue 62 plan. The Avenue 62 plan includes a total of 50,000 dwelling units in the plan area (compared to 17,000 in the adopted General Plan), as well as over 2,500 acres of commercial, office, and industrial uses.

Table 1

Socioeconomic Data Summary for Avenue 62 Land Use Plan							
Area	Single Family DU	Multi-Family DU	Commercial Acres	Office Acres	Light Industrial Acres	Heavy Industrial Acres	Schools Students
Ave 62 Plan Totals	24,166	26,092	378	180.00	1,906.00	176	37,354
General Plan Totals	12,965	4,130	371	105	1,734	266	0

The generalized residential density assumptions for the sensitivity test are shown in Figure 6. Appendix A includes the socioeconomic data for the CVATS TAZs included in the Avenue 62 land use plan and the sensitivity areas east of SR-86 and south of Avenue 66. Appendix B includes the assumptions that were made regarding the commercial, industrial, schools, and office acreage corresponding to the assumed residential development. Table 2 (shown below) shows the development assumptions for the Sensitivity test by area. South of Avenue 66 (to the County line) a total of 56,000 residential units was assumed for the sensitivity test, along with over 350 acres of non-residential uses. East of SR-86S (the Mecca area) a total of 20,000 residential units was assumed for the sensitivity test, along with over 125 acres of non-residential uses.



**LEGEND**

- ∧ Traffic Analysis Zone Boundaries
- Proposed Road & Bridge District
- SVP Land Use Plan Area

Figure 4  
CVATS Traffic Analysis Zones





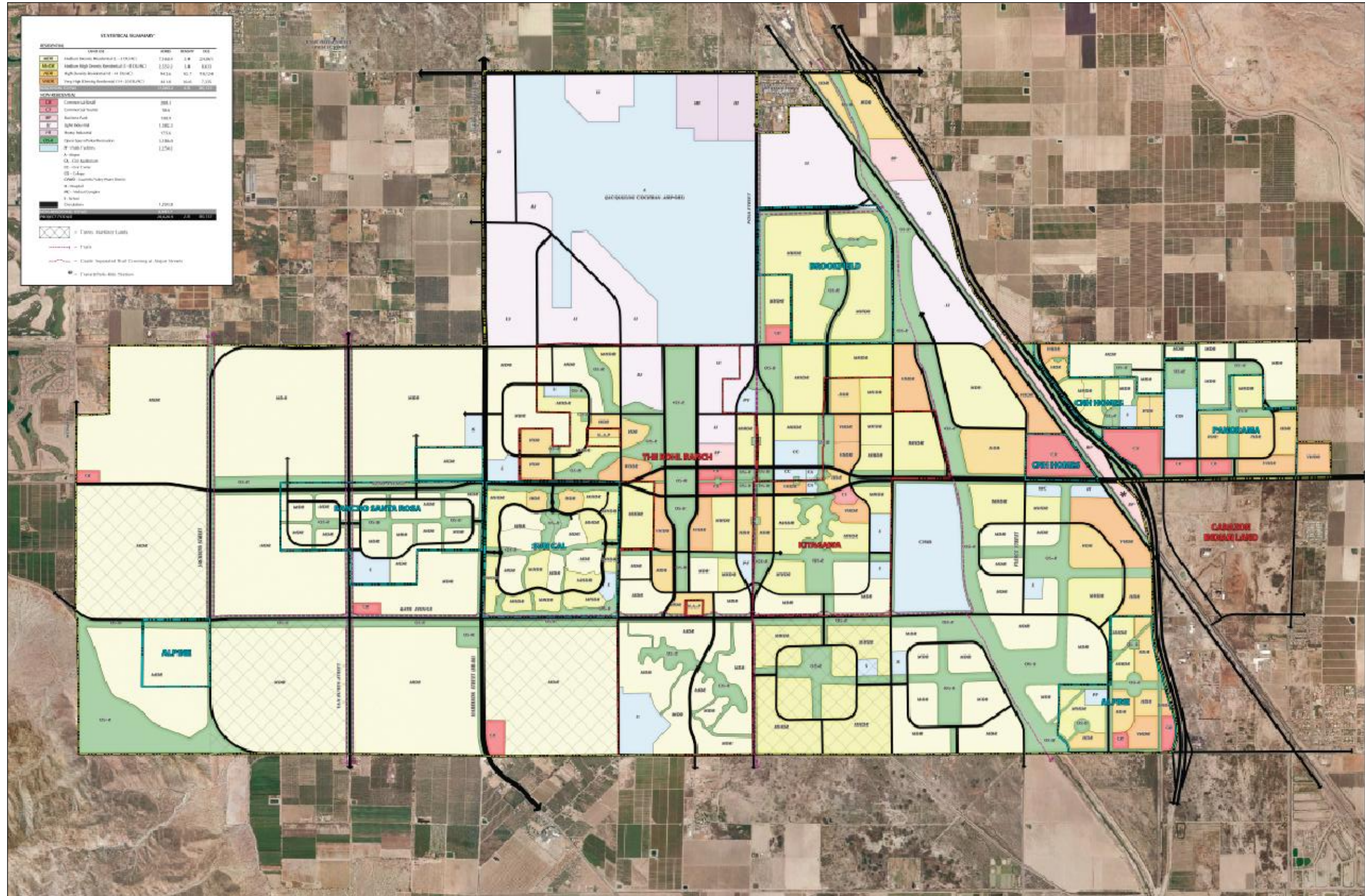
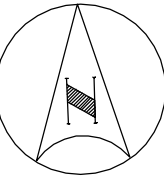


Figure 5  
Land Use Concept for South Valley Parkway Area

Conceptual Land Use Plan  
Source: T&B Planning





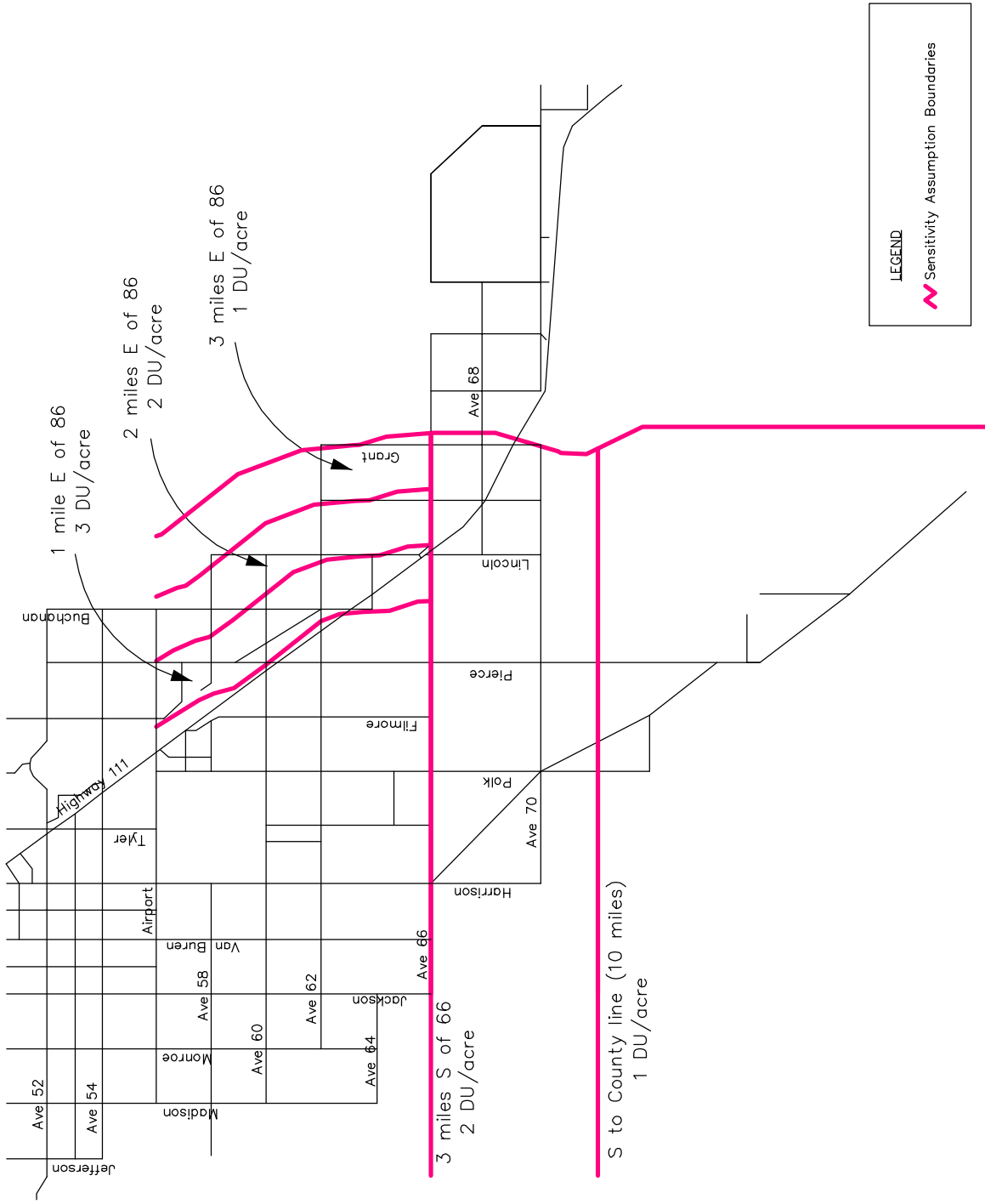


Figure 6  
Sensitivity Test Assumptions  
Residential Densities

Table 2

SED Data Summary for Sensitivity Run					
Area	Single Family DU	Commercial Acres	Office Acres	Light Industrial Acres	Schools Students
South of Ave 66	56,642	240	67.98	45.31	32,059
East of 86S between Airport Bl. and Ave 66	20,278	90	24.33	16.22	11,477

### Traffic Level of Service Analysis

The level of service analysis for the three scenarios is based on street classification and maximum traffic volume thresholds determined by Riverside County, shown in Table 3 (shown below). The countywide target Level of Service is LOS "C" along conventional arterial roads, but LOS "D" may be allowed in Community Development areas, and LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities. For purposes of developing the roadway plan for the South Valley Parkway area, it was assumed that LOS C would be the target for planning purposes.

TABLE 3  
Link Volume Capacities/Level of Service for Riverside County Roadways (1)

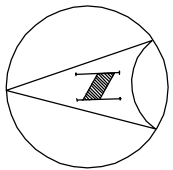
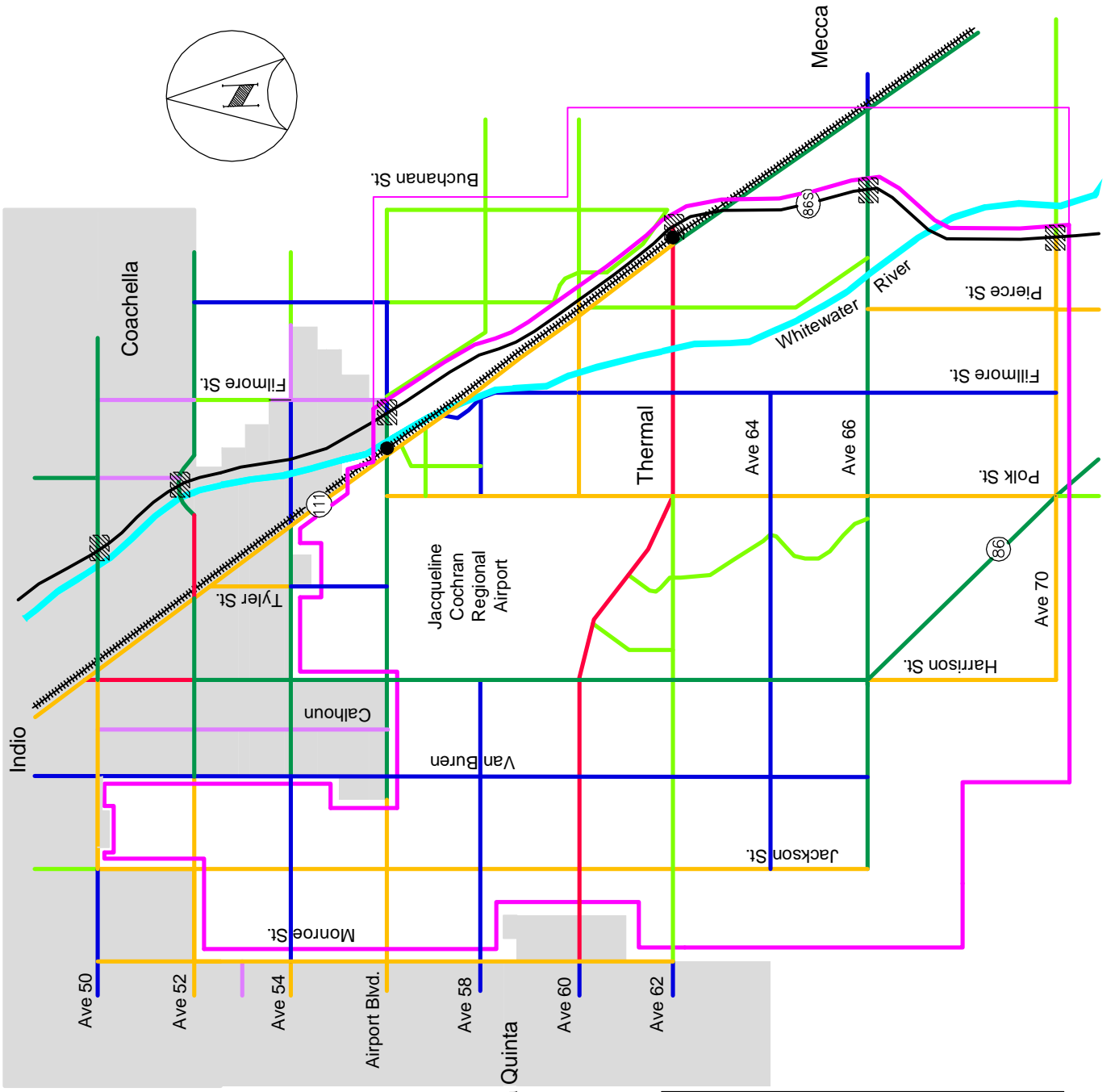
Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) (2)		
		Service Level C	Service Level D	Service Level E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major Arterial	4	27,300	30,700	34,100
Urban Arterial	6	43,100	48,500	53,900
Expressway	6	49,000	55,200	61,300
Freeway	10	160,500	180,500	200,600

Notes: (1) All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.  
(2) Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Mitigation Program.

### Traffic Forecasts for Adopted General Plan

Traffic volumes associated with the adopted General Plan land use for Riverside County were assigned to a roadway network that reflects the adopted General Plan Circulation Element. Planned street classifications within the study area are shown in Figure 7.

Figure 8 depicts the forecast Average Daily Traffic (ADT) volumes and associated levels of service for the General Plan scenario. Areas where forecast volumes exceed desired thresholds (in other words, areas where the forecast LOS is D, E, or F) include most of Harrison Street (which has forecast volumes of 50,000-80,000 through the study area) and around most of the proposed interchanges with SR-86S.



**LEGEND**

- Expressway: 220' ROW, 6 Lanes  
55,200 LOS D Capacity
- Urban Arterial: 152' ROW, 6 Lanes  
48,500 LOS D Capacity
- Arterial: 128' ROW, 4 Lanes  
32,300 LOS D Capacity
- Major: 118' ROW, 4 Lanes  
30,700 LOS D Capacity
- Secondary: 100' ROW, 4 Lanes  
23,300 LOS D Capacity
- Collector: 74' ROW, 2 Lanes  
11,700 LOS D Capacity
- Freeway: 10 Lanes  
180,500 LOS D Capacity
- Railroad
- Bridges
- Proposed Interchange
- Whittewater River
- Incorporated Area
- Proposed Road and Bridge District

Figure 7  
 Planned Roadways in the Current  
 Adopted Riverside County General Plan

**LEGEND**

- Average Daily Traffic (thousands)
- Level of Service
- \* LOS C means C or better
- LOS D or Worse
- Proposed Interchange
- Whitewater River

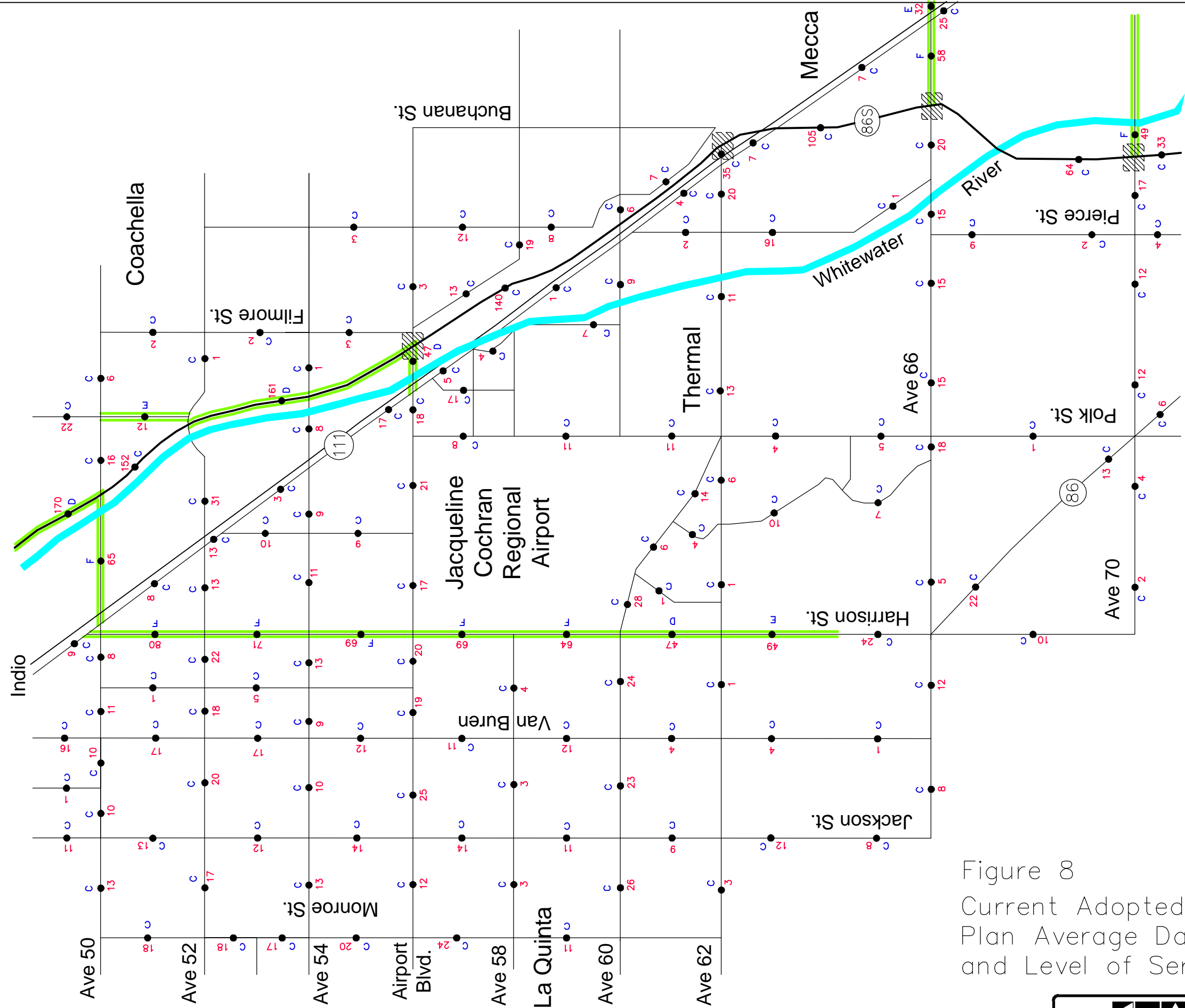
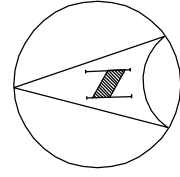


Figure 8  
Current Adopted General Plan Average Daily Traffic and Level of Service



## Traffic Forecasts for Avenue 62 Plan

Traffic volumes associated with the adopted General Plan land use for Riverside County were assigned to a roadway network that reflects several modifications to the General Plan street network to go with the Avenue 62 land use plan. These include realignment of South Valley Parkway to follow the Avenue 62 alignment, development of Avenue 62 and Polk Street as one-way street pairs through the center of the plan area, elimination of the Avenue 60 crossing over the rail line and SR-86S, and realignment of Pierce Street to terminate at Buchanan Street east of SR-86S and north of Avenue 62. The roadway network evaluated with the Avenue 62 land use plan is shown in Figure 9.

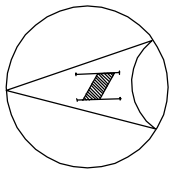
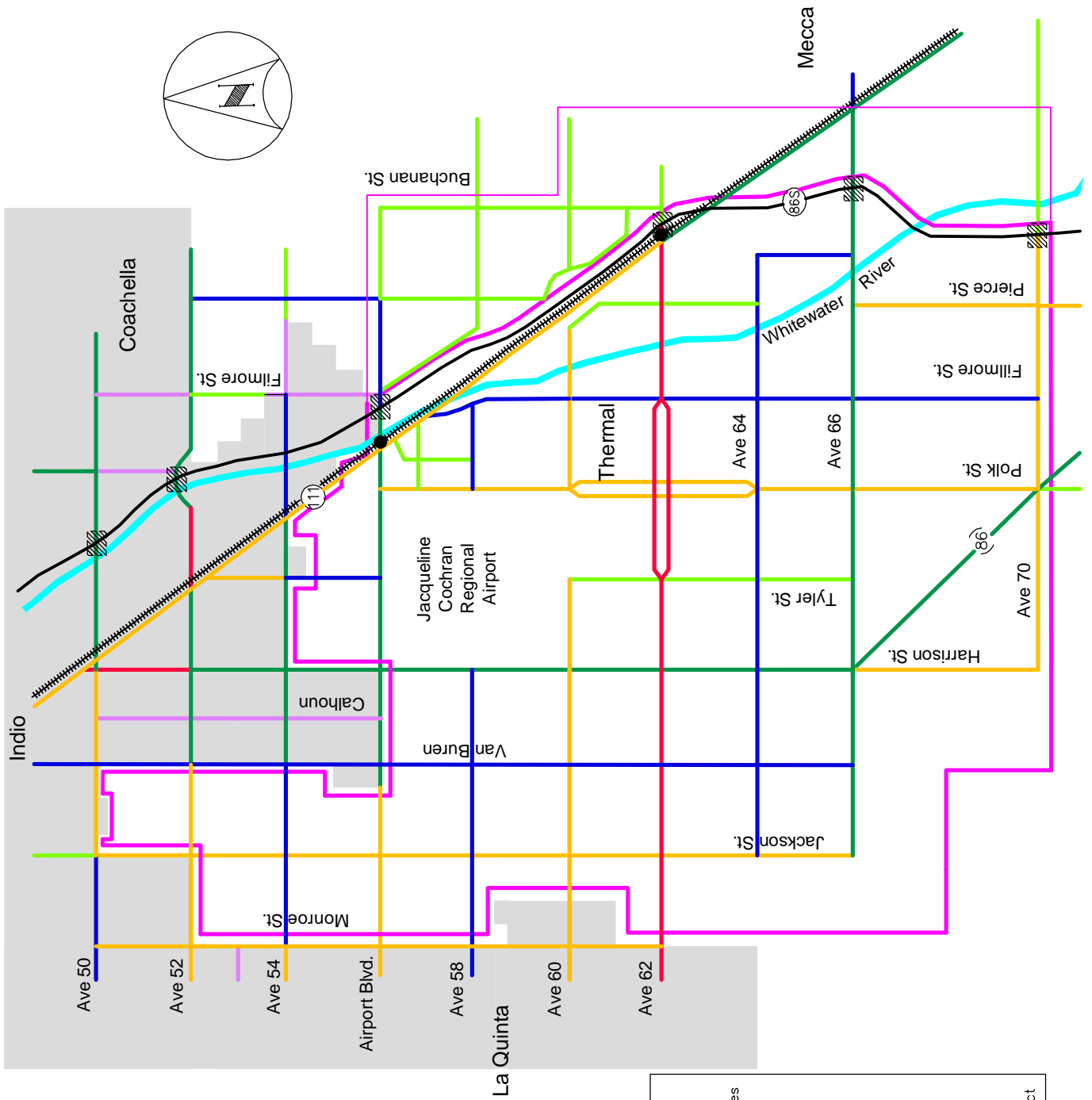
Figure 10 depicts the forecast Average Daily Traffic (ADT) volumes and associated levels of service for the Avenue 62 plan scenario. Forecast traffic volumes are substantially higher through most of the Avenue 62 plan area, but the streets where forecast volumes exceed desired thresholds are essentially similar to the General Plan scenario. Volumes along Harrison Street are generally 5,000 to 9,000 higher (a couple of segments are about 15,000 due to concentrated loading of traffic from adjacent land uses), there is additional traffic around the congested freeway interchanges, and congestion on the SR-86S freeway extends all the way south to Avenue 62.

## Traffic Forecasts for Mecca/Oasis Land Use Sensitivity Evaluation

The Mecca/Oasis Sensitivity Test was run using the same future roadway network as the Avenue 62 plan scenario.

Figure 11 depicts the traffic forecast and LOS results of the Mecca/Oasis Land Use Sensitivity Evaluation. The two major regional north-south highways (SR-86S and Harrison Street) experience higher levels of congestion, extending as far south as Avenue 66. More extensive congestion is forecast around the interchanges with SR-86S. In addition, several additional roadway segments exceed the threshold volumes, though most of these segments will operate effectively with their planned capacity because the traffic overload is due to the model's assignment of traffic volumes at a limited number of points on the network.

In general, the sensitivity test shows that additional development east of SR-86S and south of Avenue 66 would increase traffic volumes in the South Valley Parkway study area, particularly on the north-south facilities. The proposed roadway plan for this area should be developed with this growth potential in mind.



**LEGEND**

- Expressway: 220' ROW, 6 Lanes  
55,200 LOS D Capacity
- Urban Arterial: 152' ROW, 6 Lanes  
48,500 LOS D Capacity
- Arterial: 128' ROW, 4 Lanes  
32,300 LOS D Capacity
- Major: 118' ROW, 4 Lanes  
30,700 LOS D Capacity
- Secondary: 100' ROW, 4 Lanes  
23,300 LOS D Capacity
- Collector: 74' ROW, 2 Lanes  
11,700 LOS D Capacity
- Freeway: 10 Lanes  
180,500 LOS D Capacity
- Railroad
- Bridges
- Proposed Interchange
- Whitewater River
- Incorporated Area
- Proposed Road and Bridge District

Figure 9  
Roadway Plan Evaluated with  
South Valley Parkway Land Use Concept

**LEGEND**

- Average Daily Traffic (thousands)
- Level of Service
- \* LOS C means C or better
- LOS D or Worse
- Proposed Interchange
- Whitewater River

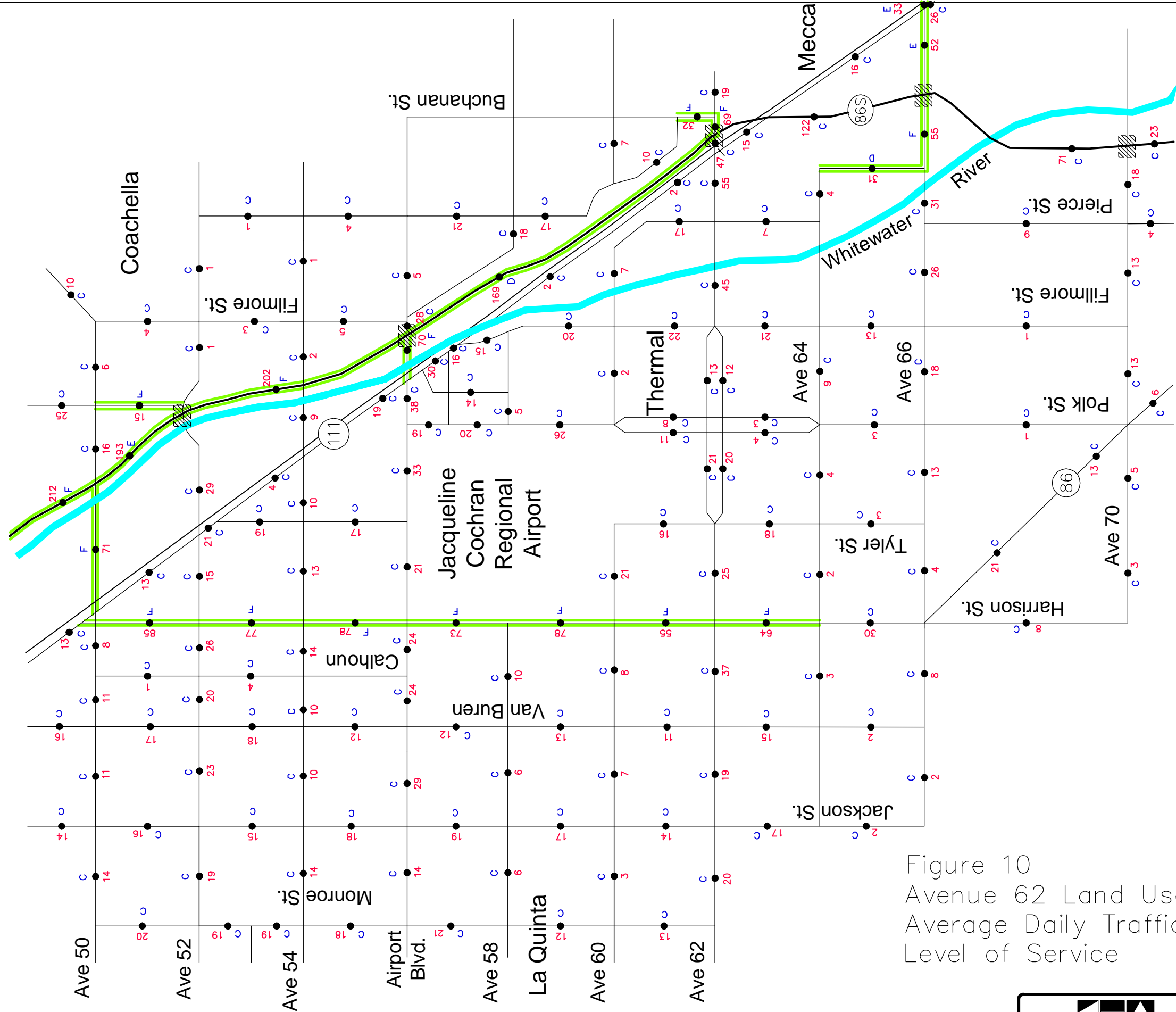
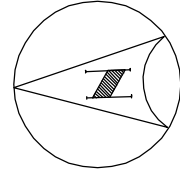


Figure 10  
 Avenue 62 Land Use Plan  
 Average Daily Traffic and  
 Level of Service

**LEGEND**

- Average Daily Traffic (thousands)
- Level of Service
- \* LOS C means C or better
- LOS D or Worse
- Proposed Interchange
- Whitewater River

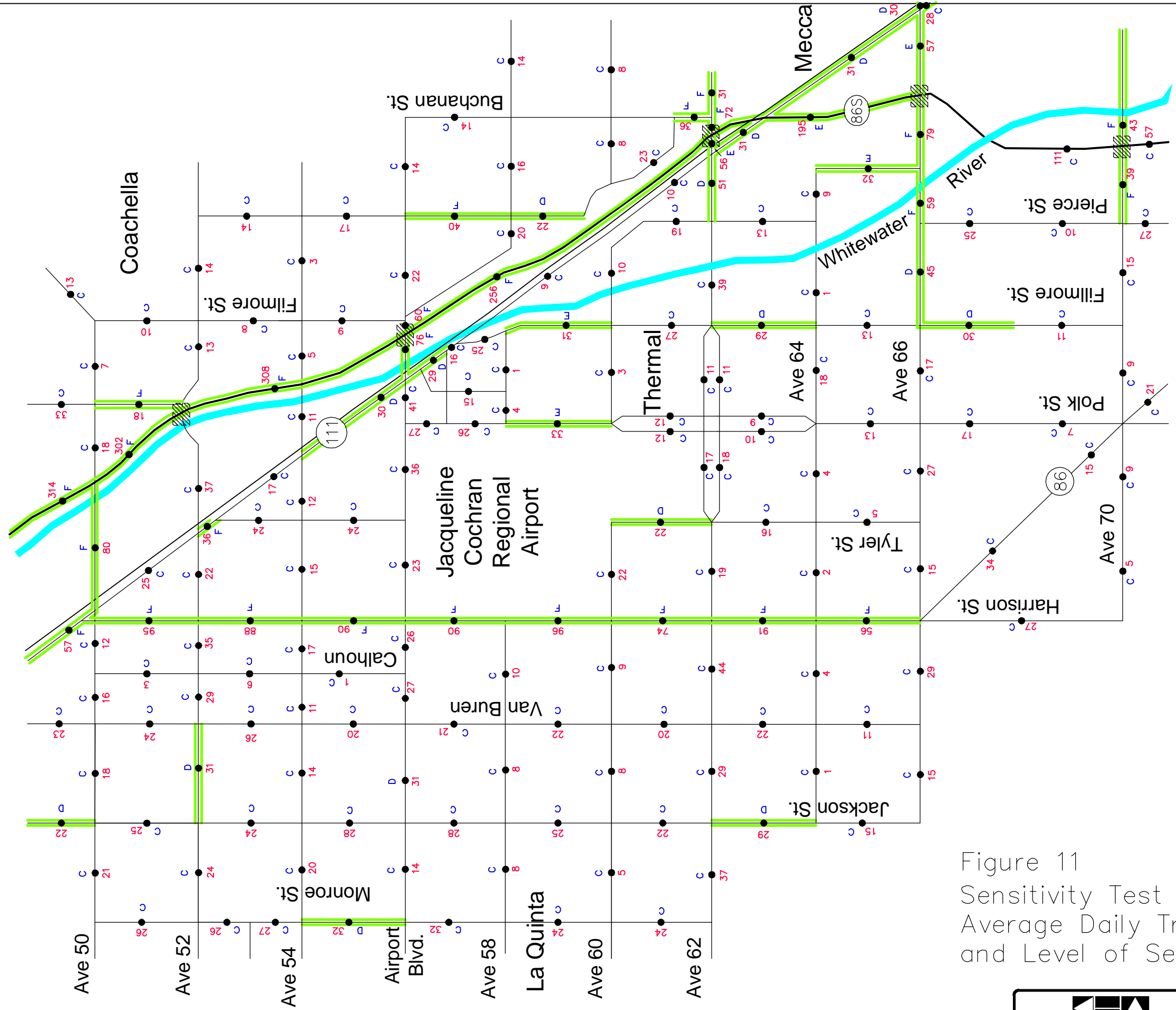
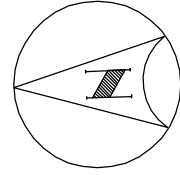


Figure 11  
Sensitivity Test Run  
Average Daily Traffic  
and Level of Service

# Roadway Plan

Based on the traffic analysis presented above, the plan of roadway classifications for streets in the South Valley Parkway study area were developed to provide sufficient capacity, based on the County's adopted roadway capacity values, to accommodate the forecast traffic volumes.

The level of service analysis (shown previously in Figures 8, 10 and 11) showed deficient areas around the interchanges with SR-86S and along the north-south arterial Harrison Street. The recommendations for the roadway plan will therefore be organized according to the following problem areas:

- Harrison Street – Avenue 50 to Avenue 66
- Airport Boulevard – Highway 111 to SR-86S
- Avenue 60 overcrossing
- Avenue 62
- Avenue 66 – interchange with SR-86S
- outside of planning area

## Harrison Street – Avenue 50 to Avenue 66

Harrison Street is forecast to carry heavy traffic volumes in future years due to the fact that it is a continuous urban arterial that connects Indio and Coachella to areas south of Avenue 70. Parallel streets to Harrison are planned for less capacity and are not continuous through this entire area. For travelers moving in a north-south direction, Harrison is a more attractive option than Highway 111 and SR-86S because it carries traffic in a direct north-south route while the other two require a longer travel distance because their alignments divert further to the east.

Using the County's LOS thresholds, to achieve LOS C would require the following:

- Adopted General Plan scenario:
  - 6-lane expressway from Avenue 64 to Avenue 60;
  - 8-lane expressway from Avenue 60 to Avenue 58;
  - 10-lane expressway from Avenue 58 to Avenue 50.
- South Valley Parkway Plan scenario:
  - 8-lane expressway from Avenue 64 to Avenue 60;
  - 10-lane expressway from Avenue 60 to Avenue 52;
  - 12-lane expressway from Avenue 52 to Avenue 50.
- Sensitivity Test scenario:
  - 8-lane expressway from Avenue 66 to Avenue 64;
  - 10-lane expressway from Avenue 64 to Avenue 60;
  - 12-lane expressway from Avenue 60 to Avenue 50.

Clearly, in all scenarios, a major roadway facility will be needed to accommodate the demand through this north-south corridor. While some traffic can be expected to use parallel roads (and the forecasts show substantial volumes on all the north-south streets), Harrison can be expected to be the primary north-south arterial corridor through this area because of its direct connectivity.

However, that large a facility (10-12 lanes) does not seem plausible or reasonable to plan for this corridor in the future. An arterial street carrying comparable traffic volumes today – Beach Boulevard in Orange County – is an eight-lane arterial with enhanced intersections (dual left turn lanes and separate right

turn lanes) at major cross-streets. To determine the viability of accommodating the forecast traffic volumes with an eight-lane arterial along Harrison, the traffic model's forecasts were used to evaluate peak hour intersection conditions at the major intersections along Harrison (Airport Boulevard, Avenue 62, and Avenue 66). These intersections would be the critical points in the future roadway system, and if the intersections could function effectively with eight lanes on Harrison and enhanced intersections, then the remainder of the street could be expected to operate effectively as well.

Assuming four through lanes in each direction along Harrison, and dual left turn lanes plus a separate right turn lane in all four directions at these three intersections, the peak hour intersection LOS was estimated using the traffic model's peak hour turning movement forecasts (LOS calculations are included on Appendix D):

- South Valley Parkway Plan scenario:
  - Harrison/Airport: LOS D
  - Harrison/Avenue 62: LOS D
  - Harrison/Avenue 66: LOS C
- Sensitivity Test scenario:
  - Harrison/Airport: LOS D
  - Harrison/Avenue 62: LOS F
  - Harrison/Avenue 66: LOS F

The analysis results indicate that Harrison Street should be planned as an 8-lane arterial with limited property access from Avenue 50 to Avenue 66. The County General Plan currently classifies Harrison as a 152-foot right of way urban arterial; to provide width for the two additional lanes and parkway landscaping, it is recommended that the portion of Harrison Street within the County jurisdiction (Avenue 54 to Avenue 66) be designated as a 220-foot right-of-way with limited property access to minimize traffic conflict points and facilitate traffic flows along Harrison.

The portion of this problem area between Avenue 50 and Avenue 54 is fully within the City of Coachella and outside the County's jurisdiction; the segment between Avenue 54 and Airport Boulevard is bounded by the City of Coachella on the west and the County on the east. The City Circulation Policy Diagram currently shows Harrison as an Enhanced Major Arterial (144-foot right-of-way) from SR-111 to Avenue 54, and as a Major Arterial (120-foot ROW) from Avenue 54 to Airport Boulevard. The County should work with the City of Coachella to amend this designation of Harrison to Enhanced Major Arterial for its entire length through the City so it can accommodate eight travel lanes some time in the future.

Recommendations:

- Plan Harrison Street as an 8-lane arterial in a 220-foot right-of-way with limited property access from Avenue 54 to Avenue 66.
- Work with the City of Coachella to modify the City's classification of Harrison to Enhanced Major Arterial for its entire length through the City.

### **Airport Boulevard – Highway 111 to SR-86S**

Airport Boulevard is projected to carry high volumes of traffic on the west side of SR-86S to SR-111. Due to the proposed interchange with SR-86S in the adopted General Plan, and the concentration of employment (industrial land uses) around the airport, many travelers are projected to use Airport Boulevard to access the freeway. The forecast ADT volume between Hwy 111 and SR-86S reach 70,000 in the Avenue 62 Plan and 76,000 in the sensitivity test.

For this segment, the critical peak hour conditions were evaluated at the intersection of Airport with Highway 111, and at the ramp intersections with SR-86S. This analysis led to the following conclusions:

- The intersection of Airport/Highway 111 is projected to operate at peak hour LOS F in both the South Valley Parkway Plan and the Sensitivity Test, even with an enhanced intersection.
- Because of the high future volume projected on Airport Boulevard and the high volume of freight rail traffic on the Yuma Main line adjacent to Highway 111, Airport Boulevard should be grade separated over the rail line and Highway 111. This grade separation will provide the solution to the projected traffic congestion problem at this location.
- With an enhanced interchange design (loop ramps and slip ramps for vehicles entering the freeway, dual turn lanes for vehicles exiting the freeway); the interchange of Airport/SR-86S is projected to operate at peak hour LOS D/E.

Recommendations:

- Airport Boulevard should be grade-separated from Highway 111 and the rail crossing.
- The proposed interchange at Airport Boulevard/SR-86S should be designed to accommodate heavy future peak hour volumes.

### **Avenue 60 Overcrossing**

In the Avenue 62 Plan and Sensitivity Run roadway network, it was assumed that Avenue 60 would not be connected across Highway 111 and SR-86S. This configuration forces traffic crossing the freeway to use either Avenue 62 or Airport Boulevard.

The LOS analysis indicates future congestion through both of their interchanges with SR-86S. Connection of Avenue 60 across Highway 111 and SR-86 would provide an uncongested route for local traffic crossing the freeway, and help to relieve traffic through these interchanges, particularly Avenue 62. Although this would require construction of an expensive bridge structure, since it would need to cross Highway 111, the rail line, and the SR-86S freeway, it would provide an important connection for local traffic between the Town Center area and the college development area proposed in the South Valley Parkway land use plan.

Recommendation:

- Include an Avenue 60 crossing of Highway 111 and SR-86S in the plan.

### **Avenue 62**

Avenue 62 is projected to accommodate high volumes of traffic on both sides of the SR-86S interchange, due to traffic from the planned commercial, residential, and college-related development near the interchange, as well as traffic from the Town Center area further west along Avenue 62.

For this segment, the critical peak hour conditions were evaluated at the intersection of Avenue 62 with Highway 111, at the ramp intersections with SR-86S, and at the intersection of Avenue 62 with Buchanan. This analysis led to the following conclusions:

- Because of the high future volume projected on Avenue 62 and the high volume of freight rail traffic on the Yuma Main line adjacent to Highway 111, Avenue 62 should be grade separated over the rail line and Highway 111.

- With an enhanced interchange design (loop ramps and slip ramps for vehicles entering the freeway, dual turn lanes for vehicles exiting the freeway); the interchange of Avenue 62/SR-86S is projected to operate at peak hour LOS C/D. However, because of the short distance between the rail line and the SR-86S freeway, the interchange improvements will need to be designed in coordination with the grade separation, and provision of loop ramps may be difficult.

The one-way portion of Avenue 62 through the Town Center operates at acceptable levels of service in both the South Valley Parkway Plan scenario and the Sensitivity Test. The one-way segment of Polk operates effectively as well. From the standpoint of system capacity this concept can be carried forward into subsequent planning. To ensure adequate traffic operations, operational analysis should be conducted at the time of site plan preparation; a curbside lane may be needed so that vehicles entering and exiting the driveways inside the one-way couplet can make those turns without impeding through traffic on Avenue 62.

West of Harrison Street, the forecast traffic volumes along Avenue 62 in the South Valley Parkway Plan scenario are projected to fall in the range acceptable for a four-lane Arterial. In the Sensitivity Test, these volumes increase due to the higher through traffic demand through this part of the study area. In order to maintain the planned development setbacks through this part of the area, it is recommended that the planned right-of-way for this portion of Avenue 62 continue to be 220 feet. However, for roadway capacity planning purposes it is recommended that this portion of Avenue 62 be planned for four lanes.

Recommendations:

- Avenue 62 should be grade-separated from Highway 111 and the rail crossing.
- The proposed interchange at Avenue 62/SR-86S should be designed to accommodate heavy future peak hour turning volumes, but will need to be designed to work with the adjacent grade separation over Highway 111 and the rail line.
- The one-way pair concept for Avenue 62 and Polk Street through the Town Center should be carried forward into subsequent planning.
- West of Harrison Street Avenue 62 should be planned for four travel lanes in a 220-foot right-of-way.

### **Avenue 66 interchange with SR-86S**

Avenue 66 is projected to carry high traffic volumes on both sides of its planned interchange with SR-86S. In the Sensitivity Test, these heavy volumes extend as far west as Fillmore Street.

For this segment, the critical peak hour conditions were evaluated at the ramp intersections of Avenue 66 with SR-86S. This analysis led to the following conclusions:

- With an enhanced interchange design (loop ramps and slip ramps for vehicles entering the freeway, dual turn lanes for vehicles exiting the freeway), the interchange of Airport/SR-86S is projected to operate at peak hour LOS D/E in the South Valley Parkway Plan scenario, and LOS E/F in the Sensitivity Test.

Recommendations:

- The proposed interchange at Avenue 66/SR-86S should be designed to accommodate heavy future peak hour volumes.



## Recommendations Outside the South Valley Parkway Planning Area

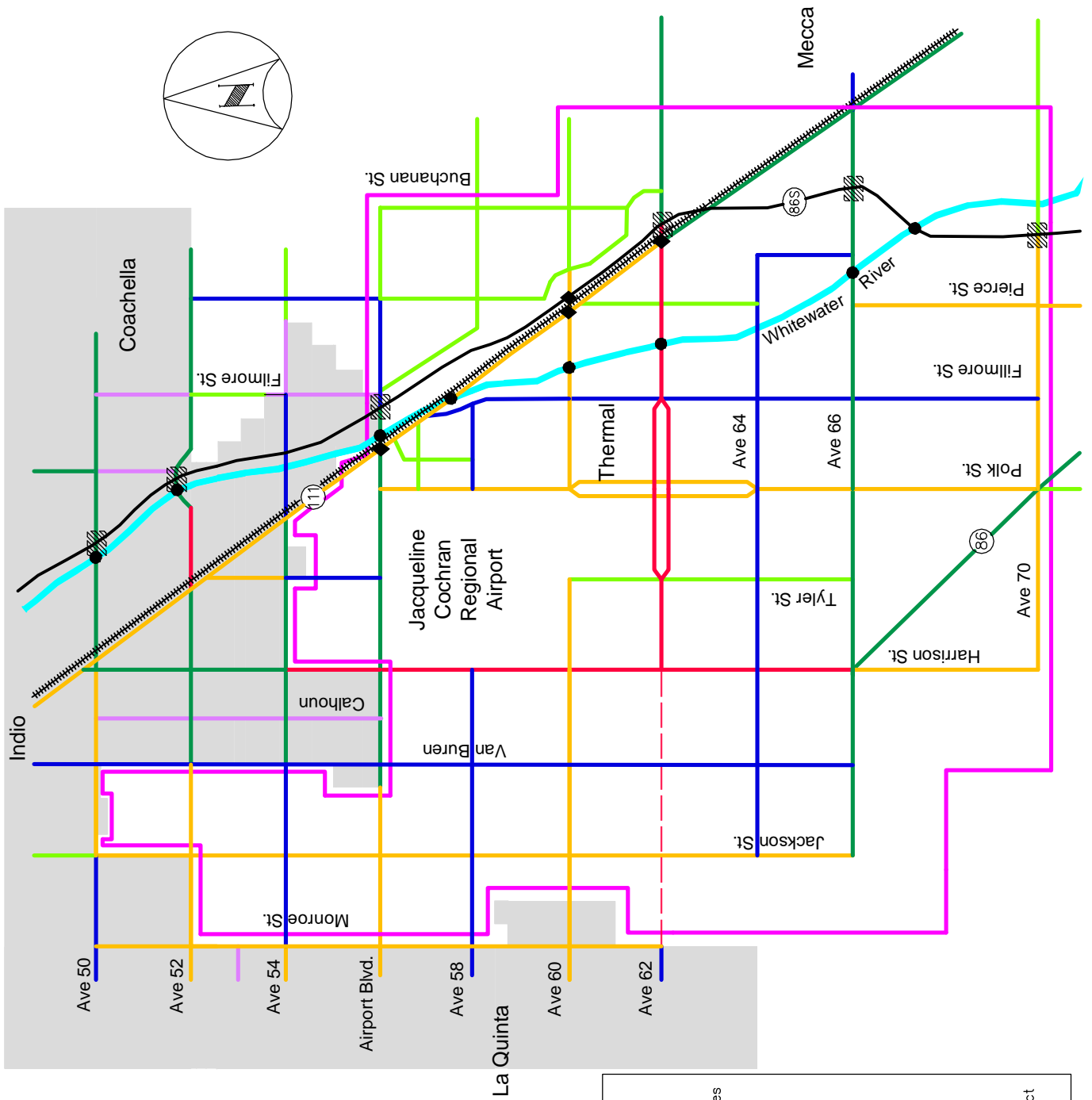
The adopted County General Plan designates Avenue 62 as a 6-lane expressway west of SR-86S and a 4-lane secondary arterial east of SR-86S. Due to the high traffic volumes along Avenue 62 east of SR-86S and the possible future development in the community of Mecca, Avenue 62 should be planned as a 6-lane urban arterial on the east side of SR-86S.

On the east side of SR-86S, the County General Plan shows Pierce Street as a north-south 4-lane secondary arterial that does not cross Highway 111 or SR-86S. North of Avenue 60 the plan shows Pierce turning southeasterly, generally paralleling the freeway until it merges with Buchanan Street just north of Avenue 62. This configuration poses traffic congestion problems due to a high volume of traffic using the combined Pierce/Buchanan roadway and intersecting Avenue 62 near the interchange with SR-86S. To alleviate these problems, Pierce should be realigned to intersect Buchanan further north of Avenue 62, and the intersection with Avenue 62 should be moved as far east as practical to minimize interference with the interchange.

In the Mecca/Oasis Sensitivity Test analysis, the traffic forecast showed substantial additional volumes of traffic on all the north-south roadways, resulting in significantly increased congestion on the SR-86S freeway and Harrison Street. If substantial new development is to be planned for the areas east of SR-86S and south of Avenue 66 (as assumed in the Sensitivity Test), there will be a need for substantial new north-south roadway capacity east of SR-86S. The arterial streets currently designated as Secondary or Major Arterials should be upgraded to higher classifications, and an additional north-south arterial or expressway east of and parallel to SR-86S should be considered.

### Recommended Plan

The recommended roadway plan is shown in Figure 12.



**LEGEND**

	Expressway: 220' ROW, 6 Lanes 55,200 LOS D Capacity
	Urban Arterial: 152' ROW, 6 Lanes 48,500 LOS D Capacity
	Arterial: 128' ROW, 4 Lanes 32,300 LOS D Capacity
	Major: 118' ROW, 4 Lanes 30,700 LOS D Capacity
	Secondary: 100' ROW, 4 Lanes 23,300 LOS D Capacity
	Collector: 74' ROW, 2 Lanes 11,700 LOS D Capacity
	Freeway: 10 Lanes 180,500 LOS D Capacity
	Railroad
	Bridges
	Proposed Interchange
	Grade Separation
	Whitewater River
	Incorporated Area
	Proposed Road and Bridge District

Figure 12  
Proposed Roadway System Plan

# Phasing Plan

## Purpose and Structure

The purpose of the South Valley Parkway area roadway phasing plan is twofold: (1) to delineate the relative timing of constructing key roadway system improvements; and (2) to establish a mechanism for identifying development thresholds that trigger roadway improvements.

This phasing plan relates to implementation of the major roadway improvements expected to serve the primary circulation needs of traffic in this area. The roadway facilities in the phasing plan are comprised of roads proposed as the backbone system for the area, to be funded through a potential Road and Bridge Benefit District (RBBB). The phasing plan does not include planned roadways that are not part of the proposed RBBB, it is assumed that other arterial streets will be constructed as adjacent properties are developed.

The remainder of this chapter is divided into two sections. The first presents the anticipated phasing of roadway improvements based on anticipated development activity in the South Valley Parkway study area. The second presents the methodology for tracking new development in the South Valley Parkway study area and determining the point at which each backbone roadway improvement is needed.

## Roadway Improvement Phasing

The phasing plan for backbone roadway improvements has been developed to portray the relative timing of roadway improvements in relation to anticipated development activity in the South Valley Parkway area.

The plan is comprised of four phases:

- The first phase includes backbone roadway improvements to serve the circulation needs of proposed developments which are currently “in the pipeline”.
- The second phase involves roadway improvements that would be needed to serve development in areas expected to develop next after the pipeline projects.
- The third phase includes the remaining improvements to serve development in the rest of the RBBB area.
- The fourth phase includes improvements expected to occur in the much longer term future, or not at all, because the need is significantly driven by anticipated development outside the RBBB area, or the improvement represents a capacity need so great that it is not anticipated to be needed until and unless traffic volumes exceed thresholds not anticipated for many years.

The following discussion identifies the backbone roadway improvements in each phase. Summary tables showing each phase’s improvements and costs are included in the discussion of roadway improvement triggers later in this chapter. Unit cost estimates and quantities used to develop the order-of-magnitude costs are included in Appendix E.

**Phase I.** The roadway improvements included in Phase I are intended to provide the backbone roadway capacity needed to serve proposed developments currently moving through the approval process. These developments are shown on Figure 13 and include:

- Rancho Santa Rosa
- SunCal
- Kohl Ranch Phase I (south of Avenue 64)
- Brookfield
- Panorama (initial phase of the College of the Desert campus and first phase of residential development)
- CNH
- Alpine

These development planning areas are shown in Figure 13, and the associated backbone roadway improvements that are part of Phase I are shown in Figure 14 and include:

- Avenue 62: four lanes from Harrison to Buchanan (plus four lanes in front of Rancho Santa Rosa and Panorama when developed)
- SR-86/Avenue 62 interchange and Avenue 62 overcrossing of railroad and SR-111 (the interchange design process should be initiated as soon as possible because of the time involved in the process, and the interchange and the railroad overcrossing should be developed as one project because of the proximity of the rail line to SR-86)
- Harrison Street: four lanes from Avenue 64 to Avenue 54 (north of which Harrison is currently four lanes in the City of Coachella)
- Polk Street: four lanes from Airport Boulevard to Avenue 62
- Avenue 66: Whitewater River to SR-86S, including interchange at SR-86
- SR-86/Airport Boulevard interchange design process should start in Phase I so construction can occur in Phase II.

**Phase II.** The areas anticipated to develop after the pipeline projects include the industrial area around Jacqueline Cochran Regional Airport and the areas adjacent to Avenue 66. Additional development could also be occurring concurrently along Avenue 62 and Avenue 64, but the backbone improvements included in Phase I are expected to provide sufficient capacity for those areas while the Phase II development activity occurs.

The backbone roadway infrastructure needed to serve the Phase II development areas are shown in Figure 15, and include the following:

- Airport Boulevard: four lanes from Harrison to Fillmore
- SR-86/Airport Boulevard interchange:
- Airport Boulevard grade separation over SR-111 and UPRR
- Avenue 66: four lanes from Harrison to and across the Whitewater River
- Polk Street: four lanes from Avenue 62 to Avenue 66
- Harrison Street:
  - Four lanes from Avenue 64 to Avenue 66
  - Widen to six lanes from Avenue 54 to Avenue 62

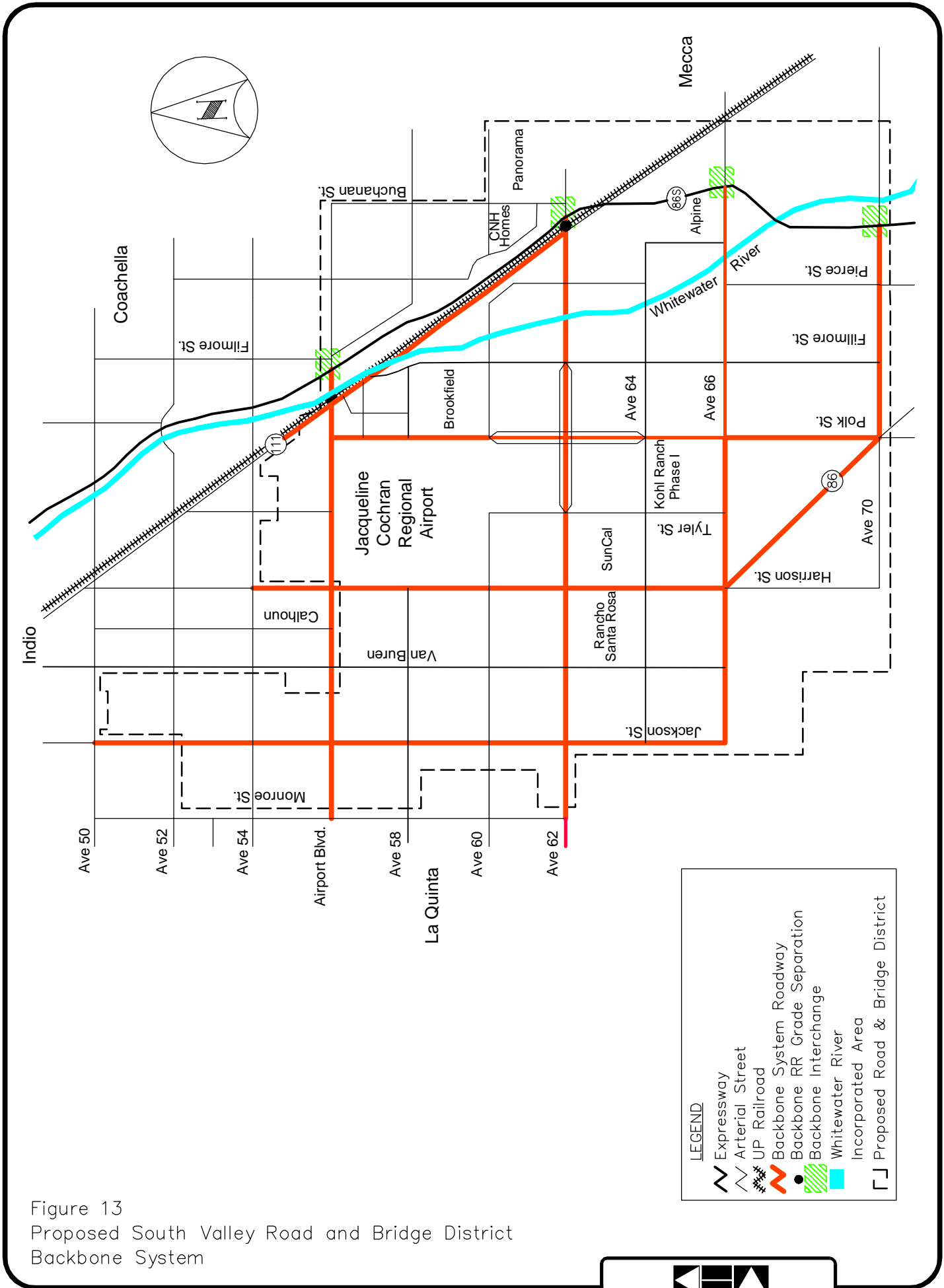
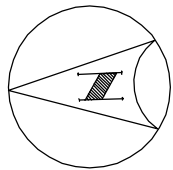
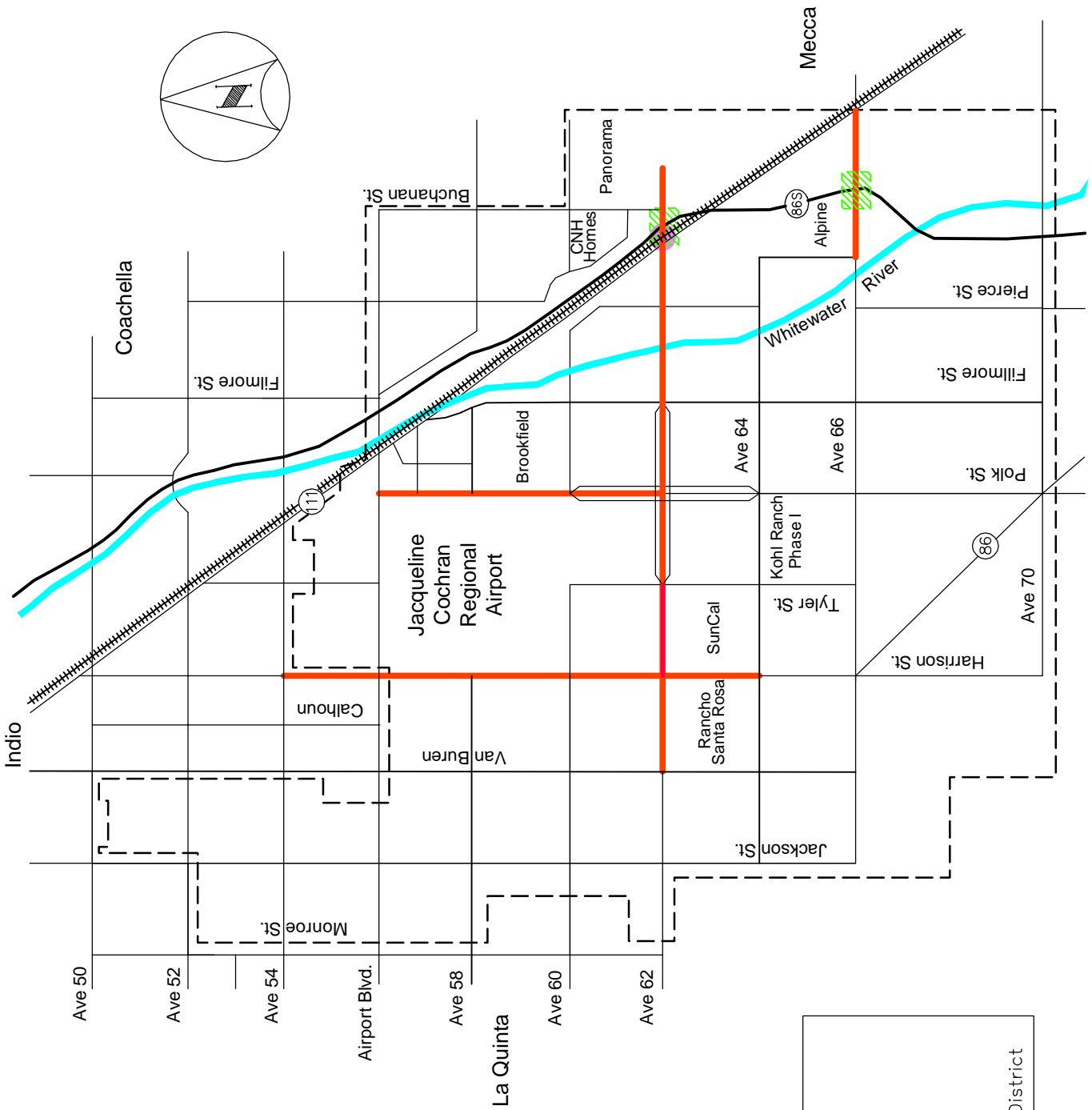


Figure 13  
 Proposed South Valley Road and Bridge District  
 Backbone System



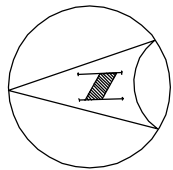


**LEGEND**

- Expressway
- Arterial Street
- UP Railroad
- Build 4 lane Road
- Build Grade Separation
- Build Interchange
- Whitewater River
- Proposed Road & Bridge District

Figure 14  
Backbone System  
Phase I Improvements





**LEGEND**

- Expressway
- Arterial Street
- UP Railroad
- Build 4 Lane Road
- Widened Road By 2 Lanes
- Build Grade Separation
- Build Interchange
- Whitewater River
- Proposed Road & Bridge District

Figure 15  
 Backbone System  
 Phase II Improvements



**Phase III.** The improvements in Phase III are intended to provide additional lane capacity on some streets constructed to four lanes in Phase I or Phase II, and to develop four-lane streets in areas where major development activity is not expected in the first two phases, particularly in the Vista Santa Rosa area and around Avenue 70.

The Phase III roadway improvements are shown in Figure 16, and include the following:

- Airport Boulevard: four lanes from Monroe to Harrison
- Jackson Street: four lanes from Avenue 50 to Avenue 66
- Avenue 62: four lanes from Monroe to Van Buren
- SR-111: four lanes from Avenue 54 to Avenue 66
- Airport Boulevard: widen to six lanes from Harrison to SR-86S
- Avenue 62: widen to six lanes from Harrison to Buchanan
- Harrison Street: widen to six lanes from Avenue 62 to Avenue 66
- Harrison Street: build four lanes from Avenue 66 to Avenue 70
- Avenue 66: widen to six lanes from Harrison to SR-86S
- Avenue 66: build four lanes SR-86 to SR-111
- Avenue 66: build railroad grade separation
- Polk Street: build four lanes from Avenue 66 to Avenue 70
- Avenue 70: Build four lanes from Polk to SR-86S
- Avenue 70: build SR-86S interchange

**Phase IV.** The improvements included in Phase IV involve very long-term capacity needs on two streets, and have been put in this later phase because they are driven by potential development activity outside the South Valley Parkway planning area.

The Buildout traffic forecasts for Harrison Street show traffic volumes that would require eight through lanes as well as extra turn lanes at its intersections with Avenue 62 and Airport Boulevard. Experience in the developed areas of Los Angeles and Orange Counties shows that the need for an eight-lane arterial street is rare in areas where parallel arterials are available, and eight lanes have only been developed after development is well established and the roadway system has operated effectively for many years with streets no wider than six lanes. So it is reasonable to assume that if Harrison Street ultimately needs eight lanes it will occur after the rest of the roadway system has been developed.

Highway 111 (SR-111) is planned as a six-lane arterial highway south of Avenue 62. This planned number of lanes is driven by the fact that SR-111 is the primary regional roadway connecting the east side of the Salton Sea with the Coachella Valley. So the need for six lanes on this portion of SR-111 will be driven by the pace and intensity of development south of Mecca and along the eastern side of the Salton Sea, which is anticipated to be much slower than the development in the South Valley Parkway area.

The roadway segments included in Phase IV are shown on Figure 17, and include the following:

- Harrison Street: widen to eight lanes from Avenue 54 to Avenue 66
- Harrison Street: widen to six lanes from Avenue 66 to Avenue 70
- SR-111: widen to six lanes from Avenue 62 to Avenue 66



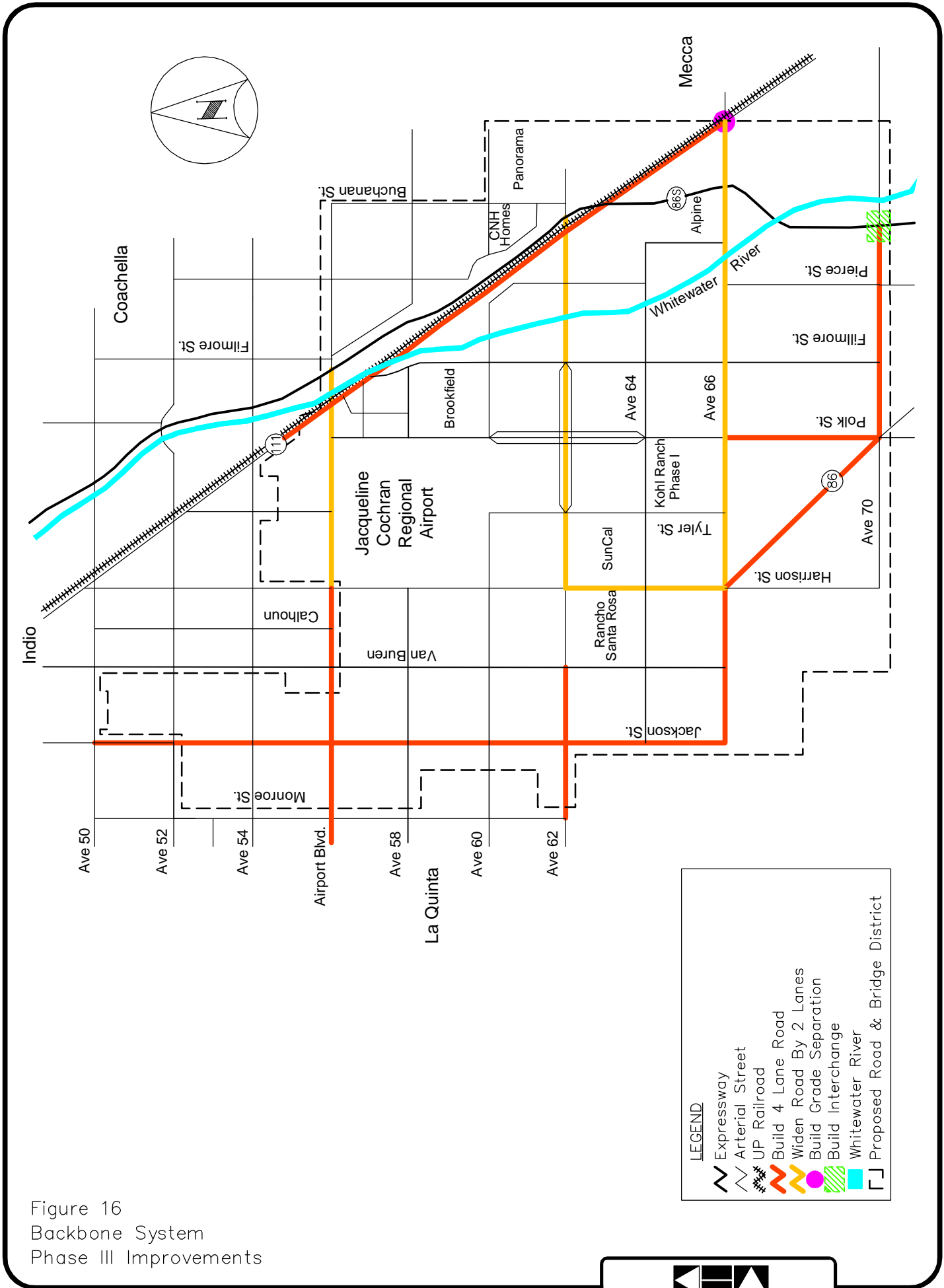
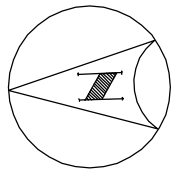
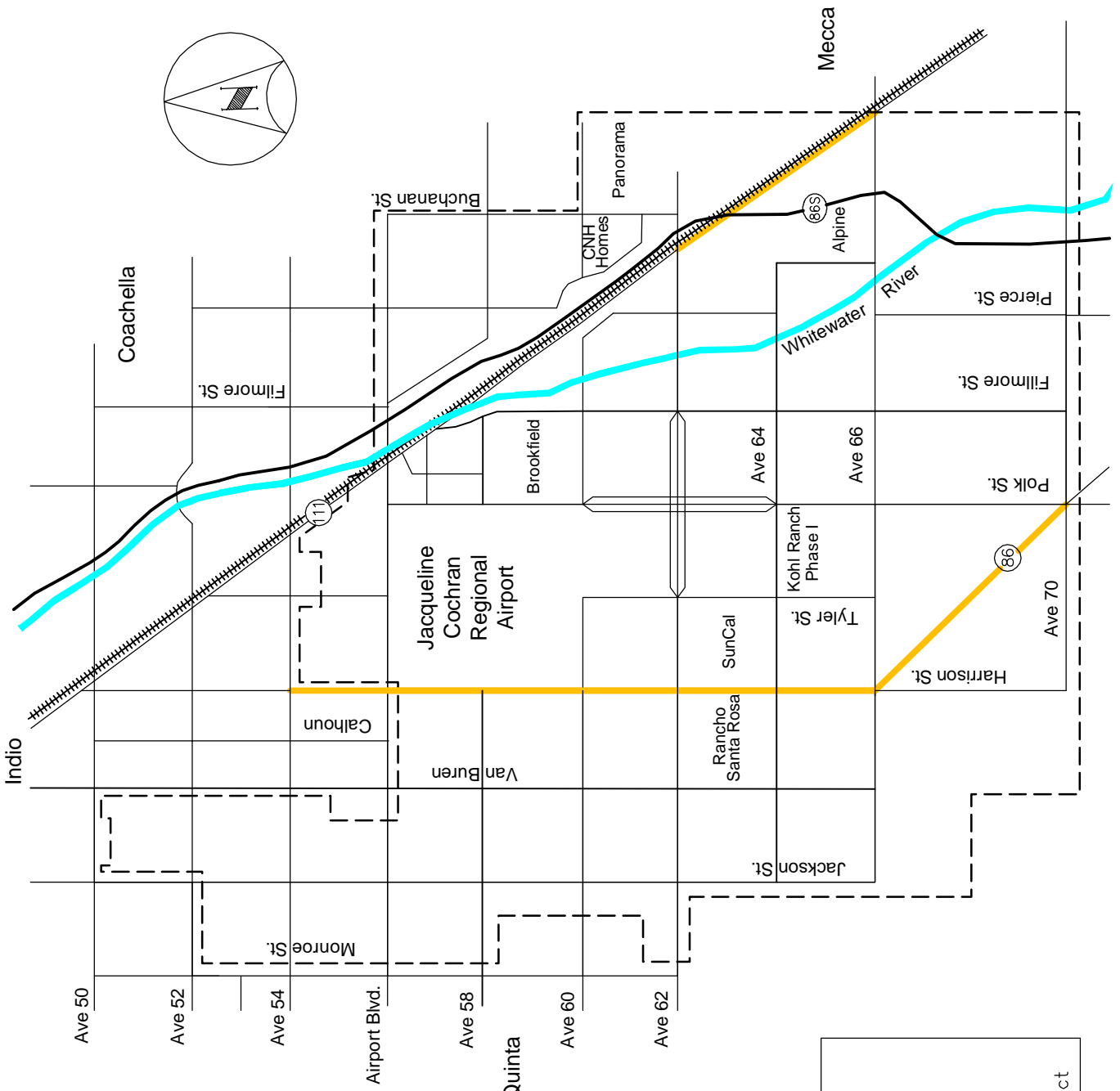


Figure 16  
 Backbone System  
 Phase III Improvements



**LEGEND**

- Expressway
- Arterial Street
- UP Railroad
- Build 4 Lane Road
- Widen Road By 2 Lanes
- Build Grade Separation
- Build Interchange
- Whitewater River
- Proposed Road & Bridge District

Figure 17  
 Backbone System  
 Phase IV Improvements



## Roadway Improvements Triggers

The purpose of identifying development triggers for roadway improvements is to have an “early warning system” that indicates when certain roadway segments need to be improved in order to maintain adequate traffic service levels as development occurs in the area. This analysis utilizes the roadway segments identified earlier in the phasing analysis, and provides the tool for identifying when each segment improvement is needed based on the amount and location of development approved for the area.

Because this is a very large area for planning (approximately 8 miles across east to west and 10 miles north to south) the triggering mechanism cannot simply be based on the total development approved within the area, but needs to consider the location of each development and the roadways to which it will contribute traffic. For this purpose, the proposed study area was divided into six development areas (to keep the program reasonably simple), and the development area boundaries were drawn to include land areas that would primarily utilize the same set of roadways. A north-south dividing line was drawn through the center of Jacqueline Cochran Regional Airport because development areas to the west of that would be more likely to use Harrison Street and Jackson Street for north-south circulation, while areas to the east would more likely use Polk Street and SR-86. One east-west boundary line was drawn along Avenue 60 because development areas north of that would more likely use Airport Blvd. than Avenue 62 for east-west circulation. Another east-west boundary line was drawn along Avenue 64 because development areas south of that line would more likely use Avenue 66 or Avenue 70 than Avenue 62 for east-west circulation. The resulting six development areas are shown in Figure 18.

To ascertain which development areas are expected to contribute significant volumes of traffic to each segment in the future, the traffic model was run (using the Avenue 62 buildout development scenario) to obtain forecast numbers of the percentage of traffic on each segment from each of the six development areas. These percentages are shown in Table 4. (The percentages do not add up to 100% because trips traveling between two of the development areas would count as a trip in each area.) From these data, the key development areas contributing traffic to each segment were identified. A key development area was identified as such if it contributed more than 25% of the traffic volume forecast on the segment, and was one of the two largest contributors of traffic to the segment. For segments with no development areas contributing more than 25% of the segment’s traffic, the development area contributing the largest percentage was considered to be the key development area for that roadway segment.

For each roadway segment an improvement threshold was identified. This threshold is the average daily traffic (ADT volume) at which the existing number of lanes would begin operating at Level of Service D and additional lanes would be needed in order to maintain traffic conditions at service levels better than D. The thresholds are based on the County’s Level of Service thresholds for ADT traffic volumes on arterial streets, and the threshold volume indicating an improvement need on the segment is shown in the column labeled “ADT threshold for improvement”.

As new development is constructed and occupied, it will add traffic to roadway segments throughout the planning area, adding more traffic to roadway segments near the development and less traffic to segments further away. To estimate the traffic contributions to each segment, the traffic forecast data used to identify key development areas for each segment was also used to quantify the percentage of trips generated in each area that would utilize each segment of the backbone system. These percentages are also shown in Table 5. This estimation of trip contributions provides the tool for estimating future traffic volumes on each segment based on the number of trips generated by approved developments and the development area in which they are generated. (This is a generalized estimate based on overall trip distributions within each of the six development areas, and is not appropriate for application to an individual site-specific project.)

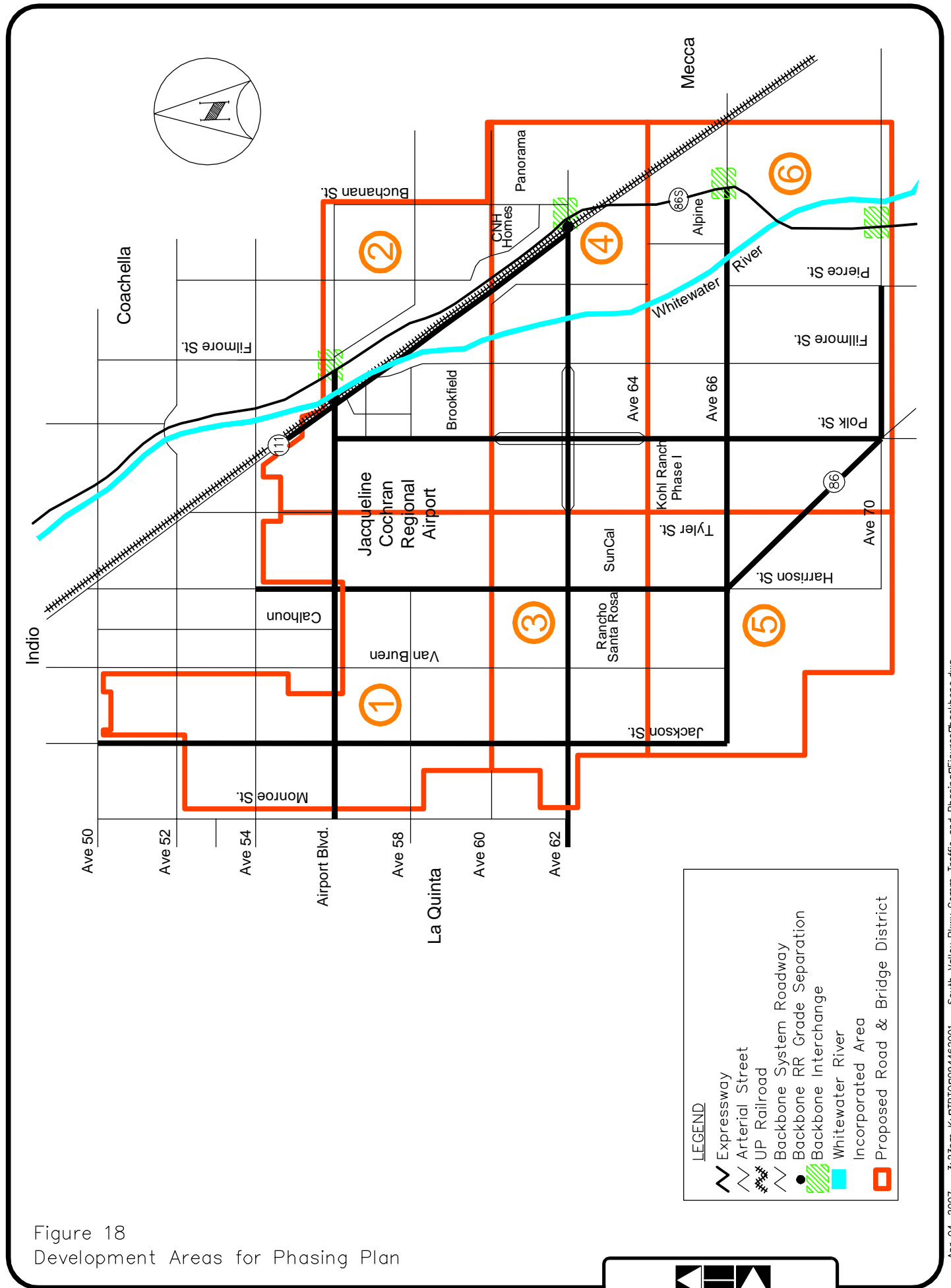


Figure 18  
Development Areas for Phasing Plan

Table 4: SOUTH VALLEY PARKWAY AREA PHASING PLAN -- KEY DEVELOPMENT AREAS

Roadway	Limits		Improvement	Phase	Cost (\$M)	Key Development Area(s)	% of segment's traffic from each area					
							Devel. Area 1	Devel. Area 2	Devel. Area 3	Devel. Area 4	Devel. Area 5	Devel. Area 6
Harrison Street	Avenue 54	Avenue 64	build 4 lanes	I	39	3+5	18%	7%	31%	7%	29%	12%
Avenue 62	Van Buren	Buchanan	build 4 lanes	I	81	3+4	8%	8%	30%	66%	3%	8%
Avenue 62	SR-86 interchange + RR grade sep		build	I	99	4	4%	8%	6%	74%	1%	3%
Polk Street	Airport	Avenue 62	build 4 lanes	I	24	4+6	3%	22%	4%	51%	2%	41%
Avenue 66	Whitewater River	SR-86	build 4 lanes	I	13	6	1%	2%	0%	16%	4%	67%
Avenue 66	SR-86 interchange		build	I	32	6	3%	4%	0%	6%	4%	17%
<b>PHASE I SUBTOTAL</b>					<b>288</b>							
Airport Bl	Harrison	SR-86	build 4 lanes	II	30	2+4	16%	38%	3%	26%	2%	12%
Airport Bl	SR-86 interchange + RR grade sep		build	II	99	2+4	9%	37%	2%	31%	1%	16%
Harrison Street	Avenue 54	Avenue 62	widen to 6 lanes	II	15	3	20%	6%	37%	8%	22%	8%
Harrison Street	Avenue 64	Avenue 66	build 4 lanes	II	8	5	11%	5%	7%	6%	36%	14%
Avenue 66	Harrison	Pierce	build 4 lanes	II	40	5+6	1%	4%	6%	10%	29%	86%
Polk Street	Avenue 62	Avenue 66	build 4 lanes	II	15	4+6	1%	11%	1%	37%	3%	77%
<b>PHASE II SUBTOTAL</b>					<b>207</b>							
Jackson Street	Avenue 50	Avenue 66	build 4 lanes	III	62	1+3	52%	1%	27%	1%	14%	4%
Airport Bl	Monroe	Harrison	build 4 lanes	III	23	1	53%	12%	7%	7%	1%	2%
Airport Bl	Harrison	SR-86	widen to 6 lanes	III	9	2+4	16%	38%	3%	26%	2%	12%
Avenue 62	Monroe	Van Buren	build 4 lanes	III	24	3	13%	6%	57%	20%	7%	13%
Avenue 62	Harrison	Buchanan	widen to 6 lanes	III	11	4	5%	8%	20%	80%	2%	7%
Avenue 66	Jackson	Harrison	build 4 lanes	III	15	5	2%	7%	18%	7%	92%	19%
Avenue 66	Harrison	SR-111	widen to 6 lanes	III	20	6	3%	4%	2%	7%	13%	41%
Avenue 66	RR overcrossing		build	III	36	6	3%	4%	0%	5%	4%	17%
Harrison Street	Avenue 62	Avenue 66	widen to 6 lanes	III	7	5	13%	7%	19%	4%	44%	20%
Harrison Street	Avenue 66	Avenue 70	build 4 lanes	III	22	3	6%	10%	21%	9%	8%	12%
Polk Street	Avenue 66	Avenue 70	build 4 lanes	III	15	4+6	0%	2%	0%	35%	0%	62%
Avenue 70	Polk	SR-86	build 4 lanes	III	21	5	5%	1%	19%	3%	37%	13%
Avenue 70	SR-86 interchange		build	III	32	5	4%	1%	14%	4%	26%	17%
SR-111	Avenue 54	Avenue 62	build 4 lanes	III	44	2+4	5%	34%	0%	36%	0%	5%
SR-111	Avenue 62	Avenue 66	build 4 lanes	III	19	4	4%	17%	19%	44%	0%	0%
<b>PHASE III SUBTOTAL</b>					<b>360</b>							
Harrison Street	Avenue 54	Avenue 66	widen to 8 lanes	IV	33	3+5	17%	6%	30%	7%	30%	12%
Harrison Street	Avenue 66	Avenue 70	widen to 6 lanes	IV	9	3	6%	10%	21%	9%	8%	12%
SR-111	Avenue 62	Avenue 66	widen to 6 lanes	IV	8	4	4%	17%	19%	44%	0%	0%
<b>PHASE IV SUBTOTAL</b>					<b>50</b>							
<b>TOTAL: PHASES I - IV</b>					<b>905</b>							

**Table 5: SOUTH VALLEY PARKWAY AREA PHASING PLAN  
Percentage of Development Area Traffic Using Segment**

						% of Development Area Traffic Using Segment					
Roadway	Limits		Improvement	Phase	Cost (\$M)	Devel. Area 1	Devel. Area 2	Devel. Area 3	Devel. Area 4	Devel. Area 5	Devel. Area 6
Harrison Street	Avenue 54	Avenue 64	build 4 lanes	I	39	6%	3%	17%	2%	31%	6%
Avenue 62	Van Buren	Buchanan	build 4 lanes	I	81	2%	2%	12%	16%	3%	3%
Avenue 62	SR-86 interchange + RR grade sep		build	I	99	1%	4%	4%	28%	1%	2%
Polk Street	Airport	Avenue 62	build 4 lanes	I	24	1%	5%	1%	9%	1%	12%
Avenue 66	Whitewater River	SR-86	build 4 lanes	I	13	0%	1%	0%	4%	3%	32%
Avenue 66	SR-86 interchange		build	I	32	1%	2%	0%	2%	4%	9%
<b>PHASE I SUBTOTAL</b>					<b>288</b>						
Airport Bl	Harrison	SR-86	build 4 lanes	II	30	5%	14%	2%	8%	2%	6%
Airport Bl	SR-86 interchange + RR grade sep		build	II	99	4%	22%	1%	15%	1%	12%
Harrison Street	Avenue 54	Avenue 62	widen to 6 lanes	II	15	7%	3%	22%	3%	26%	5%
Harrison Street	Avenue 64	Avenue 66	build 4 lanes	II	8	2%	1%	2%	1%	17%	3%
Avenue 66	Harrison	Pierce	build 4 lanes	II	40	0%	0%	1%	1%	8%	12%
Polk Street	Avenue 62	Avenue 66	build 4 lanes	II	15	0%	1%	0%	3%	1%	10%
<b>PHASE II SUBTOTAL</b>					<b>207</b>						
Jackson Street	Avenue 50	Avenue 66	build 4 lanes	III	62	2%	0%	2%	0%	2%	0%
Airport Bl	Monroe	Harrison	build 4 lanes	III	23	7%	2%	1%	1%	0%	0%
Airport Bl	Harrison	SR-86	widen to 6 lanes	III	9	5%	14%	2%	8%	2%	6%
Avenue 62	Monroe	Van Buren	build 4 lanes	III	24	2%	1%	13%	3%	3%	3%
Avenue 62	Harrison	Buchanan	widen to 6 lanes	III	11	1%	3%	9%	22%	2%	3%
Avenue 66	Jackson	Harrison	build 4 lanes	III	15	0%	0%	2%	0%	17%	2%
Avenue 66	Harrison	SR-111	widen to 6 lanes	III	20	0%	1%	1%	1%	7%	11%
Avenue 66	RR overcrossing		build	III	36	1%	2%	0%	2%	4%	9%
Harrison Street	Avenue 62	Avenue 66	widen to 6 lanes	III	7	3%	2%	6%	1%	28%	6%
Harrison Street	Avenue 66	Avenue 70	build 4 lanes	III	22	0%	1%	2%	0%	1%	1%
Polk Street	Avenue 66	Avenue 70	build 4 lanes	III	15	0%	0%	0%	0%	0%	1%
Avenue 70	Polk	SR-86	build 4 lanes	III	21	0%	0%	2%	0%	8%	1%
Avenue 70	SR-86 interchange		build	III	32	0%	0%	2%	0%	8%	3%
SR-111	Avenue 54	Avenue 62	build 4 lanes	III	44	0%	4%	0%	3%	0%	1%
SR-111	Avenue 62	Avenue 66	build 4 lanes	III	19	0%	2%	2%	3%	0%	0%
<b>PHASE III SUBTOTAL</b>					<b>360</b>						
Harrison Street	Avenue 54	Avenue 66	widen to 8 lanes	IV	33	5%	2%	14%	2%	27%	6%
Harrison Street	Avenue 66	Avenue 70	widen to 6 lanes	IV	9	0%	1%	2%	0%	1%	1%
SR-111	Avenue 62	Avenue 66	widen to 6 lanes	IV	8	0%	2%	2%	3%	0%	0%
<b>PHASE IV SUBTOTAL</b>					<b>50</b>						
<b>TOTAL: PHASES I - IV</b>					<b>905</b>						

To use this “early warning system” to identify the development level at which each segment will need to be improved, the tool provides the County with the ability to enter each development project’s total daily trip generation (from its traffic impact study) into a spreadsheet, for the appropriate development area, and the spreadsheet will calculate the estimated future ADT on each segment based on the trip generation of that project and other approved projects, and compare it with the ADT improvement threshold for each segment. A hypothetical example has been prepared to show how this process would work.

As shown in Table 6, seven hypothetical projects are identified in the RBBB, the total daily trip generation from each project’s traffic impact study is entered into the spreadsheet, and the spreadsheet calculates the total daily trip generation in each development area. In the next step, a threshold analysis is performed as shown in Table 7. The cumulative ADT added to each specific roadway segment is calculated by multiplying total daily trip generated in each development area by the percentage of development area traffic using this segment. If the cumulative ADT volume exceeds the ADT threshold, the roadway improvement is needed to maintain LOS C or better on this segment.

There are two types of locations for which outside traffic needs to be considered in the threshold evaluation – segments Harrison Street and interchanges along SR-86 – because through traffic will contribute to the need for these improvements. For Harrison Street, the County should periodically monitor traffic volumes, and use the counted ADT plus traffic from approved (but not built) projects to compare with the threshold volume. For future interchanges with SR-86, the threshold volume on the cross-street is set at a level which will trigger improvement when the signalized intersection reaches Level of Service C, including traffic on the highway itself. Because of the multi-year lead time required to design and construct a freeway interchange, it is recommended that design of the SR-86 interchanges at Airport Boulevard, Avenue 62, and Avenue 66 be initiated as soon as possible, because the development areas served by these interchanges are expected to have significant development activity in Phases I and II.

This phasing plan is not intended to determine fair share contributions or fee levels to fund the improvements. The intent of this roadway phasing plan is to provide improvement at the time of need. Therefore, when the Phasing Threshold Analysis indicates that traffic on a segment will exceed the threshold, the county should prioritize construction of the improvement before that cumulative level of development has been built.

**Table 6: SOUTH VALLEY PARKWAY AREA PHASING PLAN -- TRIP GENERATION BY PROJECT**  
**Hypothetical Project Trip Generation**

Project	Total Daily Trips Generated					
	Devel. Area 1	Devel. Area 2	Devel. Area 3	Devel. Area 4	Devel. Area 5	Devel. Area 6
Project A				12,249		
Project B			8,724			
Project C		25,486				
Project D				19,385		
Project E	2,459					
Project F		18,234				
Project G				23,654		
<b>TOTAL</b>	2,459	43,720	8,724	55,288	0	0



**Table 7: SOUTH VALLEY PARKWAY AREA PHASING PLAN  
Phasing Threshold Analysis for Hypothetical Projects**

Roadway	Limits	Improvement	Phase	Cost (\$M)	ADT threshold for improvement	Cumulative ADT added to Segment	% of Development Area Traffic Using Segment						
							Devel. Area 1	Devel. Area 2	Devel. Area 3	Devel. Area 4	Devel. Area 5	Devel. Area 6	
Harrison Street	Avenue 54	Avenue 64	build 4 lanes	I	39	10,401	3,975	6%	3%	17%	2%	31%	6%
Avenue 62	Van Buren	Buchanan	build 4 lanes	I	81	10,401	10,744	2%	2%	12%	16%	3%	3%
Avenue 62	SR-86 interchange + RR grade sep		build	I	99	6,001	17,261	1%	4%	4%	28%	1%	2%
Polk Street	Airport	Avenue 62	build 4 lanes	I	24	10,401	7,026	1%	5%	1%	9%	1%	12%
Avenue 66	Whitewater River	SR-86	build 4 lanes	I	13	10,401	2,843	0%	1%	0%	4%	3%	32%
Avenue 66	SR-86 interchange		build	I	32	6,001	1,850	1%	2%	0%	2%	4%	9%
<b>PHASE I SUBTOTAL</b>					<b>288</b>								
Airport Bl	Harrison	SR-86	build 4 lanes	II	30	10,401	10,964	5%	14%	2%	8%	2%	6%
Airport Bl	SR-86 interchange + RR grade sep		build	II	99	6,001	17,907	4%	22%	1%	15%	1%	12%
Harrison Street	Avenue 54	Avenue 62	widen to 6 lanes	II	15	28,701	4,847	7%	3%	22%	3%	26%	5%
Harrison Street	Avenue 64	Avenue 66	build 4 lanes	II	8	10,401	999	2%	1%	2%	1%	17%	3%
Avenue 66	Harrison	Pierce	build 4 lanes	II	40	10,401	677	0%	0%	1%	1%	8%	12%
Polk Street	Avenue 62	Avenue 66	build 4 lanes	II	15	10,401	2,001	0%	1%	0%	3%	1%	10%
<b>PHASE II SUBTOTAL</b>					<b>207</b>								
Jackson Street	Avenue 50	Avenue 66	build 4 lanes	III	62	10,401	270	2%	0%	2%	0%	2%	0%
Airport Bl	Monroe	Harrison	build 4 lanes	III	23	10,401	1,651	7%	2%	1%	1%	0%	0%
Airport Bl	Harrison	SR-86	widen to 6 lanes	III	9	28,701	10,964	5%	14%	2%	8%	2%	6%
Avenue 62	Monroe	Van Buren	build 4 lanes	III	24	10,401	3,131	2%	1%	13%	3%	3%	3%
Avenue 62	Harrison	Buchanan	widen to 6 lanes	III	11	28,701	14,000	1%	3%	9%	22%	2%	3%
Avenue 66	Jackson	Harrison	build 4 lanes	III	15	10,401	562	0%	0%	2%	0%	17%	2%
Avenue 66	Harrison	SR-111	widen to 6 lanes	III	20	28,701	1,014	0%	1%	1%	1%	7%	11%
Avenue 66	RR overcrossing		build	III	36	10,401	1,688	1%	2%	0%	2%	4%	9%
Harrison Street	Avenue 62	Avenue 66	widen to 6 lanes	III	7	28,701	1,772	3%	2%	6%	1%	28%	6%
Harrison Street	Avenue 66	Avenue 70	build 4 lanes	III	22	10,401	618	0%	1%	2%	0%	1%	1%
Polk Street	Avenue 66	Avenue 70	build 4 lanes	III	15	10,401	244	0%	0%	0%	0%	0%	1%
Avenue 70	Polk	SR-86	build 4 lanes	III	21	10,401	339	0%	0%	2%	0%	8%	1%
Avenue 70	SR-86 interchange		build	III	32	6,001	459	0%	0%	2%	0%	8%	3%
SR-111	Avenue 54	Avenue 62	build 4 lanes	III	44	10,401	3,216	0%	4%	0%	3%	0%	1%
SR-111	Avenue 62	Avenue 66	build 4 lanes	III	19	10,401	2,560	0%	2%	2%	3%	0%	0%
<b>PHASE III SUBTOTAL</b>					<b>360</b>								
Harrison Street	Avenue 54	Avenue 66	widen to 8 lanes	IV	33	43,101	3,310	5%	2%	14%	2%	27%	6%
Harrison Street	Avenue 66	Avenue 70	widen to 6 lanes	IV	9	28,701	618	0%	1%	2%	0%	1%	1%
SR-111	Avenue 62	Avenue 66	widen to 6 lanes	IV	8	28,701	2,560	0%	2%	2%	3%	0%	0%
<b>PHASE IV SUBTOTAL</b>					<b>50</b>								
<b>TOTAL: PHASES I - IV</b>					<b>905</b>								

Notes: Cumulative ADT for Harrison Street should include counted ADT traffic volumes (see text of report). ADT thresholds for interchanges on SR-86 are for traffic on the cross street, and have been established based on the through traffic volume on SR-86.

# South Valley Implementation Plan



## Working Draft

# Guidelines for Developing Community Facilities and Service Standards



## South Valley Implementation Program Community Facilities

### DESCRIPTION TABLE FOR EACH COLUMN CATEGORY

FACILITY TYPE	CATEGORY	EXISTING FACILITY	TYPICAL BUILDING SIZE AND SITE SIZE	FACILITY SPACE NEEDED PER 1,000 POPULATION OR OTHER STANDARD	FACILITIES DETERMINED TO BE NEEDED IN COMMUNITY (APPROXIMATE)	POSSIBLE PHASING	POSSIBLE LOCATION	POSSIBLE CONSTRUCTION RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCE/ OWNER / OPERATOR	POSSIBLE JOINT-USE	MISCELLANEOUS NOTES
FACILITY TYPE					Community facilities under consideration for development in the South Valley community; a general description of an individual facility or group of facilities.						
#REF!					"Primary" facilities are related to public health and safety; are primarily funded through a county fee; and are owned and operated by the county or a county entity "Secondary" facilities are related to community improvement; are primarily funded through a county fee; and are owned and operated by the county or a county entity						
EXISTING FACILITY					Existing County or non-county facility in the area plan or adjacent cities						
TYPICAL BUILDING SIZE AND SITE SIZE					Typical building and site size based on County standards and/or survey of surrounding jurisdictions including Indio, Coachella, and La Quinta. In cases where County is not the primary agency, reference is made to the applicable agency and the supporting document.						
FACILITY SPACE NEEDED PER 1,000 POPULATION OR OTHER STANDARD					Typical building and site size based on County standards and/or survey of surrounding jurisdictions including Indio, Coachella, and La Quinta. In cases where County is not the primary agency, reference is made to the applicable agency and the supporting document.						
FACILITIES DETERMINED TO BE NEEDED IN COMMUNITY (APPROXIMATE)					From aforementioned standard, facilities that will be needed in the area plan considering additional 50,000 Dwelling Units and 150,000 Population at build-out						
POSSIBLE PHASING					Indicates preliminary proposal for phasing of aforementioned facilities or documents where phasing may be found. Condition/s of approval may be added on specific development applications in the area plan to ensure construction of these facilities per these guidelines.						
POSSIBLE LOCATION					Indicates preliminary proposal for location of aforementioned facilities. Condition/s of approval may be added on specific development applications in the area plan to ensure construction of these facilities per these guidelines.						
POSSIBLE CONSTRUCTION RESPONSIBLE PARTY					Preliminary identification of party responsible for construction of the facilities. Condition/s of approval may be added on specific development applications in the area plan to ensure construction of these facilities per these guidelines. Development agreements may be considered to assist area developers in funding community facilities beyond their fair-share .						
POSSIBLE FUNDING SOURCE / OWNER / OPERATOR					Indicates: 1) the potential sources of funding for construction of the facility; 2) the entity that is proposed to own the facility; and 3) the entity that is intended to operate the facility. A separate detailed funding matrix with appropriate nexus studies will be developed.						
POSSIBLE JOINT-USE					Identifies possible areas of overlap with other facility types.						
MISCELLANEOUS NOTES					Definition of facility type and additional miscellaneous notes about the facility.						

# South Valley Implementation Program:

## Guidelines for Community Facilities Phasing and Funding

FACILITY TYPE	CATEGORY	EXISTING FACILITIES	TYPICAL BUILDING SITE AND SIZE THAT IS NEEDED PER 1,000 POPULATION OR OTHER STANDARD	FACILITIES DETERMINED TO BE NEEDED IN COMMUNITY (APPROX. TYPE, SIZE, AND LOCATION)	POSSIBLE PHASING	POSSIBLE LOCATION	POSSIBLE CONSTRUCTION RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCE/ OWNER/ OPERATOR (A SEPARATE DOCUMENT WILL ACCOMPANY COLUMN)	POTENTIAL JOINT USE	MISCELLANEOUS NOTES ABOUT FACILITY	
<b>Transportation Facilities</b> <b>Definition:</b> Roads, bridges, and other transportation facilities intended for County operation.	Primary	Many	N/A	Per South Valley Roadway Phasing Program	Per South Valley Roadway Phasing Program	Per South Valley Roadway Phasing Program	Per South Valley Roadway Phasing Program	Per South Valley Roadway Phasing Program (TUMF, RBBB, DIF & CFD)	NA		
<b>Sheriff</b> <b>Definition:</b> A county department that keeps public order, safety, and enforces the law.	Primary	There is a County Sherriff Station under construction in community of Thermal. Currently served by a station in the City of Indio	<u>Building Space:</u> 200 sq. ft. per 1,000 pop. (Per Riverside County, Chiara (2) ) <u>Site Space:</u> 2-3 acres	30,000 sq. ft. total building space  Approximately 3 facilities  Site: 6-9 acres	A sheriff station could be constructed in Kohl Ranch during first phase in Town Center District.  Followed by a sheriff station in CNH Specific Plan during second phase in Campus District. Additional satellite locations to be determined by County Sheriff.	Town Center District and Campus District	Developers working with the County Sheriff	Funding Construction: DIF, Proposed South Valley Community Facilities Fee and CFD  Owner/Operator: County Sherriff, CSA/EDA	· Post Office  · Town Center District		
<b>Fire</b> <b>Definition:</b> A building housing fire engines and firefighters.	Primary	There is a County Fire Station in Community of Thermal (Station 39)  There is a County Fire Station in Community of Mecca (Station 40)	<u>Building Space:</u> 500 sq. ft. per 1,000 pop. Source: Riverside County, Chiara (2) <u>Site:</u> 2-3 acres	75,000 sq. ft. total building space  Approximately 3 facilities Site: 6-9 acres This number may be reduced due to existing facilities in area)	A fire station could be constructed in Panorama Specific Plan during first phase in Campus District.  Followed by a fire station in SunCal Specific Plan during second phase in Town Center District.  Additional satellite locations to be determined by County Fire.	Town Center District and Campus District	Developers working with the County Fire	Funding Construction: DIF, Proposed South Valley Community Facilities Fee and CFD  Owner/Operator: County Fire, CSA/EDA	· Other Health Clinics  · Hospital  · Urgent Care Center		
<b>Ambulance Services</b> <b>Definition:</b> A transport service, capable of providing Medically Necessary support in the event of a life-threatening situation	Primary	None	<u>Building Space:</u> <u>Site Space:</u> N/A 1 ambulance per 25,000 pop. Recommended  Source: Riverside County Public Health, Chiara (2)	Approximately 6 Ambulances	Often, the service will be incorporated within Fire Stations	Town Center District and Campus District	Developers working with the County Department of Public Health	Owner/Operator: Department of Public Health	· Fire Station · Urgent Care Center · Hospital		
<b>Community Center/Recreation Center</b> <b>Definition:</b> A multi-purpose building or a cluster of facilities used to provide a variety of community services that are placed close together for convenience of administration and supervision.	Primary	None	<u>Building Space:</u> 667 sq. ft. per 1,000 pop. (Per Riverside County, Chiara (1) ) <u>Site Space:</u> 10 acre	100,000 sq. ft total building space  Approximately 2 facilities Site: 20 acres (10 acres per site) (acreage may be reduced through joint uses)	TBD (Community Recreation Facility could be provided in phases of 20,000 sq. ft.)	Potential for a large facility in Town Center District and the Campus District.	Developers (Kohl Ranch and Kitigawa, and Panorama and CNH) working with the County EDA	Funding Construction: DIF, Proposed South Valley Community Facilities Fee and CFD  Owner/Operator: CSA/EDA	· Pool · Community Park · Neighbor hood Park · Sports Park · Equestrian Center · Child Care Facility · Senior Center · Aquatic Park	· Informal youth baseball/Softball Field · Volleyball court · Soccer/football area · Basketball Court · Playground · Multi-Use turf areas · Parking lot · Equestrian Facilities · Aquatic Park	· Accommodates physical, social, cultural and educational activities · Provides play areas when located in a community park · Multipurpose Room · Business Center
<b>Library</b> <b>Definition:</b> A building or section of a building containing books, films and other materials for purposes of study or reference by the public.	Primary	There is an existing library (Mecca North Shore Library) in the Community of Mecca (5000 sq. ft.)  City of La Quinta Library (10,000 sq. ft.) operated by Riverside County (Plans to expand to 20,000 sq. ft. by 2009)  City of Coachella Library (3000 sq. ft.) operated by Riverside County	<u>Building Space:</u> 500 sq. ft. per 1,000 pop. (0.5 sq. ft. per resident based on Riverside County Standard) <u>Site Space:</u> 1-3 acres	75,000 sq. ft. total building space with 375,000 books  Approximately 3 facilities  Site: 3-9 acres	A Library could be constructed in Panorama Specific Plan during first phase in Campus District.  Followed by a library assigned to Brookfield Specific Plan during second phase in Thermal Community  Followed by a library on Kitigawa Property during Third phase in Town Center District	1. Campus District (20,000 sq. ft.)  2. Thermal Library (10,000 sq. ft.)  3. Town Center Library (10,000 sq. ft.)	1. Panorama working with the County Librarian  2. Brookfield working with the County Librarian  3. Kitigawa working with the County Librarian	Funding Construction: DIF (for books collection), Proposed South Valley Community Facilities Fee and CFD  Owner/Operator: County Librarian, CSA/EDA	· Town Center District  · Museum  · Community Center	· Collections of library materials  · Collections of periodicals  · Subscriptions and back files	· Equipment Items and Special Furniture (microfilm machines, copy machines, atlas cases)  · Parking  · Provides space for recreation or education programs
<b>Gymnasium</b> <b>Definition:</b> A public facility dedicated to physical fitness.	Secondary	None	<u>Building Space:</u> 15,000 sq. ft.	25,000 sq. ft.(size may be reduced with joint uses)  1 gymnasium potentially in Campus District	TBD	1 Gymnasium in Campus District  Additional gyms in schools	Developers working with EDA and COD	Funding Construction: DIF, Proposed South Valley Community Facilities Fee and CFD	· Parks  · Schools		

# South Valley Implementation Program:

## Guidelines for Community Facilities Phasing and Funding

<p><b>Senior Center</b></p> <p><b>Definition:</b> A building with a full-time professional staff with a continuous program of activities (including meals) for older people.</p>	Secondary	None	<p><u>Building Space:</u> 111 sq. ft. per 1,000 pop.</p> <p><u>Site Space:</u> N/A</p> <p><u>Source:</u> Riverside County</p>	<p>16,650 sq. ft. building space (size may be reduced with joint uses)</p> <p>1 facility potentially in Town Center District</p> <p>Site: 2-3 acres (acreage may be reduced with joint uses)</p>	TBD	Town Center District	Developers working with EDA	<p><u>Funding Construction:</u> DIF, Proposed South Valley Community Facilities Fee and CFD</p>	<ul style="list-style-type: none"> <li>· Civic Auditorium · Senior Center</li> <li>· Library</li> <li>· Community Center</li> <li>· Senior Center</li> </ul>	<ul style="list-style-type: none"> <li>· Shuffleboard courts</li> <li>· Billiards room</li> <li>· Television room</li> <li>· Gift shop</li> <li>· Dining room</li> <li>· Daily van service</li> </ul>	<ul style="list-style-type: none"> <li>· Office space</li> <li>· Drop site for means-on-wheels</li> <li>· Preventative health screening</li> <li>· Parking lot</li> </ul>	
<p><b>Department of Public Social Services Facility (DPSS)</b></p> <p><b>Definition:</b> A building or part of a building designed with social services facilities to assist various social needs of the community.</p>	Secondary	There is a DPSS facility in community of Mecca	<p><u>Building Space:</u></p> <p><u>Source:</u></p>	<p><u>Facilities:</u> Full service approx. 35,000 sq. ft. building space (size may be reduced with joint uses)</p>	TBD	Town Center District/ Campus District	Developers working with EDA	<p><u>DPSS (Federal, State and Local Sources)</u></p>	<ul style="list-style-type: none"> <li>· Community Center</li> <li>· Senior Center</li> <li>· Hospital</li> </ul>	May include:		
<p><b>Child Care Facility</b></p> <p><b>Definition:</b> A building or part of a building designed with nursery and play facilities, usually for children of working mothers.</p>	Secondary	There is a child care facility in community of Mecca	<p><u>Building Space:</u> 1,000 sq. ft per class 15 children per class</p> <p><u>Source:</u> Chiara(1)</p>	<p>666,000 sq. ft. building space</p> <p>Approximately 25 facilities will be needed</p> <p>Site: 15 acres (acreage may be reduced with joint uses)</p>	TBD	Town Center District/ Campus District	Developers working with EDA	<p>Will be privately financed depending on market and/or Proposed South Valley Community Facilities Fee and CFD</p>	<ul style="list-style-type: none"> <li>· Elementary School (K-6)</li> <li>· Pocket Park</li> <li>· Community Center</li> </ul>	May include:	<ul style="list-style-type: none"> <li>· Group day care centers</li> <li>· Preschools</li> <li>· Out of school care facilities</li> <li>· Family child care facilities</li> <li>· Child Care Facilities also consists of outdoor sq. ft. activity area</li> </ul>	<ul style="list-style-type: none"> <li>· When run commercially the standards for these centers are controlled by government regulations.</li> </ul>
<p><b>Public Health Clinic</b></p> <p><b>Definition:</b> A facility for treating minor health issues.</p>	Secondary	There is a Public Health Clinic in community of Mecca	<p><u>Building Space:</u> 25,000 sq. ft. per 150,000 Population</p> <p><u>Site Space:</u> N/A</p> <p><u>Source:</u> Riverside County</p>	<p>25,000 sq. ft. building space (size may be reduced with joint uses)</p> <p>Approximately 1 facility</p>	TBD	Town Center District/ Campus District	Developers working with EDA and Department of Public Health	<p><u>Proposed South Valley Community Facilities Fee and CFD</u></p>	<ul style="list-style-type: none"> <li>· Hospital</li> <li>· Public School (K-12)</li> <li>· Community Center</li> <li>· Fire</li> </ul>	May include:	<ul style="list-style-type: none"> <li>· Exam rooms</li> <li>· Reception desk</li> <li>· Meeting room</li> <li>· Opera Tories</li> <li>· Office space</li> <li>· Public restrooms</li> </ul>	
<p><b>Regional Park</b></p> <p><b>Definition:</b> Larger park that provides active and passive recreational opportunities for all city and regional residents; accommodates large group activities.</p>	Secondary	· Salton Sea	<p><u>Building Space:</u> Restrooms, Concessions, Equipment Storage</p> <p><u>Site Space:</u> At least 50 acres</p> <p><u>Source:</u> Riverside County</p>	<p>150 Acres</p> <p>2 Regional Park potentially in Town Center District and Campus District</p>	<p>A regional park could be built during Phase 2 near Collage of the Desert in Campus District and another regional park 3 in Kohl Ranch Specific Plan in Town Center District</p>	Town Center District/ Campus District	Developers working with County Parks and Coacehlla Valley Parks and Recreation District	<p><u>Funding Construction:</u> DIF, Proposed South Valley Community Facilities Fee and CFD</p>	<ul style="list-style-type: none"> <li>· Regional Trails</li> <li>· Community Trails</li> </ul>	<ul style="list-style-type: none"> <li>· Children's play areas</li> <li>· Fishing</li> <li>· Water features</li> <li>· Natural areas</li> <li>· Community centers/amphitheaters</li> <li>· Botanical gardens</li> <li>· Off-street parking</li> <li>· Public art/ fountains</li> <li>· Festival Space</li> <li>· Interpretive facilities</li> <li>· Paths</li> </ul>	<ul style="list-style-type: none"> <li>· Competitive sports facilities</li> <li>· Living Desert Park</li> <li>· Swimming pools</li> <li>· Public street access/face (minimum of two) sides</li> <li>· Expansive flat areas (15 acres minimum)</li> <li>· Permanent restrooms</li> <li>· Single &amp; group picnic areas</li> <li>· Multipurpose centers</li> <li>· Lighting</li> </ul>	
<p><b>Community Park/ Neighborhood Park</b></p> <p><b>Definition:</b> Larger park that provides active and passive recreational opportunities for all city residents. Accommodates large group activities and organized sports play.</p>	Secondary		<p><u>Building Space:</u> Restrooms, Concessions, Equipment Storage</p> <p><u>Site Space:</u> TBD</p> <p><u>Source:</u> Riverside County</p>	<p>Approximately 10-15 Community Parks</p>	<p>Parks will be constructed in conjunction with individual developments</p>	Individual developments	Developer and EDA	<p><u>Funding Construction:</u> 3 Acres per 1,000 pop. Per Quimby requirement to be distributed between developer and County.</p> <p><u>Operator:</u> Owner, CSA, EDA</p>	<ul style="list-style-type: none"> <li>· Neighbor hood park</li> <li>· Equestrian Center</li> <li>· Community Trails</li> <li>· Pool</li> <li>· Schools</li> </ul>	<ul style="list-style-type: none"> <li>· Children's play areas</li> <li>· Public art/Fountains</li> <li>· Multi-Purpose centers</li> <li>· Sports facilities including tennis and basketball courts, multiple sports fields, skate parks</li> <li>· On and off street parking</li> <li>· Permanent restrooms</li> <li>· Single and group picnic areas</li> <li>· Paths</li> <li>· Seating</li> <li>· Large expansive flat areas (7 to 10 acres)</li> <li>· Interpretative facilities</li> <li>· Swimming pools</li> <li>· Natural areas</li> <li>· Open space</li> <li>· Water features</li> </ul>	<ul style="list-style-type: none"> <li>· Access/face (minimum of two sides)</li> <li>· Public street</li> <li>· Lighting (poles or bollards)</li> <li>· Community amphitheatre/band shell</li> <li><u>CSA Standards:</u></li> <li>· Minimum 5 acres for CSA acceptance</li> <li>· Age/park size appropriate children's play areas (Age 2-5 &amp; Age 6-12)</li> <li>· Picnic Shade Structures</li> <li>· Exercise stations</li> <li>· Sport bleachers/dugouts</li> <li>· Storage facility attached to permanent restroom if available</li> </ul>	



# South Valley Implementation Program:

## Guidelines for Community Facilities Phasing and Funding

<p><b>Trailhead</b></p> <p><i>Definition:</i> The beginning-point of a trail.</p>	<p><b>Secondary</b></p>	<p>· Whitewater Channel</p>	<p><u>Building Space:</u> Not Typically Provided</p> <p>Source: Riverside County</p>	<p>Per Adopted South Valley Design Guidelines</p>	<p>Per Adopted South Valley Design Guidelines and Roadway Phasing Plan</p>	<p>1) 64th and VSR Lifestyle Corridor 2) 1/4 mile south of Ave. 64th and Whitewater Trail Per Torres-Martinez Tribe 3) 64th and Tyler 4) 62nd and 1/2 mile east of Harrison 5) Whitewater Trail and 1/2 mile north of Ave. 62nd 6) East of College of Desert 7) Airport Blvd. and Whitewater Trail 8) Ave. 60th and VSR Lifestyle Corridor</p> <p>*Note: Trailhead locations in the matrix and design guidelines are approximate</p>	<p>Developer, County Parks, and EDA</p>	<p><i>Funding Construction:</i> DIF/Quimby</p> <p>Owner and Operator C.S.A.</p>	<p>· Regional Trails · Community Trails</p>	<p>Parking · Access to trail system and trail information · Rubbish containers · Water and sanitary facilities  · Kiosk bulletin board signs · Rest Areas · Picnic Areas</p>	<p>· Equestrian parking and staging facilities · Water fountains  · Benches · Interpretative Signs</p>
<p><b>Entry Monument</b></p> <p><i>Definition:</i> Provide directional information and a sense of arrival.</p>	<p><b>Secondary</b></p>	<p>· None</p>	<p>NA</p>	<p>Per Adopted South Valley Design Guidelines</p>	<p>Per Adopted South Valley Design Guidelines and Roadway Phasing Plan</p>	<p>4 Identity (Major) Entry Monuments: 1) Ave. 62nd and HWY 86, 2) Ave 66th and HWY 86, 3) Ave. 66th and Harrison, 4) Ave. 62nd and Harrison</p> <p>See adopted South Valley Design Guidelines for 8 Corner (Minor) Entry Elements and 8 Monument Signs</p>	<p>Developer and EDA</p>	<p>Owner and Operator C.S.A.</p>	<p>· Regional Trails · Community Trails</p>	<p>· Signage · Landscaping · Lighting</p>	
<p><b>Regional Trails</b> (Categories will be broken down once the design guideline trail plan is adopted)</p> <p><i>Definition:</i> A 14 ft. wide trail, designed to connect parks and provide linkage opportunities between open space areas and regional recreation areas.</p>	<p><b>Secondary</b></p>	<p>· Whitewater Channel</p>	<p><u>Building Space:</u> Not Typically Provided</p> <p>Total Distance Planned: Approximately: 33.08 miles</p>	<p>Approximately 30 miles of trails.</p> <p>Trails will be implemented on frontages as individual projects are designed and developed</p>	<p>Trails will be constructed in conjunction with development per Adopted South Valley Design Guidelines</p>	<p>Per Adopted South Valley Design Guidelines</p>	<p>Coachella Valley Trails Alliance, County Parks, Developer</p>	<p>DIF/Quimby</p> <p>Owner and Operator C.S.A.</p>	<p>· Community Trails · Regional Park · Town Center District · Trail Head</p>	<p>· Seating · Vehicle control barriers · Landscaping</p> <p>· Staging areas with amenities such as bike racks and trash receptacles (picnic areas, small scale parking and restrooms are provided in parks along the path)</p>	<p>· Within every greenway  · Along selected collectors and within selected neighborhoods</p>
<p><b>Community Trails</b></p> <p><i>Definition:</i> An 8 ft. wide, designed to link areas of a community to the regional trail system and to link areas of a community with each other.</p>	<p><b>Secondary</b></p>		<p><u>Building Space:</u> Not Typically Provided</p> <p><u>Site Space:</u> 0.2 to 0.5 miles</p> <p>Source: Riverside County</p>	<p>Community trails are provided along roads and within individual developments throughout the project. Connection with regional backbone trail system is recommended</p>	<p>In conjunction with roadway, project development, and South Valley Design Guideline</p>	<p>Along roads and within individual projects.</p>	<p>Developer/County Parks</p>	<p>Developer Owner and Operator HOA or C.S.A.</p>	<p>· Regional Trails  · Regional Park · Trail Head · Open Space</p>	<p>· Seating  · Signage · Vehicle control barriers · Trailhead amenities such as bike racks and trash receptacles (picnic areas, small scale parking, and restrooms are provided in parks along the path)</p>	<p>· Adjacent to designated natural resource areas  · Within open space parts of community parks · Landscaping</p>

**South Valley Implementation Program - Community Facilities Matrix**

10/03/2006 Revision

**Category I. Facilities to be provided for County Operation**

FACILITY TYPE	CATEGORY	EXISTING FACILITIES	TYPICAL BUILDING SITE AND SIZE THAT IS NEEDED PER 1,000 POPULATION OR OTHER STANDARD	FACILITIES DETERMINED TO BE NEEDED IN COMMUNITY (APPROX. TYPE, SIZE, AND LOCATION)	POSSIBLE PHASING	POSSIBLE LOCATION	POSSIBLE CONSTRUCTION RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCE/ OWNER/ OPERATOR	JOINT USE	MISCELLANEOUS NOTES ABOUT FACILITY
<p><b>Elementary School</b></p> <p align="center"><b>(K-6)</b></p> <p><i>Definition:</i> (K-6) The instructional programs offer a range of fine arts, career and technical programs. English as a second language, special education and alternative education programs.</p>	Primary	<ul style="list-style-type: none"> <li>Bobby Duke</li> <li>Caesar Chavez</li> <li>Las Palmitas</li> <li>Mountain Vista</li> <li>Palm View</li> <li>Peter Pendleton</li> <li>Saul Martinez</li> <li>Valley View</li> <li>John Kelley</li> <li>Mecca</li> <li>Oasis</li> <li>Westside</li> </ul>	<p><i>Site Space:</i> 14.0625 acres/ 900 students</p> <p><i>Source:</i> CVUSD School Facilities Needs Analysis</p>	<p>Approximately 32 facilities</p> <p>Calculation:</p> <p>Number of projected dwelling units x Districtwide student generation = Number of future students</p> <p>Number of future students / Maximum capacity = Number of needed facilities</p> <p>50,000 x 0.6699 = 34950 34950 / 1100 = 32 facilities</p>	TBD		Schools will be developed in conjunction with projects.	<ul style="list-style-type: none"> <li>50% of school fee and 50% State Funding</li> <li>Credits available for construction of schools</li> <li>Owner and Operator CVUSD</li> </ul>	<ul style="list-style-type: none"> <li>Library</li> <li>Pocket Park</li> <li>Neighbor hood Park</li> <li>Child Care Facility</li> <li>Other Health Clinics</li> <li>Trail Head</li> </ul>	<ul style="list-style-type: none"> <li>One little league/softball field with a 200 foot playing area with fences for a backstop and dugouts</li> <li>One soccer/football field with minimum dimensions of 65 yards x 120yards</li> <li>Restroom access</li> </ul> <ul style="list-style-type: none"> <li>Public access Playground</li> <li>Parking adjacent to facilities.</li> <li>California Department of Education standards</li> </ul>
<p><b>Middle School</b></p> <p align="center"><b>(7-8)</b></p>	Primary	<ul style="list-style-type: none"> <li>Cahuilla Desert Academy</li> <li>Toro Canyon</li> <li>West Shores</li> <li>John Kelley</li> <li>Mecca</li> <li>Oasis</li> <li>Westside</li> </ul>	<p><i>Site Space:</i> 25 acres / 1200 students</p> <p><i>Source:</i> CVUSD School Facilities Needs Analysis</p>	<p>Approximately 6 facilities</p> <p>Calculation:</p> <p>Number of projected dwelling units x Districtwide student generation = Number of future students</p> <p>Number of future students / Maximum capacity = Number of needed facilities</p> <p>50,000 x 0.1651 = 8255 8255 / 1500 = 6 facilities</p>	TBD		Schools will be developed in conjunction with projects.	<ul style="list-style-type: none"> <li>50% of school fee</li> <li>Credits available for construction of schools</li> <li>Owner and Operator CVUSD</li> </ul>	<ul style="list-style-type: none"> <li>Library</li> <li>Pocket Park</li> <li>Other Health Clinics</li> <li>Trail Head</li> </ul>	<ul style="list-style-type: none"> <li>Two little league/softball fields with a 200-foot playing area with fences for a backstop and dugouts</li> <li>Two soccer/football fields with a minimum dimension</li> </ul> <ul style="list-style-type: none"> <li>Access to restrooms</li> <li>Tennis courts/basketball courts</li> <li>A public access track</li> <li>Parking adjacent to facilities</li> <li>70 yards x 130 yards one with lights</li> </ul>
<p><b>High School</b></p> <p align="center"><b>(9-12)</b></p>	Primary	<ul style="list-style-type: none"> <li>Coachella Valley</li> <li>La Familia</li> <li>Desert Mirage</li> <li>West Shores</li> </ul>	<p><i>Site Space:</i> 50 acres / 2200 students</p> <p><i>Source:</i> CVUSD School Facilities Needs Analysis</p>	<p>Approximately 6 facilities</p> <p>Calculation:</p> <p>Number of projected dwelling units x Districtwide student generation = Number of future students</p> <p>Number of future students / Maximum capacity = Number of needed facilities</p> <p>50,000 x 0.2928 = 14640 14640 / 2500 = 6 facilities</p>	TBD		Schools will be developed in conjunction with projects.	<ul style="list-style-type: none"> <li>50% of school fee</li> <li>Credits available for construction of schools</li> <li>Owner and Operator CVUSD</li> </ul>	<ul style="list-style-type: none"> <li>Library</li> <li>Pocket Park</li> <li>Other Health Clinics</li> <li>Trail Head</li> </ul>	<ul style="list-style-type: none"> <li>Two regulation baseball fields with fully enclosed playing area</li> <li>Two softball fields with fully enclosed playing area. One with lights</li> <li>Access to restrooms.</li> <li>Tennis courts /basketball courts</li> </ul> <ul style="list-style-type: none"> <li>A public access track</li> <li>Parking adjacent to facilities</li> <li>One regulation football/soccer field with stadium</li> <li>Three multi-purpose football/soccer fields with minimum dimensions of 70 yards x 130 yards</li> </ul>

**Category I. Facilities to be provided for County Operation**

FACILITY TYPE	CATEGORY	EXISTING FACILITIES	TYPICAL BUILDING SITE AND SIZE THAT IS NEEDED PER 1,000 POPULATION OR OTHER STANDARD	FACILITIES DETERMINED TO BE NEEDED IN COMMUNITY (APPROX. TYPE, SIZE, AND LOCATION)	POSSIBLE PHASING	POSSIBLE LOCATION	POSSIBLE CONSTRUCTION RESPONSIBLE PARTY	POSSIBLE FUNDING SOURCE/ OWNER/ OPERATOR	JOINT USE	MISCELLANEOUS NOTES ABOUT FACILITY
<b>Elementary School</b>  <b>(K-6)</b>  <i>Definition:</i> (K-6) The instructional programs offer a range of fine arts, career and technical programs, English as a second language, special education and alternative education programs.	Primary	<ul style="list-style-type: none"> <li>Bobby Duke</li> <li>Caesar Chavez</li> <li>Las Palmitas</li> <li>Mountain Vista</li> <li>Palm View</li> <li>Peter Pandleton</li> <li>Saul Martinez</li> <li>Valley View</li> <li>John Kelley</li> <li>Mecca</li> <li>Oasis</li> <li>Westside</li> </ul>	<i>Site Space:</i> 14.0625 acres/ 900 students  <i>Source:</i> CVUSD School Facilities Needs Analysis	Approximately 32 facilities  Calculation: Number of projected dwelling units Districtwide student generation = Number of future students Number of future students / Maximum capacity = Number of needed facilities $50,000 \times 0.6699 = 34950$ $34950 / 1100 = 32$ facilities	TBD		Schools will be developed in conjunction with projects.	<ul style="list-style-type: none"> <li>50% of school fee and 50% State Funding</li> <li>Credits available for construction of schools</li> <li>Owner and Operator CVUSD</li> </ul>	<ul style="list-style-type: none"> <li>Library</li> <li>Pocket Park</li> <li>Neighborhood Park</li> <li>Child Care Facility</li> <li>Other Health Clinics</li> <li>Trail Head</li> </ul>	<ul style="list-style-type: none"> <li>One little league/softball field with a 200 foot playing area with fences for a backstop and dugouts</li> <li>One soccer/football field with minimum dimensions of 65 yards x 120yards</li> <li>Restroom access</li> </ul> <ul style="list-style-type: none"> <li>Public access Playground</li> <li>Parking adjacent to facilities.</li> <li>California Department of Education standards</li> </ul>
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## South Valley Implementation Program - Cumulative Community Facilities Condition

The County is in the process of establishing a Community Facilities Fee Program and Community Facilities District/s for the South Valley Implementation Program area, which includes this project site, in order to mitigate cumulative traffic impacts. A comprehensive matrix called "Community Facilities and Services Guidelines", dated April 18, 2007, has been prepared which identifies cumulative impact of developments in this area regarding future community facilities and services needs.

In order to mitigate its proportional share of cumulative impacts anticipated for this area, this project shall, at the option of the applicant, either:

- 1) Agree to participate in a Community Facilities Fee Program and Community Facilities District at such time as the fee and district are established. In the event that the project proceeds to record maps prior to the formation of the District, the project applicant shall enter into a Community Facilities Agreement with the County, whereby the project applicant agrees to pay the proportionate fair share attributable to this project prior to the issuance of building permits.
  
- 2) As an alternative to 1) above, the project shall be required to construct \_\_\_\_\_ (example – a fire station, certain trail segments etc.). This is based on the project contributing \_\_\_\_% of the total cumulative facilities need from new development to the South Valley Implementation Program.

## South Valley Parkway Cumulative Traffic Impacts Condition

The County is in the process of establishing a Road and Bridge Benefit District (RBBD) for the South Valley Parkway area, which includes this project site, in order to mitigate cumulative traffic impacts. A "South Valley Parkway Traffic Study and Roadway Phasing Plan", dated April 4, 2007, has been prepared which identifies cumulative impacts and the needed levels of transportation improvements to achieve acceptable Levels of Service.

In order to mitigate its proportional share of cumulative impacts anticipated for this area, this project shall, at the option of the applicant, either:

- 1) Agree to participate in a Road and Bridge Benefit District at such time as the District is formed. In the event that the project proceeds to record maps prior to the formation of the District, the project applicant shall enter into a Pre-RBBD Formation Agreement with the County, whereby the project applicant agrees to pay the proportionate fair share attributable to this project prior to the issuance of building permits.
  
- 2) As an alternative to 1) above, the project shall be required to construct \_\_\_\_\_ (example – Harrison Avenue as a six-lane arterial between Avenue 66 and Avenue 64). This is based on the project contributing \_\_\_\_% of the total cumulative traffic from new development to the South Valley Parkway area.

## South Valley Implementation Program

	Members				
1	<u>Alejo, Israel</u>	North Shore Community Council	33	<u>Mehta, Mitra</u>	Planning
2	<u>Alvarez, Rick</u>	Oasis Community Council	34	<u>Nesbit, Wallance</u>	City of LaQuinta
3	<u>Arcuri, Denys</u>	Supervisor Wilson's Office	35	<u>Petritz, David</u>	City of Coachella
4	<u>Brewer, Marc</u>	Riverside County Parks	36	<u>Porras, Jim</u>	Planning Commissioner
5	<u>Barraza, Guillermo</u>	IID	37	<u>Roark, Robert</u>	Developer Representative
6	<u>Burnell, Barry</u>	T&B Planning	38	<u>Robbins, Steven</u>	CVWD
7	<u>Cady, Gayle</u>	Riverside County Trails Committee	39	<u>Roman, Sian</u>	Riverside County Parks
8	<u>Celedon, Marco</u>	Thermal Community Council	40	<u>Roundtree, Cherri</u>	Planning
9	<u>Celehar, Georgia</u>	CVWD	41	<u>Stapp, Judy</u>	Bureau of Indian Affairs (Cabazon)
10	<u>Charlton, Dan</u>	CVWD	42	<u>Tijerina, Joaquin</u>	EDA
11	<u>Christy, Patia</u>	T&B Planning	43	<u>Trover, Ellen</u>	Vista Santa Rosa Community Council
12	<u>Clark, Paul</u>	Planning	44	<u>Velez, LeGrand</u>	CUCTA
13	<u>Colls, Ana</u>	City of Coachella Park & Rec.	45	<u>Villanueva, Eddie</u>	IID
14	<u>Corella, John</u>	Developer Representative	46	<u>Wales-Jackson, Sandy</u>	Riverside County Public Health
15	<u>Doczi, Thomas</u>	TKD	47	<u>Williams, Tiffany</u>	Germania
16	<u>Douglas, JD</u>	Kimley-Horn	48	<u>Wohlmuth, John</u>	CVAG
17	<u>Ferrer, Roland</u>	Torres-Martinez	49	<u>Carstens, Tony</u>	TLMA
18	<u>Ferrelli, John</u>		50	<u>Christe, John</u>	Tera-nova
19	<u>Hoffman, Rick</u>	Germania	51	<u>Gilbert, Gene</u>	
20	<u>Johnson, Les</u>	City of LaQuinta	52	<u>Lam, Stuart</u>	DPFG
21	<u>Goldman, Ron</u>	Planning	53	<u>Leary, John</u>	
22	<u>Jolliffe, Jerry</u>	Planning	54	<u>Lightburne, Chris</u>	DPFG
23	<u>Kaye, Debbie</u>	Kayepability (Developer Representative)	55	<u>Lovi, Eunice</u>	Sun Line Transit
24	<u>Keebler, Mike</u>	CVUSD	56	<u>Sanchez, Manny</u>	
25	<u>Khorashadi, Farah</u>	Transportation	57	<u>Urbas, Andrea</u>	SunCal
26	<u>Lance, Brent</u>	Deercreek Owner's Association	58	<u>Waggle, Allyn</u>	CVAG
27	<u>Lee, Josh</u>	Planning	59	<u>Young, Duane</u>	
28	<u>Machuca, Maria</u>	Mecca Community Council	60		
29	<u>Manriquez, Carmen</u>	City of Coachella	61		
30	<u>Martinez, Dan</u>	Executive Office	62		
31	<u>Mason, Cindy</u>	Germania	63		
32	<u>McCann, Joe</u>	Riverside County Waste Management	64		

## **Planning Staff Meetings and Outreach Efforts Concerning South Valley Implementation Program**

Regular monthly South Valley Implementation Program meetings with the committee (on Wednesdays at 10AM) These meetings were open to the public and were well attended by various stakeholders averaging around 25 to 30 attendees per meeting.

Regular monthly South Valley Technical meetings with the consultants (on Wednesdays at 10AM)

January 13, 2006, Meeting with LAFCO on Sphere of Influence issues in Coachella Valley

March 23, 2006, Meeting with Vista Santa Rosa Community (VSR)

April 6, 2006, Meeting with VSR

April 6, 2006, Meeting with Torres-Martinez Tribe Planning Department staff

April 18, 2006, First Planning Commission Workshop regarding South Valley Implementation Plan (SVIP)

May 22, 2006, Meeting with City of La Quinta on VSR and SVIP

May 22, 2006, Thermal Community Council Presentation on initial SVIP Plan

June 12, 2006, Meeting with Torres-Martinez Planning Department staff

July 24, 2006, Agriculture conversion meeting with Farm Bureau

August 22, 2006, Torres-Martinez Planning Commission Presentation

September 11, 2006, Meeting with Coachella Valley Water District (CVWD) regarding master planning efforts of flooding and storm water management, water availability, and sewer water treatment

September 25, 2006, Meeting with Transportation regarding Road and Bridge Benefit District (RBBD) formation for SVIP

October 6, 2006, Agriculture conversion meeting

October 10, 2006, Meeting with CVWD

October 12, 2006, Second Planning Commission Workshop

October 19, 2006, Meeting with Sun Line Transit for integrating transit in SVIP

October 31, 2006, Meeting with SCAG on population projection of Lakeview/Nuevo Area Plan and Eastern Coachella Valley, including densities of SVIP

November 6, 2006, Meeting with Coachella Valley Unified School District (CVUSD) for planning for schools in SVIP

November 15, 2006, South Valley Presentation at Airport Land Use Commission (ALUC) for integrating land uses of ALUC

November 15, 2006, Meeting with Department of Public Social Services (DPSS) on integrating Social Services facilities in SVIP

November 13-14, 2006, David Renkert Workshop to deal with Agriculture conversion in VSR and SVIP

November 21, 2006, Torres-Martinez Tribal Planning Commission Presentation

November 20, 2006, South Valley Community Facility Planning Meeting to discuss funding mechanisms and strategies for community facility development in SVIP

December 4, 2006, VSR Community Meeting

December 6, 2006, South Valley Presentation at Desert Utility Coordinating Committee Meeting

December 8, 2006, Meeting with Fourth District Supervisor Wilson's Office

December 12, 2006, Meeting with Imperial Irrigation District (IID) staff to discuss the proposal for community facilities

December 18, 2006, Meeting with the Sun Line Transit Agency to ensure integration of alternative transportation modes in the planning of SVIP

March 07, 2007, Meeting with Desert Area Utility Coordinating Committee to discuss concerns from various utility providers in the area

January 13, 2007, Torres-Martinez General Council Presentation on SVIP

February 01, 2007, VSR Community Meeting and Presentation on SVIP

February 15, 2007, Meeting with Coachella Valley Association of Governments (CVAG) to discuss planning protocols for regional transportation facilities

March 22, 2007, Meeting with the South Valley Parkway Committee members to discuss various components of SVIP

March 26, 2007, Presentation at the Thermal Community Council, which was well-attended by the members of the Thermal, Vista Santa Rosa, Oasis and Mecca Community Councils

April 12, 2007, Meeting with CVUSD

April 19, 2007, Third Planning Commission Workshop

May 2, 2007, Meeting with Developers and Decision Makers to discuss Community Facilities in SVIP

May 10, 2007, Meeting with Developers and Decision Makers to discuss potential CEQA compliance issues for SVIP

May 15, 2007, Meeting with CVWD to discuss potential cooperation for CEQA document development for all the CVWD master plans with County General Plan Amendment

May 23, 2007, Meeting with Fire Department to discuss potential location for Fire Stations in SVIP

June 7, 2007, Meeting with CVWD and Riverside County Flood Control to discuss potential cooperation of CEQA documents

June 12, 2007, Meeting with Developers regarding CEQA compliance issues and County Initiated General Plan Amendment for SVIP