



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 a.m., June 12, 2014

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

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 item under consideration. 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). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 14th Floor, Riverside, CA 92501 during normal business hours.

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. 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: NEW CASES

HEMET RYAN AIRPORT

2.1 ZAP1031HR14 – Cielo Abierto Tierra Fertil (Representative: Jim Irvin, Irvin Designs)
– City of Hemet Case No.: CUP 14-001 (Conditional Use Permit). The applicant proposes use of a portion of the building located at 3590 West Florida Avenue as a church. The suite is 4,493 square feet in area and would include a 2,831 square foot worship area, 1,114 square feet of storage areas (of which 796 square feet would be on the upper floor), and restrooms. The building is located on a 2.41-acre parcel located on the northerly side of Florida Avenue/State Highway Route 74, westerly of Sanderson Avenue, and easterly of Cawston Avenue and Main Street. Churches are considered Places of Assembly, as occupancy levels during services would exceed one person per 30 square feet of floor area. (Area III of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

STAFF

Director

Ed Cooper

John Guerin
Russell Brady
Barbara Santos

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

www.rcaluc.org

HEMET RYAN AIRPORT

- 2.2 ZAP1032HR14 – Southeastern California Conference of Seventh Day Adventists/Hemet Spanish Seventh Day Adventist Church (Representative: James E. Calkins) – City of Hemet Case No.: CUP 14-004 (Conditional Use Permit). The applicant proposes use of the building located at 1707 West Latham Avenue as a church. The floor plan for this 5,065 square foot building would include a 2,700 square foot sanctuary area (including 200 square foot mother's room), four classrooms with a total area of 671 square feet, a 132 square foot office, 408 square foot kitchen, storage and utility areas, and restrooms. The building is sited on a 0.53-acre parcel located at the southwesterly corner of West Latham Avenue and North Lyon Avenue (northerly of Florida Avenue/State Highway Route 74 and easterly of Gilmore Street) in the City of Hemet. Two adjacent parcels are under the same ownership and used for parking, bringing the total area of the site to 1.19 acres. Churches are considered Places of Assembly, as occupancy levels during services would exceed one person per 30 square feet of floor area. (Area III of the Hemet/Ryan Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

BANNING AIRPORT

- 2.3 ZAP1016BA14 – Pacific Banning Inc. (Representative: Western States Engineering, Inc.) – City of Banning Case Nos. 13-7002 (Design Review) and 13-8004 (Conditional Use Permit). The Design Review proposes the development of an 81-room, three-story hotel and a 3,778 square foot building for restaurant uses on a 3.43 gross acre (2.66 net acre) site located along the west side of Hargrave Avenue, extending northerly from Ramsey Street to Williams Street. The Conditional Use Permit proposes to allow additional height for the hotel. The project was amended to delete a previously proposed gas station and convenience store. The second building will now provide for a fast-food restaurant and deli-café, with a drive-through. (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

RIVERSIDE MUNICIPAL AIRPORT

- 2.4 ZAP1064RI14 – River Springs Charter School (Larry Slussen, Representative) – City of Riverside Case No. P14-0362 (Conditional Use Permit) – The applicant proposes to relocate River Springs Charter School to the former YMCA building located at 4020 Jefferson Street in the City of Riverside. The building has an existing floor area of 41,790 square feet. The applicant proposes to demolish the 16,024 square foot single story portion on the east side of the building and construct a two-story 36,150 square foot addition in its place. The charter school is currently operating at 8775 Magnolia Street, but is seeking to relocate due to its lease expiring in June 2015. The former YMCA building is located along the westerly side of Jefferson Street, northerly of its intersection with Garfield Street and southerly of its intersection with Willow Avenue. (Compatibility Zone D of the Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: INCONSISTENT

FRENCH VALLEY AIRPORT

- 2.5 ZAP1057FV14 – Jack Kofdarali/J&T Business Management, Inc. (Representative: Greg Hann) – County of Riverside Case No.: CUP 03700 (Conditional Use Permit) –
The applicant proposes to develop, construct, and operate a gasoline service station with 12 gas pumps, a 6,182 square foot retail/food service building with drive-through, and an 830 square foot automated car wash. The anticipated user is Arco, and the floor plan of the building provides for a 3,333 square foot convenience store (AM/PM mini-market) and two tenant suites with total areas of 1,524 and 1,325 square feet, respectively. The buildings and facilities would be sited within a 2.32 gross (1.53 net) acre area located on the southerly side of Benton Road, westerly of Temeku Street, northerly of Magdas Coloradas Street, and easterly of Winchester Road/State Highway Route 79 in the unincorporated community of French Valley. (Airport Compatibility Zone B1 of the French Valley Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONTINUE to July 10, 2014 with discussion

REGIONAL

- 2.6 ZAP1012RG14 – Riverside County (Representative: Kristi Lovelady, Planning Department) – County Case No. GPA 00960 (General Plan Amendment). General Plan Amendment No. 960 includes revisions to the text of all General Plan Elements (except Housing), Area Plans, and mapped land use and/or overlay designations of parcels. As such, the proposal affects land in many of the County's Airport Influence Areas. The proposal also includes a Climate Action Plan. The proposal comprises a comprehensive review of, and necessary updates to, the Riverside County General Plan's policies, maps, and implementing directions, including changes to provide for consistency with the Blythe Airport Land Use Compatibility Plan. (Multiple affected Airport Influence Areas). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUE to July 10, 2014 with discussion

3.0 ADMINISTRATIVE ITEMS

3.1 Director's Approvals

3.2 Reappointment of Members, Election of At-Large Member, and Election of Officers

3.3 Compatibility Plan Status Update

4.0 APPROVAL OF MINUTES

May 8, 2014

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA**6.0 COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: June 12, 2014

CASE NUMBER: ZAP1031HR14 – Cielo Abierto Tierra Fertil (Representative: Jim Irvin, Irvin Designs)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: CUP 14-001 (Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Conditional Use Permit.

PROJECT DESCRIPTION: CUP 14-001 is a proposal to establish a church use within a 4,493 square foot suite of an existing building on a 2.41-acre parcel. The church use proposes a 2,831 square foot worship area, 1,114 square feet of storage areas (including 796 square feet on an upper floor), and restrooms within the suite.

PROJECT LOCATION: The site is located northerly of Florida Avenue/ State Highway Route 74, westerly of Sanderson Avenue, easterly of Main Street, and southerly of Devonshire Avenue in the City of Hemet, approximately 4,300 feet northeasterly of the eastern end of Runway 5-23 at Hemet-Ryan Airport.

LAND USE PLAN: 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP)

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Below 55 dBA CNEL

BACKGROUND:

Land Use Intensity: The site is located in Area III of the Hemet-Ryan Airport Influence Area. Residential densities and non-residential land use intensities are not limited within Area III.

Prohibited Uses: The HRACALUP requires discretionary review by ALUC for Places of Assembly in Area III, but does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of schools, institutional uses, and hazardous materials facilities proposed in Area III.

Part 77: The proposed use would occupy an existing building. No additional height is proposed that would necessitate potential review by the Federal Aviation Administration (FAA) Obstruction Evaluation Service.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the HRACALUP does not have any requirements for provision of open space.

Attachment/Disclosure: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

CONDITIONS:

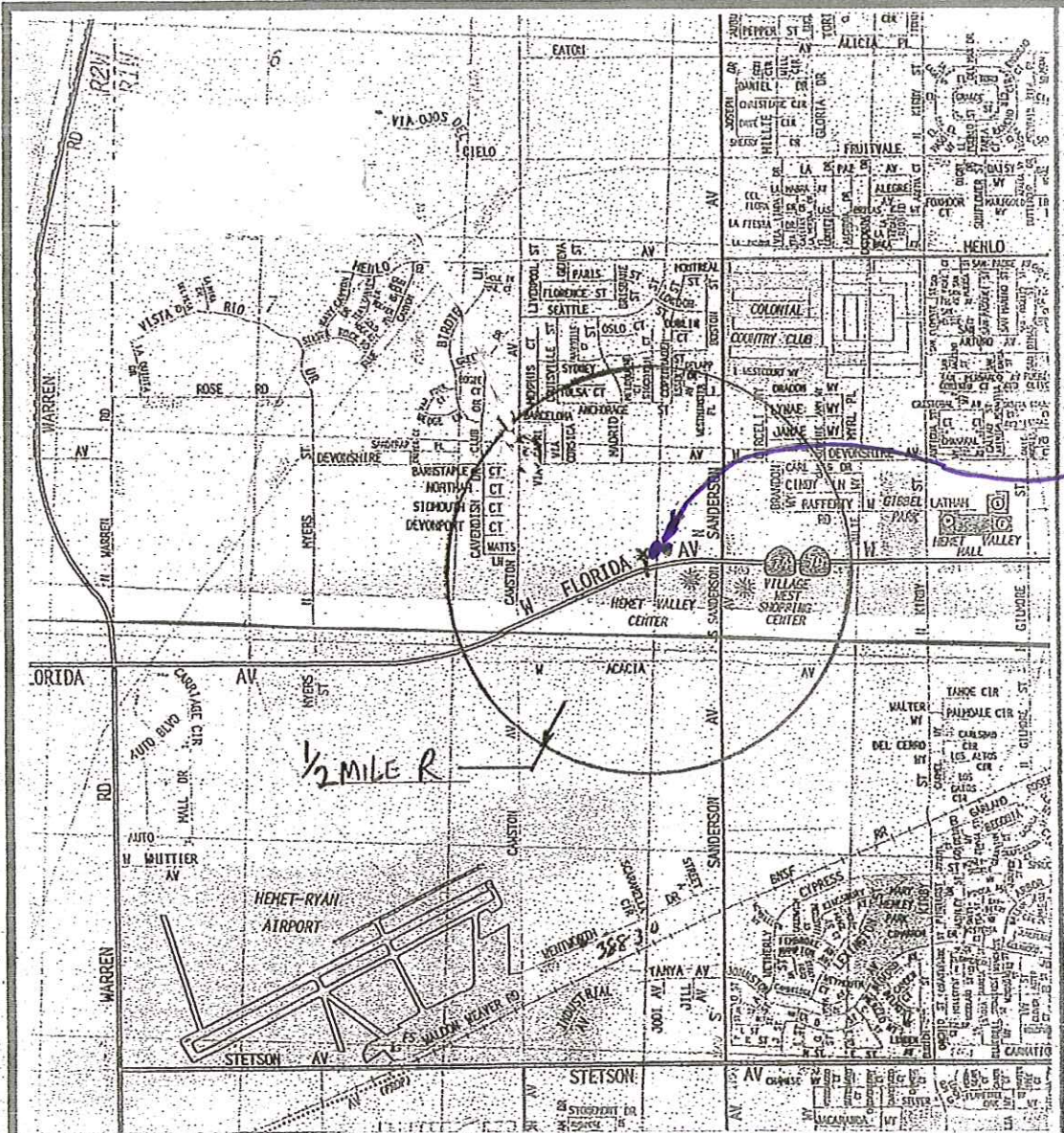
1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated 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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the

operation of aircraft and/or aircraft instrumentation.

3. The landowner shall provide the attached notice to all purchasers of the property and all tenants of the buildings on the property.
4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport or provide documentation to the City of Hemet and the Riverside County Airport Land Use Commission that such an easement has already been recorded. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.

NOTICE OF AIRPORT IN VICINITY

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



PROJECT SITE

SURROUNDING AREA MAP

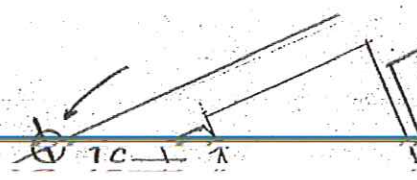
SCALE: 1" = 2400 FT

THOMAS GUIDE PAGE'S 810 AND 840

PROPOSED CHURCH AT:
3590 WEST FLORIDA AVE.

APN: 448-240-018

C.V.P. 14-001



Helmet - Ryan

General Plan Roadways

ROAD CLASS

- Not Defined
- ARTERIAL
- COLLECTOR
- EXPRESSWAY
- MAJOR
- MOUNTAIN ARTERIAL
- SECONDARY
- URBAN ARTERIAL
- Highways
- Streets
- AIA

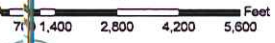
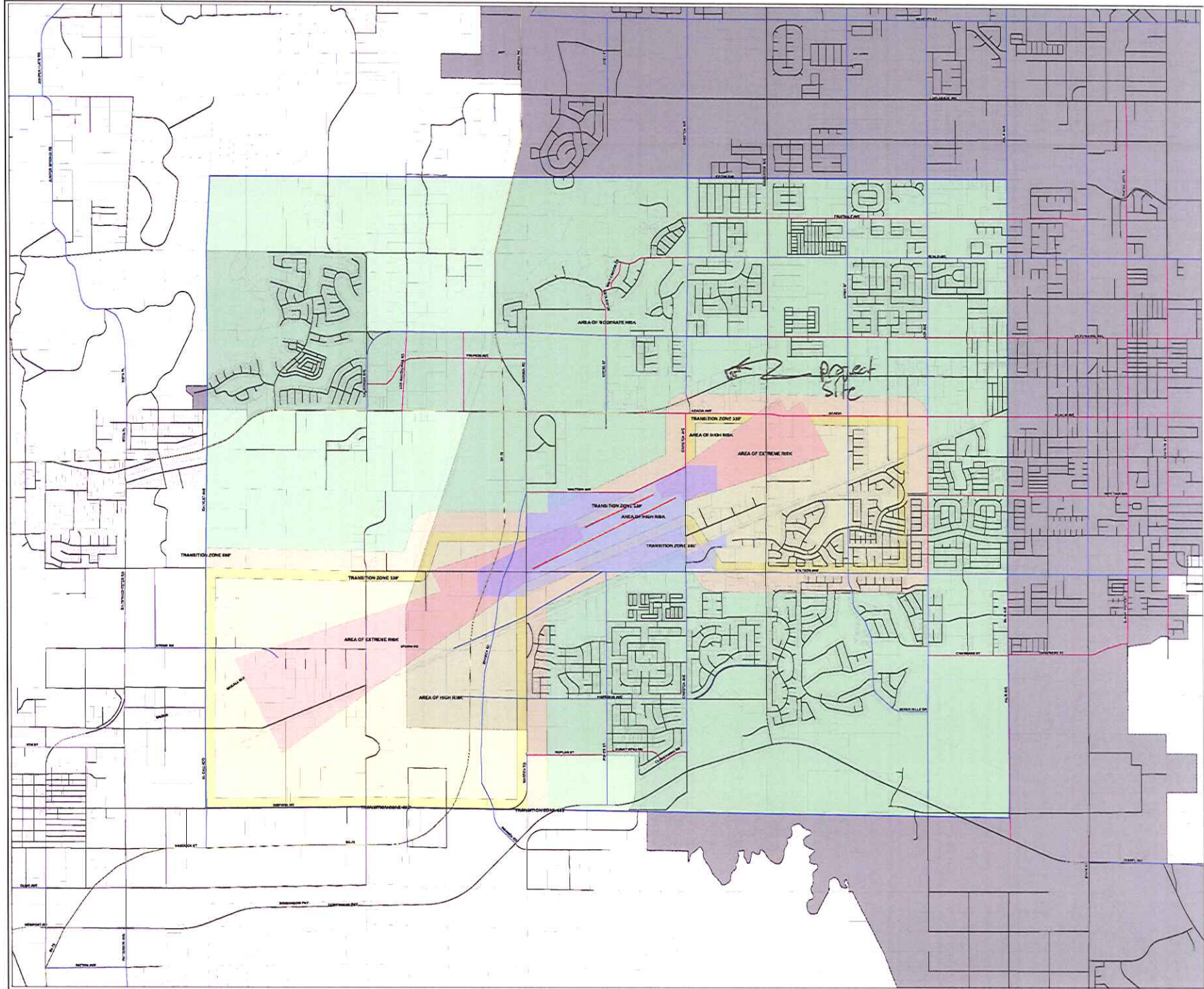
Roadways

Roadway Status

- EXISTING
- PROPOSED
- AIRPORTS
- Parcels

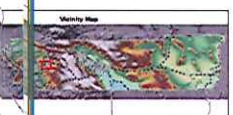
Helmet Safety Zones

- AREA1
- AREA2
- AREA3
- TR330
- TR660
- Cities

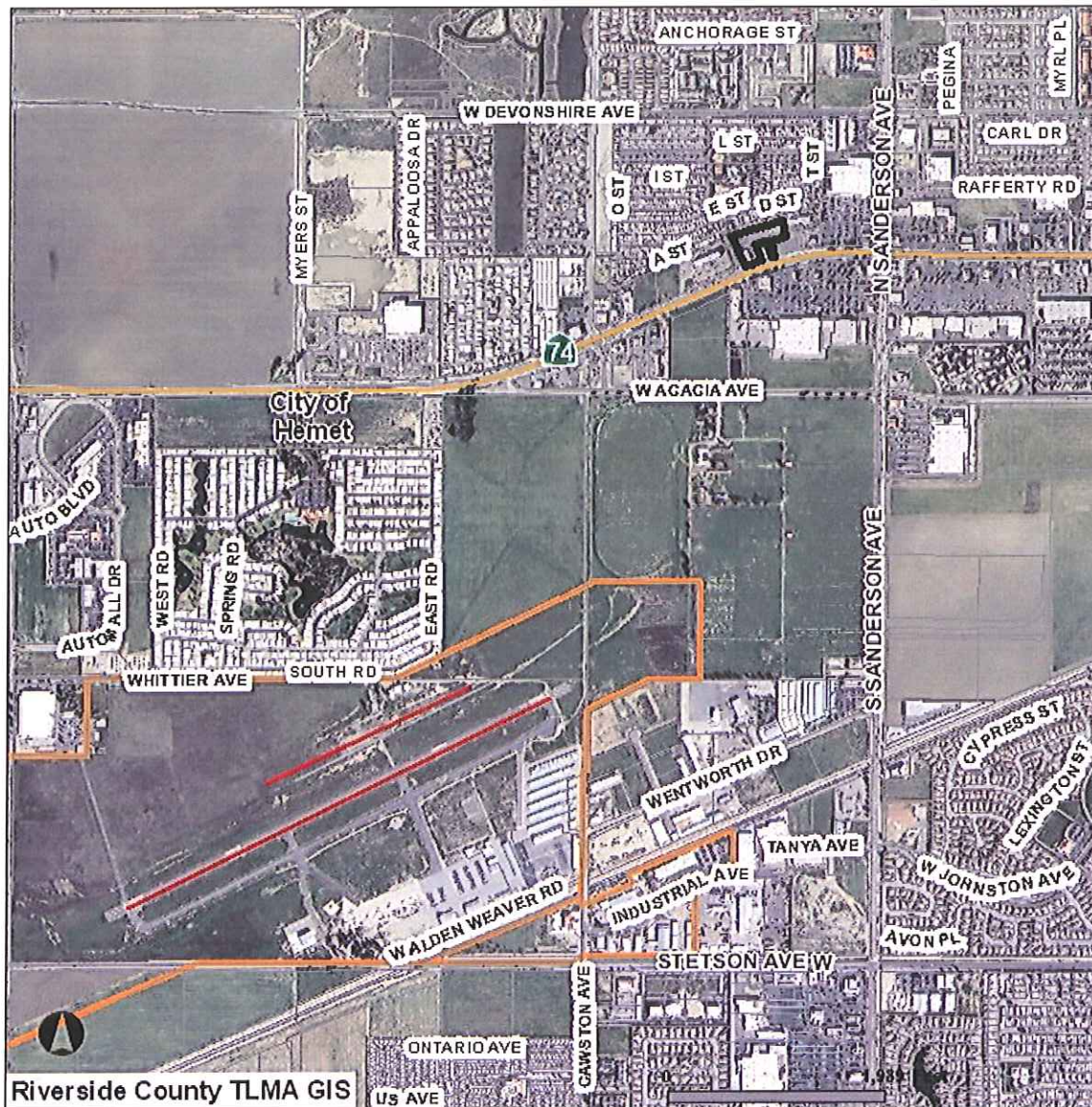


1 inch = 660 feet

Disclaimer: These maps were prepared for the collection, analysis, and presentation of information and are not intended to be used for any other purpose. The user assumes all liability for any use of the information. The user shall indemnify and hold the provider harmless from any and all claims, damages, and expenses, including reasonable attorneys' fees, arising from any use of the information, whether or not such use was foreseeable, except as expressly provided herein.



RIVERSIDE COUNTY GIS



Selected parcel(s):
448-240-018

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES
- INTERSTATES
- HIGHWAYS
- PARCELS

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed May 21 09:21:45 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
448-240-018

AIRPORTS

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

AIRPORT INFLUENCE AREAS

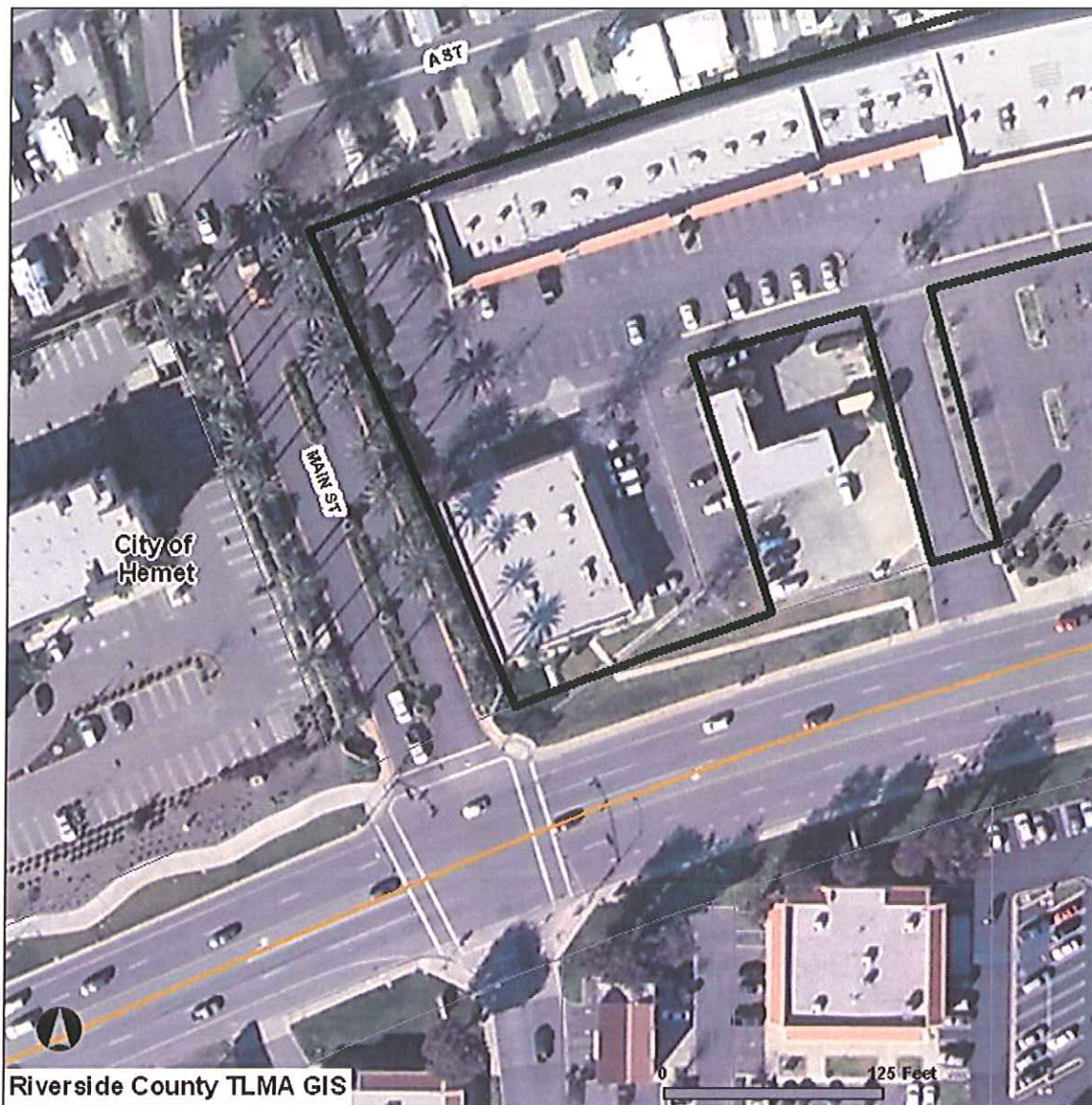
IMPORTANT

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REPORT PRINTED ON...Wed May 21 09:19:58 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
448-240-018

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu May 15 10:38:43 2014

Version 131127

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1031HR14 – Cielo Abierto Tierra Fertil (Representative: Jim Irvin, Irvin Designs) – City of Hemet Case No.: CUP 14-001 (Conditional Use Permit). The applicant proposes use of a portion of the building located at 3590 West Florida Avenue as a church. The suite is 4,493 square feet in area and would include a 2,831 square foot worship area, 1,114 square feet of storage areas (of which 796 square feet would be on the upper floor), and restrooms. The building is located on a 2.41-acre parcel located on the northerly side of Florida Avenue/State Highway Route 74, westerly of Sanderson Avenue, and easterly of Cawston Avenue and Main Street. Churches are considered Places of Assembly, as occupancy levels during services would exceed one person per 30 square feet of floor area. (Area III of the Hemet-Ryan Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Emery Papp of the City of Hemet Planning Department, at (951) 765-2456.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1031HR14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 4.29.2014
 Property Owner MARK MINKOFF Phone Number 949-306-8830
 Mailing Address 41 LEXINGTON WAY
COTO DE CALA, CA. 92679

Agent (if any) JIM IRVIN / IRVIN DESIGNS Phone Number 951-652-4901
 Mailing Address P.O. Box 3029 Cell 951-833-7426
HEMEL, CA. 92546 EMAIL: DESIGNINHART@MSN.COM

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 3590 WEST FLORIDA AVE
HEMEL, CA. 92545
 Assessor's Parcel No. 448-240-018 Parcel Size 2.41 ACRES
 Subdivision Name _____ Zoning Classification C-2
 Lot Number _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) EXISTING RETAIL SUITE IN EXISTING SHOPPING CENTER.

Proposed Land Use (describe) CONVERT EXISTING SUITE INTO A CHURCH

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
 For Other Land Uses Hours of Use SUNDAYS 11AM TO 1PM / WEDNESDAY BIBLE STUDY 7-9 PM SEE NEXT SHRT FOR ADDITIONAL TIMES
 (See Appendix C) Number of People on Site Maximum Number 379
 Method of Calculation 2013 CALIFORNIA BUILDING CODE

Height Data Height above Ground or Tallest Object (including antennas and trees) 22 ft
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1542 ft

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No
 If yes, describe _____

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No. _____

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____

Property Owner **TRACT: CIELO ABIERTO TIERRA FERTIL** Phone Number _____

Mailing Address **4930 BLUE COPPER WAY**
HEMET, CA. 92345
CONTACT PERSON: EMMANUEL SANCHEZ 951-282-9666

Agent (if any) _____ Phone Number _____

Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address _____

Assessor's Parcel No. _____ Parcel Size _____

Subdivision Name _____ Zoning _____

Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use
(describe) _____

Proposed Land Use
(describe) _____

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use **EVERY OTHER SATURDAY MORNING 9-10 AM YOUTH BIBLE STUDY**
 (See Appendix C) Number of People on Site Maximum Number **EVERY OTHER TUESDAY MORNING 9-10 AM WOMEN'S BIBLE STUDY**
 Method of Circulation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ ft

Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	<u>4-29-14</u>	Type of Project
Agency Name	<u>City of Hermit</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Erney Jay Papp</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(951) 765-2456</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>CUP 14-001</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

- ✓ 1 Completed Application Form
- ✓ 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- ✓ 1 Elevations of Buildings - Folded
- ✓ 1 Each . 8 ½ x 11 reduced copy of the above
- ✓ 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- ✓ 1 Set . Floor plans for non-residential projects
- 4 Sets . . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets . . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . . Gummed address labels of the referring agency.
- 1 Check for review—See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: June 12, 2014

CASE NUMBER: ZAP1032HR14 – Southeastern California Conference of Seventh Day Adventists (Representative: James E. Calkins)

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: CUP 14-004 (Conditional Use Permit)

MAJOR ISSUES: None

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the Conditional Use Permit.

PROJECT DESCRIPTION: CUP 14-004 is a proposal to establish a church use within an existing 5,065 square foot building on a 1.19-acre area on three parcels. The church use proposes a 2,700 square foot sanctuary area (including 200 square foot mother's room), four classrooms with a total area of 671 square feet, 132 square foot office, 408 square foot kitchen, and restrooms, storage, and utility areas within the existing building.

PROJECT LOCATION: The site is located northerly of Florida Avenue/ State Highway Route 74, westerly of Lyon Avenue, easterly of Gilmore Street, and southerly of Latham Avenue in the City of Hemet, approximately 9,100 feet northeasterly of the eastern end of Runway 5-23 at Hemet-Ryan Airport.

LAND USE PLAN: 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP)

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Below 55 dBA CNEL

BACKGROUND:

Land Use Intensity: The site is located in Area III of the Hemet-Ryan Airport Influence Area. Residential densities and non-residential land use intensities are not limited within Area III.

Prohibited Uses: The HRACALUP requires discretionary review by ALUC for Places of Assembly in Area III, but does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of schools, institutional uses, and hazardous materials facilities proposed in Area III.

Part 77: The proposed use would occupy an existing building. No additional height is proposed that would necessitate potential review by the Federal Aviation Administration (FAA) Obstruction Evaluation Service.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the HRACALUP does not have any requirements for provision of open space.

Attachment/Disclosure: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

CONDITIONS:

1. 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.
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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
- 3. The landowner shall provide the attached notice to all purchasers of the property and all tenants of the buildings on the property.
- 4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport or provide documentation to the City of Hemet and the Riverside County Airport Land Use Commission that such an easement has already been recorded. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.

NOTICE OF AIRPORT IN VICINITY

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

SITE

92545

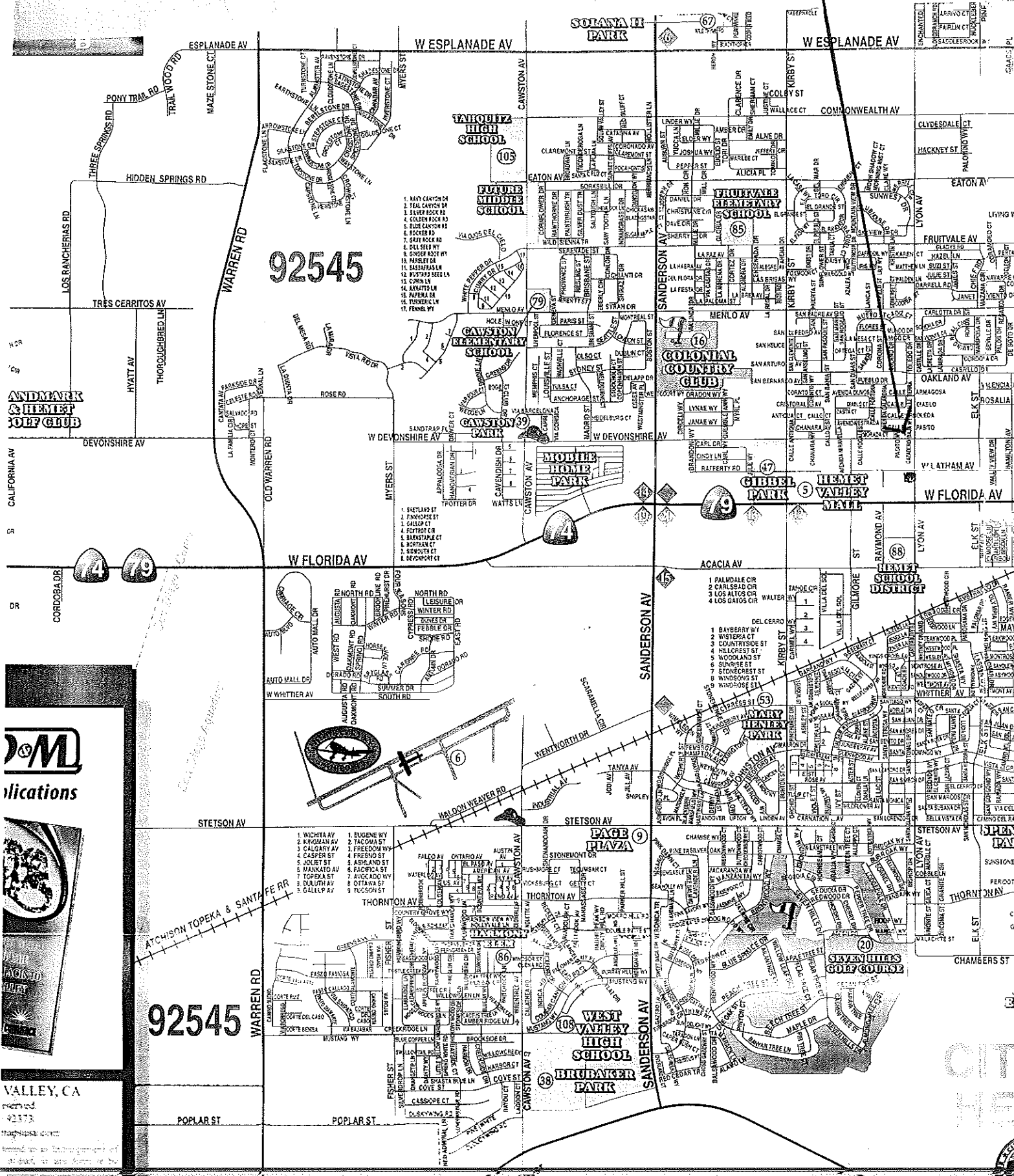
92545

S&M Applications

THE PACIFIC LIBRARY

VALLEY, CA
 92573

continued on the following page of this report...



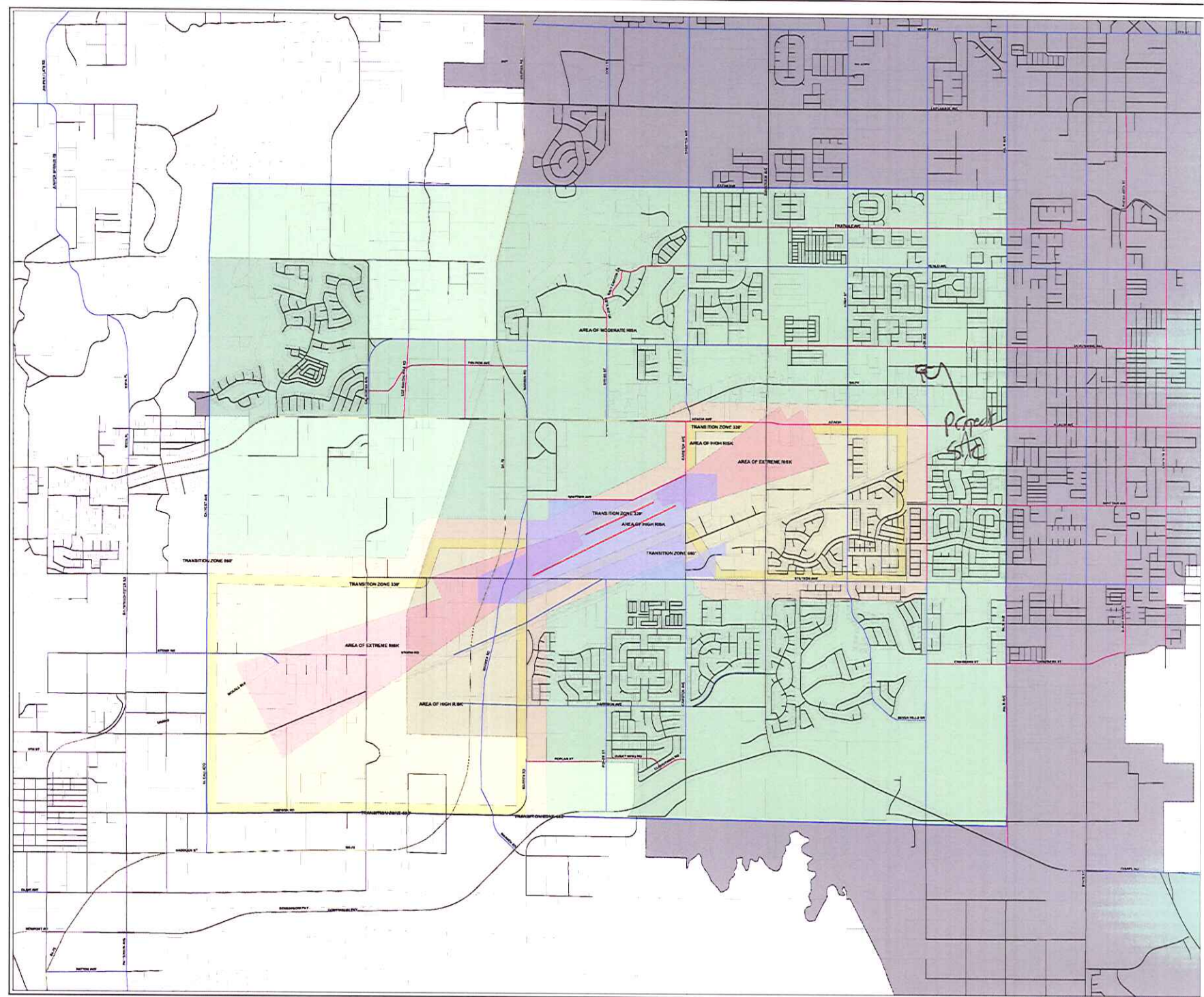
Hermet - Ryan

General Plan Roadways

- ROAD CLASS**
- Not Defined
 - ARTERIAL
 - COLLECTOR
 - EXPRESSWAY
 - MAJOR
 - MOUNTAIN ARTERIAL
 - SECONDARY
 - URBAN ARTERIAL
- Highways
- Streets
- AIA
- Railways**
- Railway Status**
- EXISTING
 - PROPOSED
- AIRPORTS
- Parcels

Hermet Safety Zones

- AREA1
- AREA2
- AREA3
- TR330
- TR860
- Cities

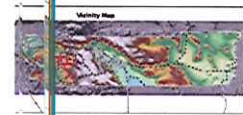


0 1,400 2,800 4,200 5,600 Feet

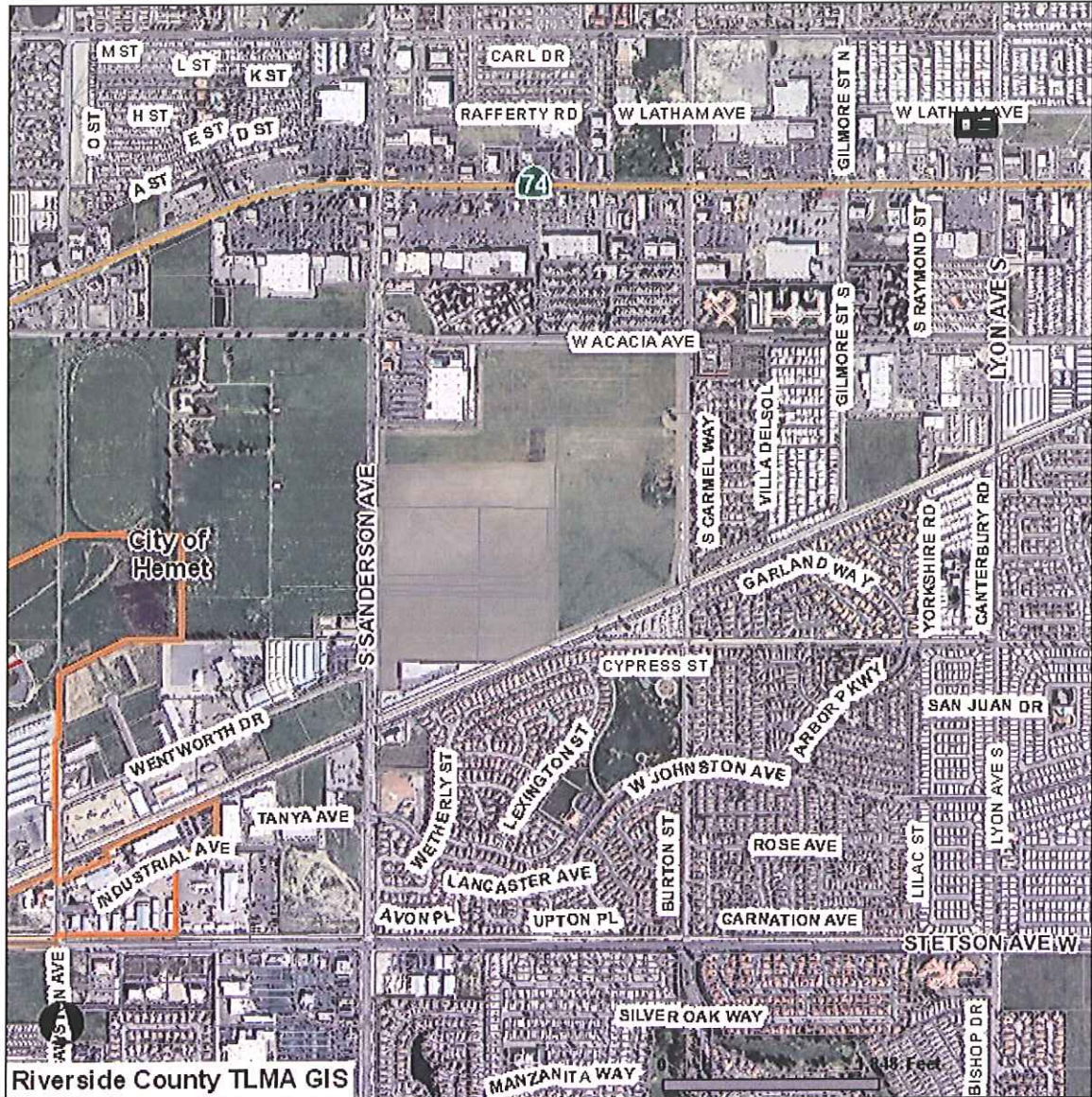


1 inch = 660 feet

NOTE: These data were derived from various sources and are not intended to be used for purposes other than those for which they were collected. The County of Santa Clara is not responsible for any errors or omissions in this data. The County of Santa Clara is not responsible for any errors or omissions in this data. The County of Santa Clara is not responsible for any errors or omissions in this data.



RIVERSIDE COUNTY GIS



Selected parcel(s):

448-440-005 448-440-006 448-440-007

AIRPORTS

- SELECTED PARCEL
- INTERSTATES
- HIGHWAYS
- PARCELS
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES

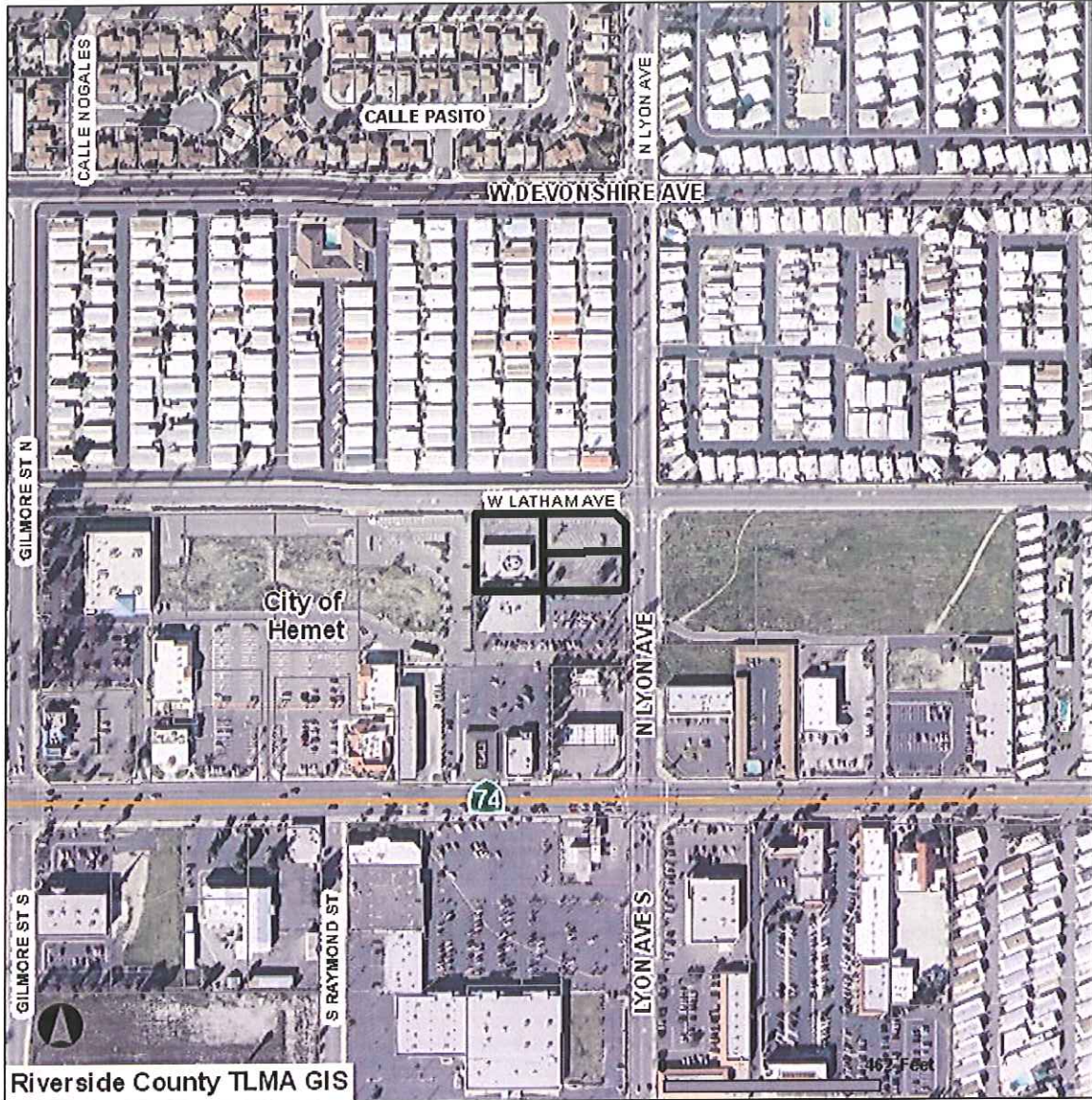
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed May 21 09:04:12 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 448-440-005 448-440-006 448-440-007

LEGEND

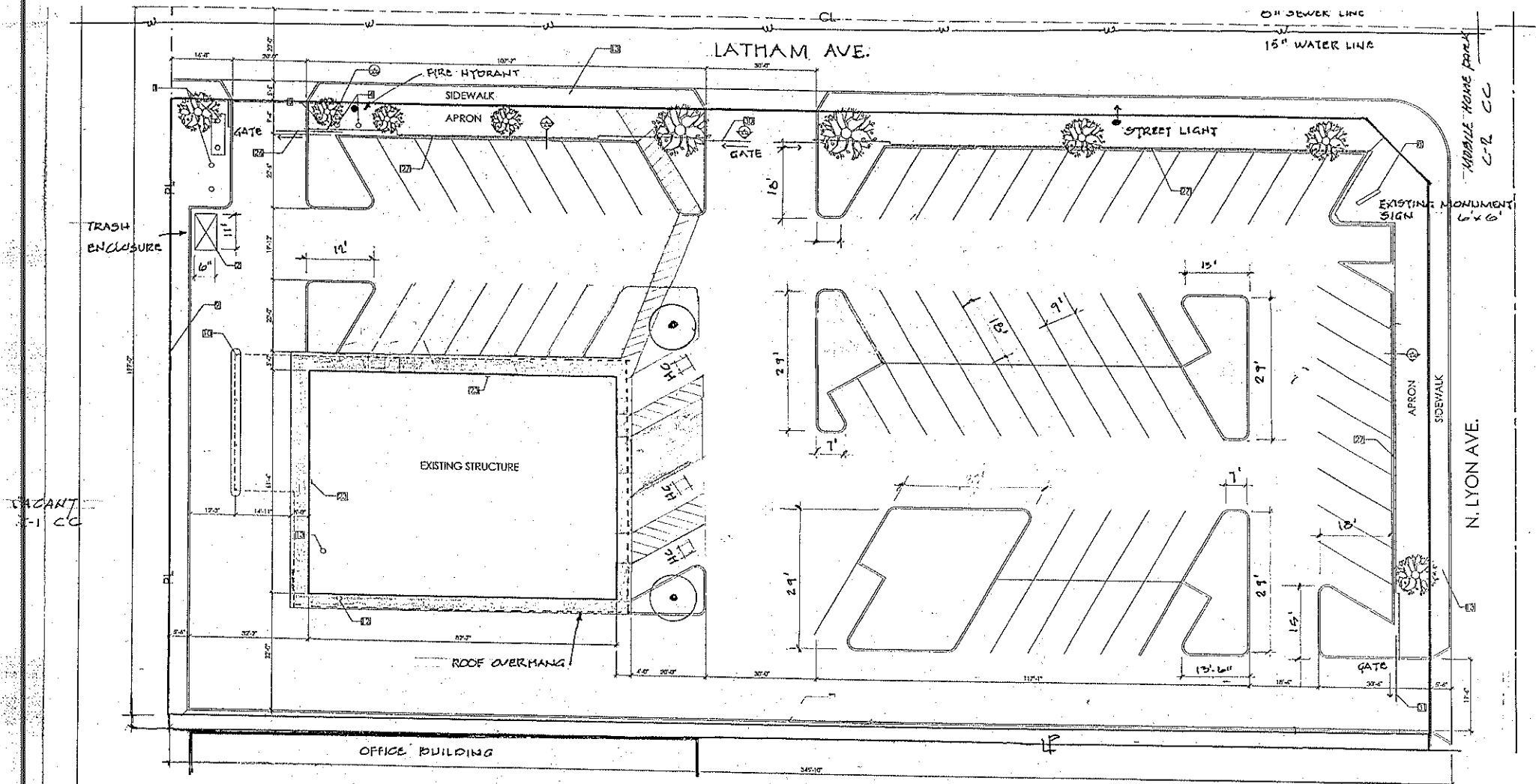
- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- CITY

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

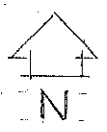
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Version 131127



VACANT
3-1 CC

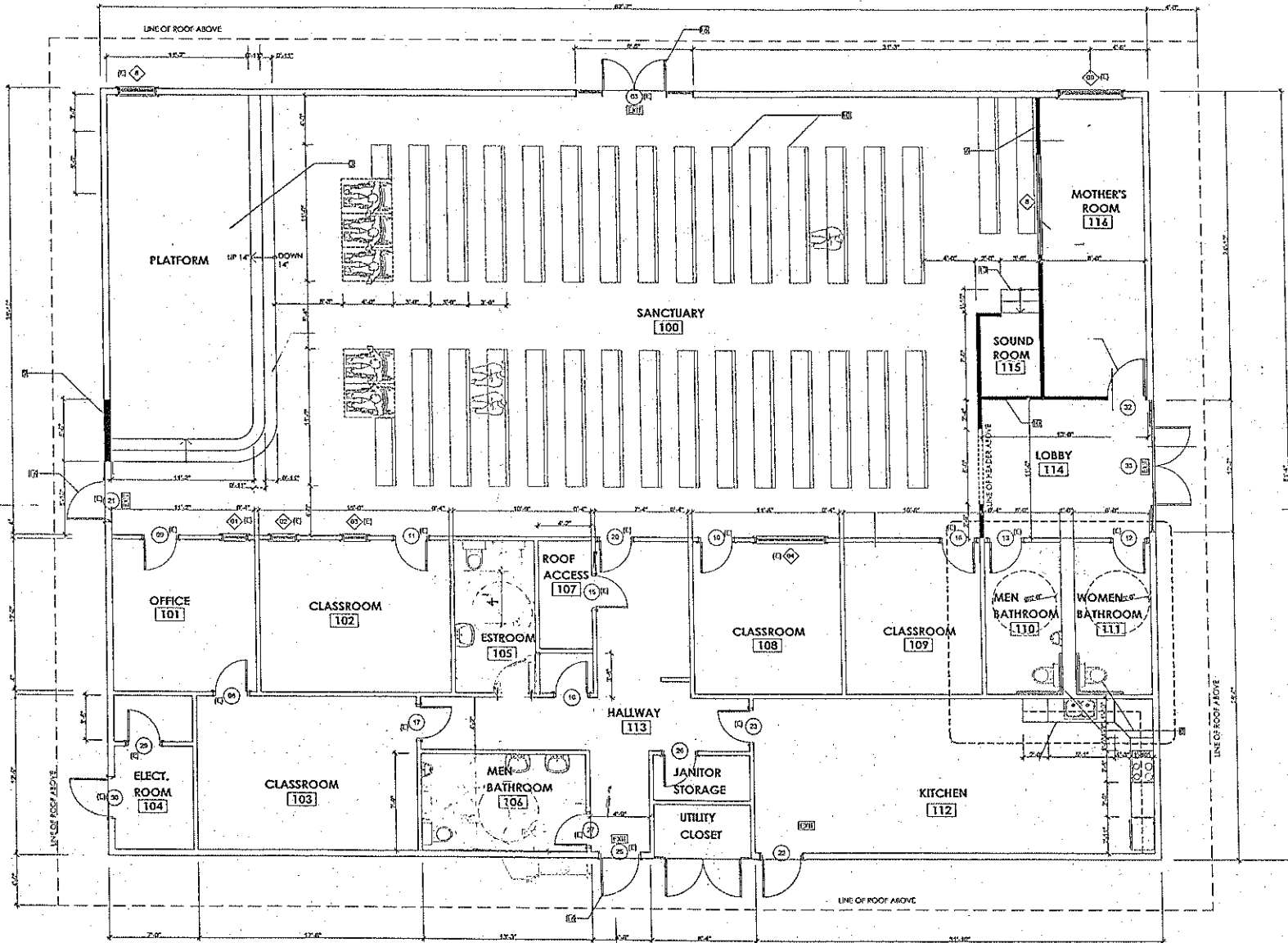
MOBILE HOME PARK
C-2 CC



SITE PLAN

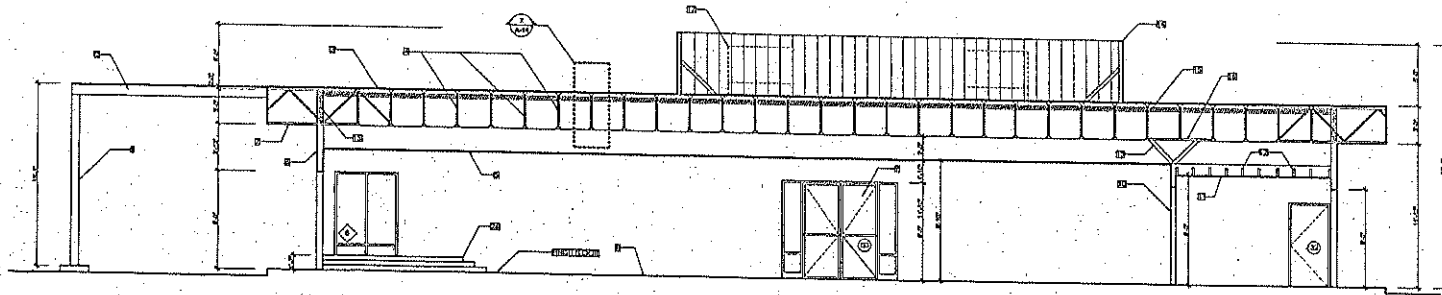
PARKING ANALYSIS:
 PROPOSED PARKING STALLS = 67 EA
 EXISTING ADA PARKING STALLS = 3 EA
 (ONE VAN ACCESSIBLE)
 TOTAL PARKING SPACES = 70 EA

*SHEET THREE - SITE PLAN
 HEMET SPANISH BAPTIST
 DAY ADVENTIST CHURCH*

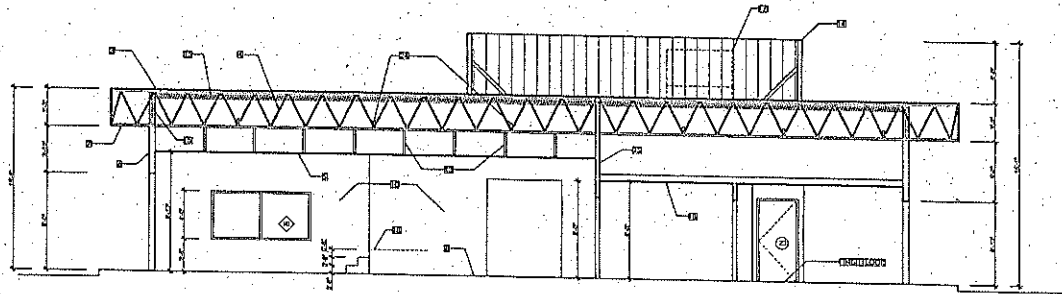


PROPOSED FLOOR PLAN

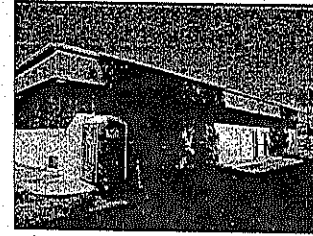
*SHEET SEVEN FLOOR PLAN
 HELMET SPANISH SEVENTH
 DAY ADVENTIST CHURCH*



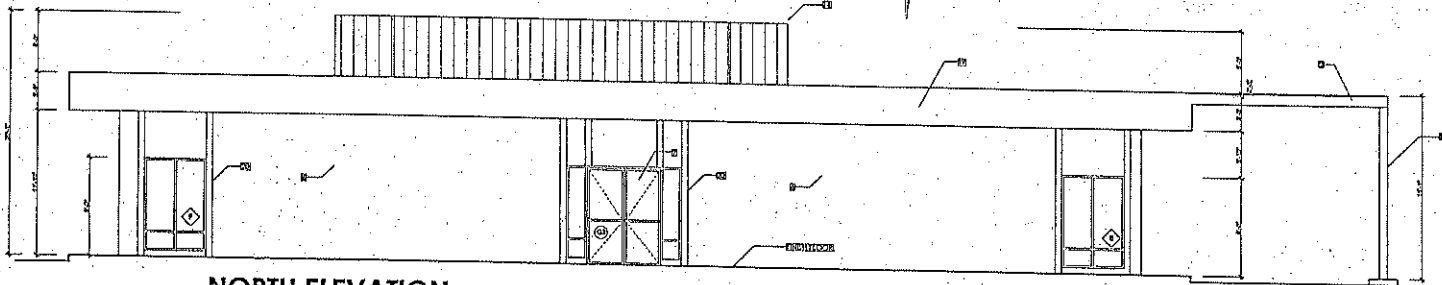
SECTION A



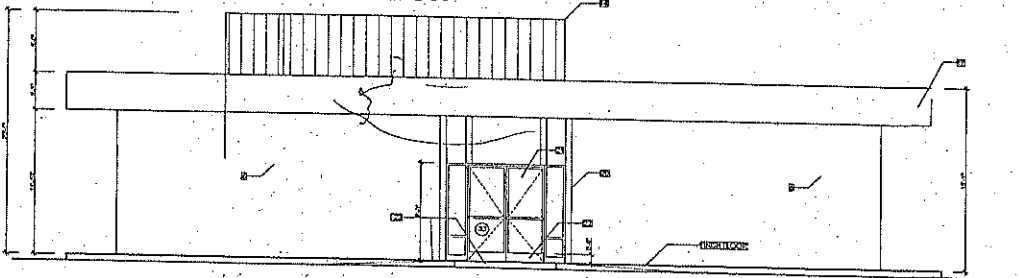
SECTION B



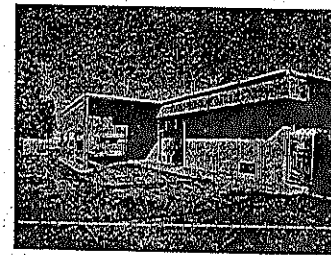
SOUTH ELEVATION



NORTH ELEVATION



EAST ELEVATION



WEST ELEVATION

SHEET NINE - ELEVATIONS
 HEADST QUARRY SEVENTH
 DAY ADVENTIST CHURCH

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1032HR14 – Southeastern California Conference of Seventh Day Adventists/Hemet Spanish Seventh Day Adventist Church (Representative: James E. Calkins) – City of Hemet Case No.: CUP 14-004 (Conditional Use Permit). The applicant proposes use of the building located at 1707 West Latham Avenue as a church. The floor plan for this 5,065 square foot building would include a 2,700 square foot sanctuary area (including 200 square foot mother's room), four classrooms with a total area of 671 square feet, a 132 square foot office, 408 square foot kitchen, storage and utility areas, and restrooms. The building is sited on a 0.53-acre parcel located at the southwesterly corner of West Latham Avenue and North Lyon Avenue (northerly of Florida Avenue/State Highway Route 74 and easterly of Gilmore Street) in the City of Hemet. Two adjacent parcels are under the same ownership and used for parking, bringing the total area of the site to 1.19 acres. Churches are considered Places of Assembly, as occupancy levels during services would exceed one person per 30 square feet of floor area. (Area III of the Hemet/Ryan Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Carole Kendrick of the City of Hemet Planning Department, at (951) 765-2373.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1032 HR 14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application APRIL 21, 2014
 Property Owner SOUTHEASTERN CALIFORNIA CONFERENCE OF SEVENTH ADVENTISTS Phone Number 951 663 0837
 Mailing Address 90656 CREST DR.
HEMET, CA. 92544

Agent (if any) JAMES E. CALKINS Phone Number 951 658 4427
 Mailing Address 1031 CALATHEA RD HEMET, CA 92545

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 1707 W. LATHAM AVE
HEMET, CA. 92545
 Assessor's Parcel No. APH 44B-440-005,006 & 007 Parcel Size 1.19 A
 Subdivision Name _____ Zoning C-1
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) VACANT BUILDING FORMERLY A CHURCH

Proposed Land Use (describe) CHURCH

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use W & FRI 5³⁰ pm - 8³⁰ pm SUNDAY 8³⁰ am - 8³⁰ pm
 (See Appendix C) Number of People on Site Maximum Number 210
 Method of Calculation MAXIMUM SEATING

Height Data Height above Ground or Tallest Object (including antennas and trees) 20'-5" ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1600' ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No
 If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received	<u>4/15/14</u>	Type of Project
Agency Name	<u>CITY OF HEMET</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>CAROL KERDRICK</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>951 765 2373</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>14-004</u>	<input checked="" type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1 Check for review–See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.3

HEARING DATE: June 12, 2014

CASE NUMBER: ZAP1016BA14 – Pacific Banning Inc., Danny Wei
(Representative: Western States Engineering Inc., Joseph
Karak)

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NO.: Design Review: DR No. 13-7002
Conditional Use Permit: CUP No. 13-8004

MAJOR ISSUES: As noted in ALUC's prior review of this project under ZAP1013BA13, strict utilization of the building code method would indicate that full occupancy of the hotel building could lead to an exceedence of the average acre and single-acre criteria for Zone D. However, since certain typical high occupancy uses within the hotel (i.e. lobby, dining area, and conference room) will be used primarily or exclusively by hotel guests, application of the Building Code Method overestimates actual use and occupancy of the hotel building. Based on the information provided regarding operation of the hotel and the use of these typically high occupancy areas within the hotel either primarily or exclusively by hotel guests, the proposed project would not exceed the average acre or single-acre criteria for Zone D. The Commission ultimately found the project Conditionally Consistent based on the information provided by the applicant on actual anticipated use and intensity.

RECOMMENDATION: Staff recommends CONSISTENCY for the Design Review and Conditional Use Permit, subject to the conditions included herein.

PROJECT DESCRIPTION: Design Review No. 13-7002 is a proposal to develop a 51,584 square foot, three-story, 42 foot tall hotel building with 81 rooms and a 3,778 square foot building for fast food and deli-café uses with a drive-thru on 2.66 net acres (3.43 gross acres). Conditional Use Permit No. 13-8004 is a proposal to allow additional building height for the hotel. This project differs from the prior ZAP1013BA13 in that the previously proposed gas station and 4,503 square foot convenience store have been deleted, and a fast food and deli-cafe building with drive-thru are now proposed.

PROJECT LOCATION: The site is located northerly of Ramsey Street, westerly of Hargrave Avenue, southerly of Williams Street, in the City of Banning, approximately 2,900 feet northwesterly of Runway 8-26 at Banning Municipal Airport.

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

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL from aircraft noise

BACKGROUND:

Nonresidential Average Intensity: The site is located in Airport Compatibility Zone D. Nonresidential intensity in Airport Zone D is restricted to an average of 100 persons per acre. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, for the hotel building the intensity of office areas has been determined to be one person per 100 square feet, and the intensity of hotels and commercial kitchens has been determined to be one person per 200 square feet. For the fast food restaurant building, the intensity of office areas has been determined to be one person per 100 square feet, the intensity of restaurant serving area has been determined to be one person per 15 square feet, and the intensity of commercial kitchens has been determined to be one person per 200 square feet.

Based on the site plan and initial floor plans provided, the hotel would result in a maximum of 436 people and the fast food and deli-cafe uses would result in a maximum of 97 people (including 12 people for the drive-thru at 1.5 persons/vehicle) for a total maximum occupancy of 533 people (a reduction of 9 people from ZAP1013BA13) through strict application of the building code method. However, subsequent calculations were provided by the architect for the hotel that more accurately portray realistic occupancy and number of employees, primarily since certain uses such as the lobby, lounge, dining, and conference rooms would serve the people already counted as part of the hotel rooms for the guests and/or the office or kitchen uses for the employees. These calculations indicate a total occupancy of 191 people for the hotel. This would result in a total occupancy of 276 people for the buildings on the site and a total intensity of 288 people for the entire site. If the included conference room, dining room and lounge area did entirely accommodate people not otherwise already counted in other uses per the building code method (i.e. not hotel room guests or employees), the hotel would accommodate a maximum of 346 people (35 people for the conference room, 90 for the dining room, and 30 for the lounge), which would result in a total intensity of 443 people.

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 approximate gross acreage of the site is 3.43 acres including the surrounding street half-widths. The average intensity based on this method is 84 persons per acre, which is consistent with the Compatibility Zone D average intensity criteria of 100 persons per acre. Based on the potential for non-guest and non-employee occupancy for the conference room, dining area, and lounge area, this would result in an average intensity of

129 persons per acre, which would be inconsistent with the average acre criteria at this maximum use scenario.

An alternative calculation for intensity is based on the number of parking spaces provided for a project. While the requirement for parking as indicated on the site plan is a total of 123 parking spaces, the actual number of parking spaces provided is 100 parking spaces, 60 of which are provided for the hotel and 40 for the fast food and deli-cafe building. Assuming an occupancy of 3.0 persons per vehicle for all provided parking spaces, this would equate to a total of 300 people for the entire site. Utilizing the gross acreages as previously noted, this would result in an intensity of 87 people per average acre, which is consistent with the Zone D average acre criteria.

Nonresidential Single-Acre Intensity: Nonresidential single-acre intensity is restricted to 300 persons in any given acre within Airport Compatibility Zone D. Staff review indicates that, using the building code method for the fast food and deli-cafe building and the revised anticipated occupancy for the hotel for evaluation, the most intense single-acre (210' x 210' area) would include nearly the entire hotel building, which would include 191 people. This intensity would be consistent with the Compatibility Zone D single-acre criteria of 300 persons per acre. However, as noted previously, based on the potential for non-guest and non-employee occupancy for the conference room, dining room, and lounge area, this would result in single-acre intensity of 346 persons, which would be inconsistent with the single-acre criteria in the absence of risk-reduction design bonuses. An alternative calculation for single-acre intensity utilizing the parking space method and the 60 spaces as noted previously for the hotel use and assuming 3.0 persons per vehicle would indicate a total of 180 persons, which would be consistent with the single-acre criteria.

Noise: The site is located within an area that is projected in the 2004 Banning Municipal Airport Land Use Compatibility Plan to ultimately be subject to average aircraft noise levels less than 55 CNEL. Therefore, no noise mitigation measures will be required.

PART 77: The elevation at the westerly end of the runway at Banning Municipal Airport is 2,219 feet AMSL. At a distance of 2,900 feet from the runway, any building with an elevation at top of roof exceeding 2,248 feet AMSL would require FAA notice and review through the Form 7460-1 process. The proposed hotel building shifts in its height above ground level due to the change in grade on the site. Proposed maximum finished floor elevation is 2,322 feet above mean sea level (AMSL). At this maximum pad elevation, the proposed hotel height of 42 feet would result in a maximum site elevation of 2,364 feet. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process was required for the hotel building. Aeronautical Study Number of 2013-AWP-6570-OE was submitted during ALUC's prior review and a Determination of No Hazard to Air Navigation was received. No changes are proposed as to the maximum height of the hotel building. The fast food drive-thru and deli-café building would be 28 feet in height. This building was not included in the previous determination and is closer to the runway than the hotel, but since it is 14 feet lower in height, staff is confident that a Determination of No Hazard would be issued and is, therefore, comfortable with deferral of notification until the applicant is ready to seek a building permit.

Open Area Requirements: The site is less than ten acres in area and, therefore, is not subject to Zone D open area requirements.

CONDITIONS:

1. Prior to issuance of building permits for the restaurant/deli building, the applicant shall submit a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) 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 Banning Community Development Department and the Riverside County Airport Land Use Commission.
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
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. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) noise-sensitive outdoor nonresidential uses and hazards to flight.
4. The attached notice shall be given to all prospective purchasers and/or tenants of the property.

5. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. In the event that a retention or detention basin is established on this site, on-site landscaping shall not include trees that produce seeds, fruits, or berries.
6. The restaurant use included within the hotel building shall be owned and operated by the hotel owner and operator and shall function to primarily serve guests of the hotel.
7. The Federal Aviation Administration has conducted an aeronautical study of the proposed hotel building (Aeronautical Study No. 2013-AWP-6570-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
8. The maximum elevation of the proposed hotel building, including all roof-mounted appurtenances (if any), shall not exceed 2,364 feet above mean sea level.
9. The specific coordinates, height, and top point elevation of the proposed hotel building shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
10. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
11. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.

NOTICE OF AIRPORT IN VICINITY

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



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
2601 Meacham Boulevard
Fort Worth, TX 76193

Aeronautical Study No.
2013-AWP-6570-OE

Issued Date: 12/30/2013

Joseph Karaki
Banning Investment LLC
4887 E. La Palma Ave
Suite 107
Anaheim, CA 92807

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Hotel Banning
Location:	Banning, CA
Latitude:	33-55-33.18N NAD 83
Longitude:	116-52-06.05W
Heights:	2322 feet site elevation (SE) 42 feet above ground level (AGL) 2364 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 06/30/2015 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

If we can be of further assistance, please contact our office at (817) 321-7760. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2013-AWP-6570-OE.

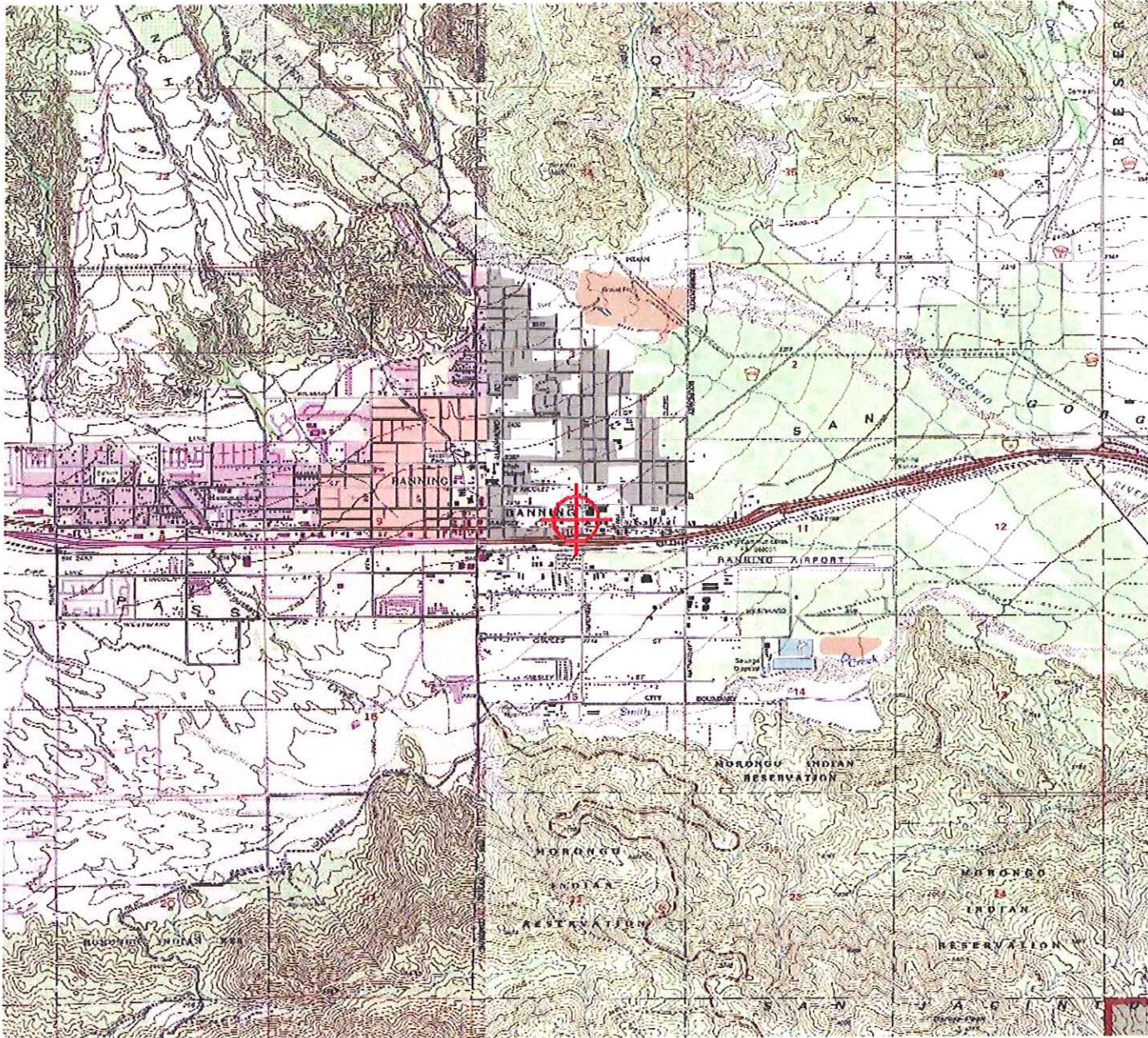
Signature Control No: 200392781-204549243

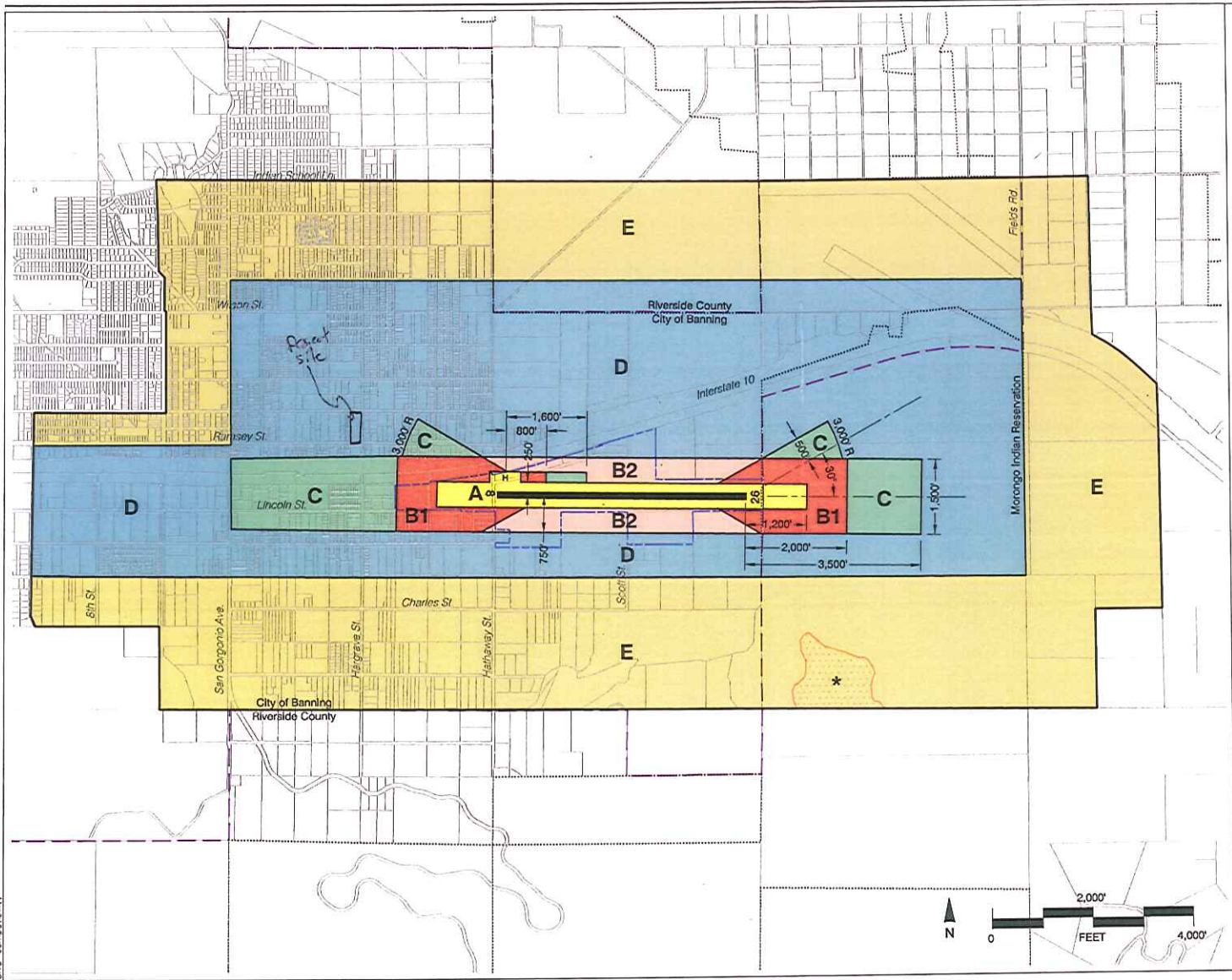
Joan Tengowski
Technician

(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2013-AWP-6570-OE





Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

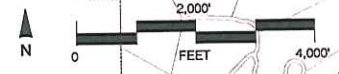
Note

Dimensions measured from runway ends and centerlines.
See Chapter 2, Table 2A for compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission
**Riverside County
Airport Land Use Compatibility Plan
Policy Document**
(Adopted October 2004)

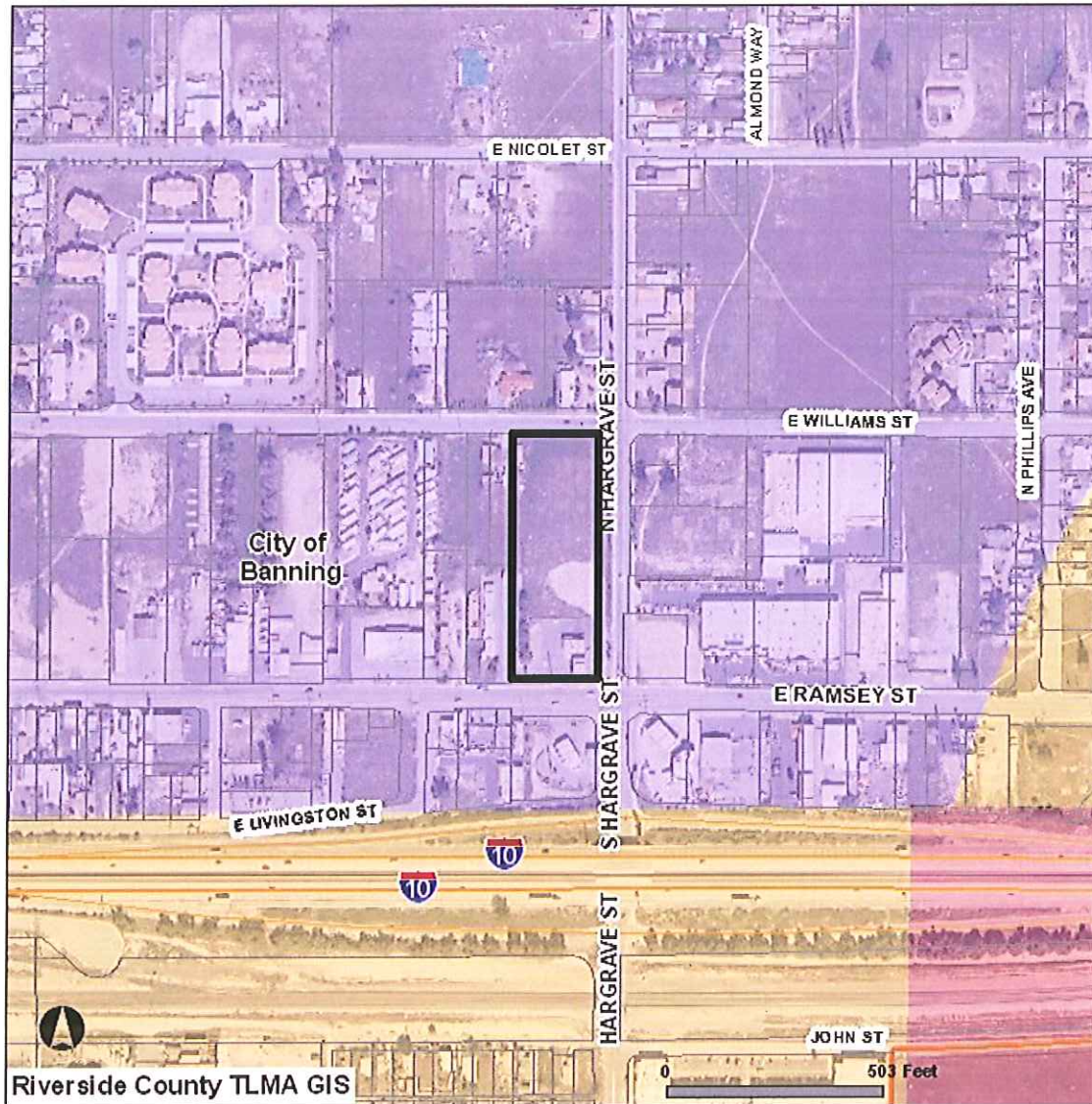
Map BN-1

Compatibility Map
Banning Municipal Airport



BVG-compatibility

RIVERSIDE COUNTY GIS



Selected parcel(s):
541-150-020

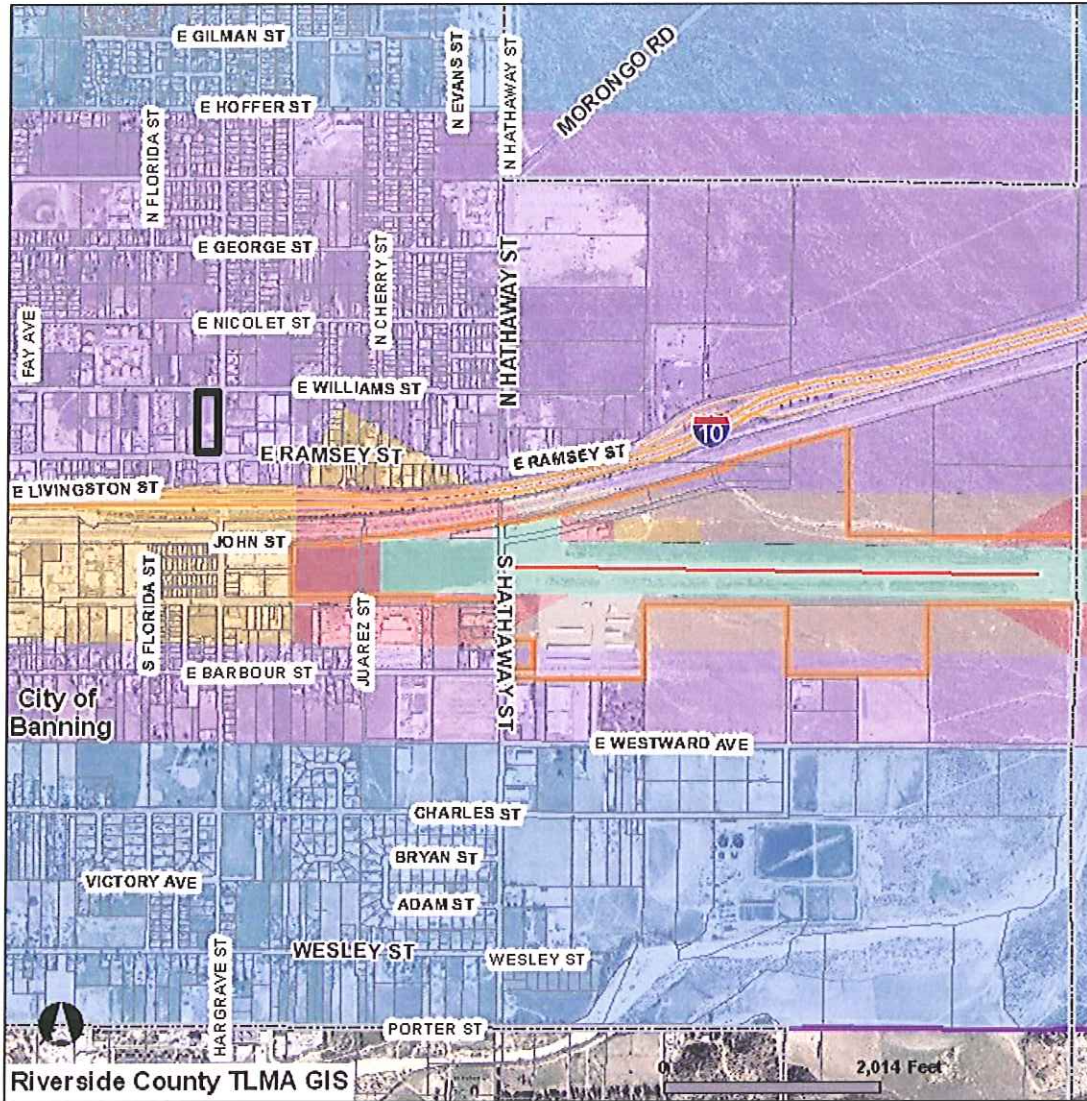
AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- COMPATIBILITY ZONE C
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE D
- INTERSTATES
- AIRPORT BOUNDARIES
- HIGHWAYS
- PARCELS
- COMPATIBILITY ZONE B1

IMPORTANT
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed May 21 08:49:07 2014
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
541-150-020

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE E
- INTERSTATES
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE B2
- HIGHWAYS
- AIRPORT BOUNDARIES
- COMPATIBILITY ZONE C
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE D

IMPORTANT

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RIVERSIDE COUNTY GIS



Selected parcel(s):
541-150-020

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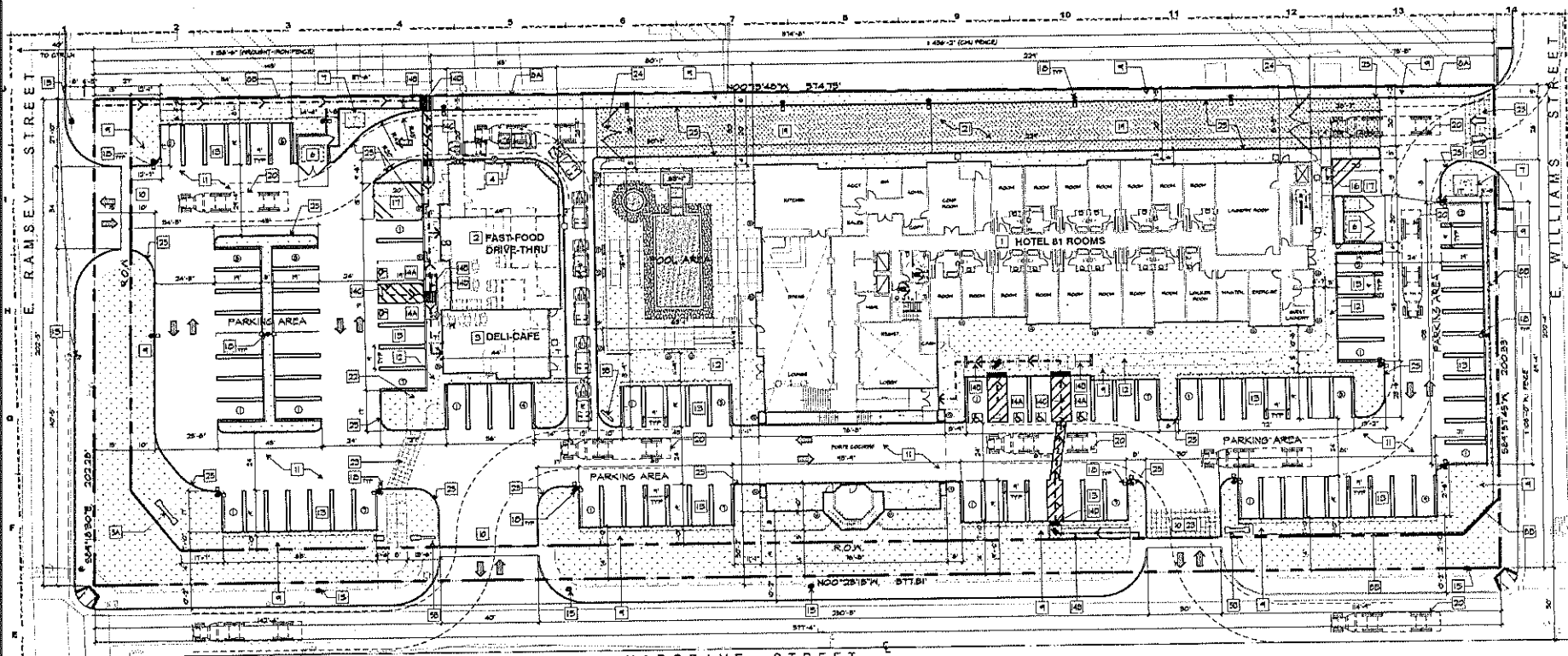
Version 131127



Western States Engineering, Inc.

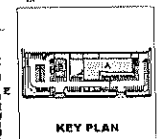
4407 E. LA PALMA STE. 202
DENVER, CO 80231
TEL: 303.755.1100
WWW.WESTERNSTATES.COM

CONSULTANT'S SEAL



SUBMITTAL NO. DESCRIPTION BY DATE

REVISIONS NO. DESCRIPTION BY DATE



OWNER NAME & ADDRESS PACIFIC BANNING, INC.

PROJECT NAME & ADDRESS 81 ROOM HOTEL, FAST-FOOD RESTAURANT W/ DRIVE-THRU AND DELI-CAFE

775 E. RAMSEY ST. DENVER, CO 80231

775 E. RAMSEY ST. DENVER, CO 80231

CONSENT STATEMENT

DESIGNED BY: WS

DRAWN BY: WS

CHECKED BY: JK

DATE DRAWN: 04/26/14

SCALE: 1" = 20'

SHEET TITLE SITE PLAN

SHEET NUMBER AS-1.0

JOB NO. CUP NO.

SITE PLAN SCALE: 1" = 20'-0"

SITE KEY NOTES

- 1 81 ROOM HOTEL BUILDING
2 FAST-FOOD RESTAURANT WITH DRIVE-THRU
3 DELI-CAFE
4 FAST-FOOD MENU BOARD
5 FLOOR PLAN - HOTEL, FAST-FOOD W/ DRIVE-THRU & DELI-CAFE
6 DISCREET INFORMATIONAL SIGN
7 TRAIN ENCLOSURE AS PER CITY STANDARD
8 TRANSFORMER & PANEL LOCATION
9 4" X 4" SIGN DECATIVE WHITE-FACE GALV. WALL FENCE
10 PROTECT-IRON FENCE
11 LANDSCAPE WITH B&C CONCRETE CURBS
12 NO DRIVEWAY REFER TO CIVIL DRAWINGS
13 ANNUAL PAVING REFER TO CIVIL DRAWINGS
14 NO CONCRETE PAVING
15 PARKING STRIPES PER CITY STANDARDS
16 ACCESSIBLE PARKING AND STRIPES
17 ACCESSIBLE RAMP
18 ACCESSIBLE PATH STRIPES
19 ACCESSIBLE TRUNCATED DOME PAVES
20 NO POWER POLE TO REMAIN
21 SERVICE RAMP
22 LIGHTING AREA
23 AREA LIGHTS

LEGEND

- NO. OF PARKING SPACES
ACCESSIBLE PARKING
PROPERTY LINE
HANDICAP PATH OF TRAVEL
CONCRETE PAVING AREA
LANDSCAPED AREA
DECORATIVE STAMP CONCRETE
BRICK PAVERS
DIRECTIONAL ARROWS
MALL MOUNTED DECORATIVE AREA LIGHTS
MALL MOUNTED SERVICE AREA LIGHTS
AREA LIGHTS
DOLLARD AREA LIGHTS
FIRE HYDRANT
PROPOSED FIRE HYDRANT
STREET LIGHT
WATER METER
STREET & TRAFFIC LIGHT
POWER POLE

PROJECT DATA

Table with columns: ZONING, LAND USE, AREA OF SITE, BLDG BETBACKS, REAR, LEFT, RIGHT, LANDSCAPE AREA, FLOOR AREA RATIO, MAXIMUM HEIGHT, PARKING, TOTAL BLDG FOOTPRINT, BLDG COVERAGE.

BUILDING DATA

Table with columns: BUILDING AREA (1ST FLOOR, 2ND FLOOR, 3RD FLOOR), OCCUPANCY, TYPE OF CONGT, NUMBER OF STORY, BLDG HEIGHT.

ASSESSOR'S PARCEL NUMBER

Table with columns: ASSESSOR'S PARCEL NUMBER (541-150-020), LEGAL DESCRIPTION, BLDG HEIGHT.

SITE PLAN NOTES:

- REFER TO CIVIL, PLUMBING AND LANDSCAPE/IRRIGATION DRAWINGS FOR ADDITIONAL INFORMATION
PROPERTY/PAVING LINE DIMENSIONS ARE FOR REFERENCE ONLY AND SHALL BE VERIFIED AGAINST SURVEY AND CIVIL DRAWINGS PRIOR TO STARTING OF WORK
FIELD VERIFY ALL UTILITIES AND THEIR LOCATIONS WITH CIVIL DRAWINGS

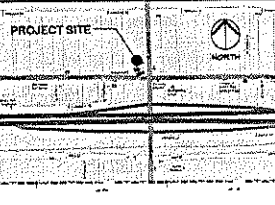
PARKING COMPUTATION

Table with columns: PARKING STANDARDS, TYPE, SIZE, PROVD, HANDICAP, LOADING, HANDICAP PARKING REQUIREMENTS, FORMULA, REQD, PROVIDED.

PARKING REQUIREMENTS

Table with columns: PARKING REQUIREMENTS, USE, FORMULA, REQD, PROVIDED.

VICINITY MAP

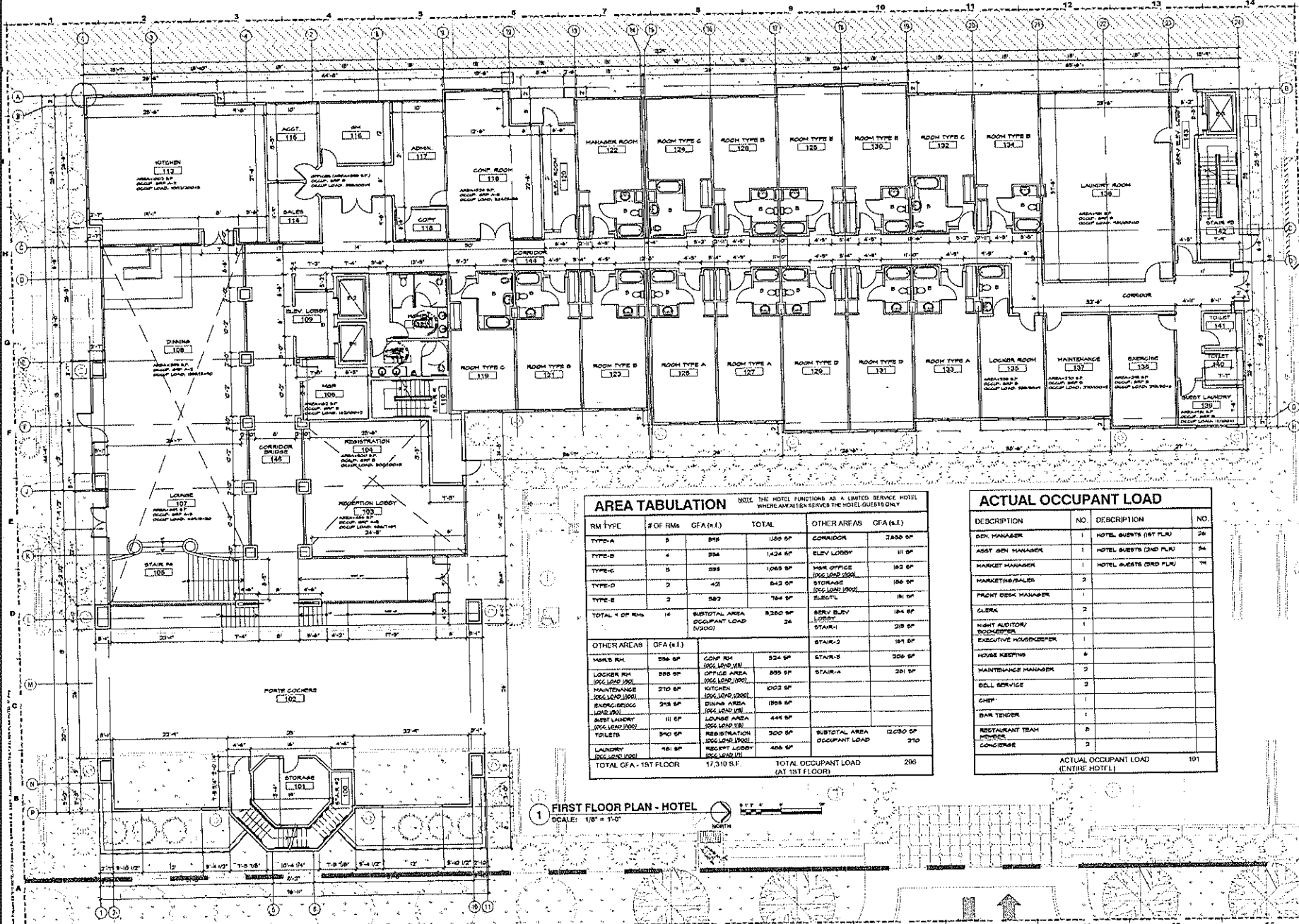




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CULVER CITY, CALIF. 90230
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CONSULTANT'S SEAL



AREA TABULATION NOTE: THE HOTEL FUNCTIONS AS A LIMITED SERVICE HOTEL WHERE AMENITIES SERVED THE HOTEL GUESTS ONLY

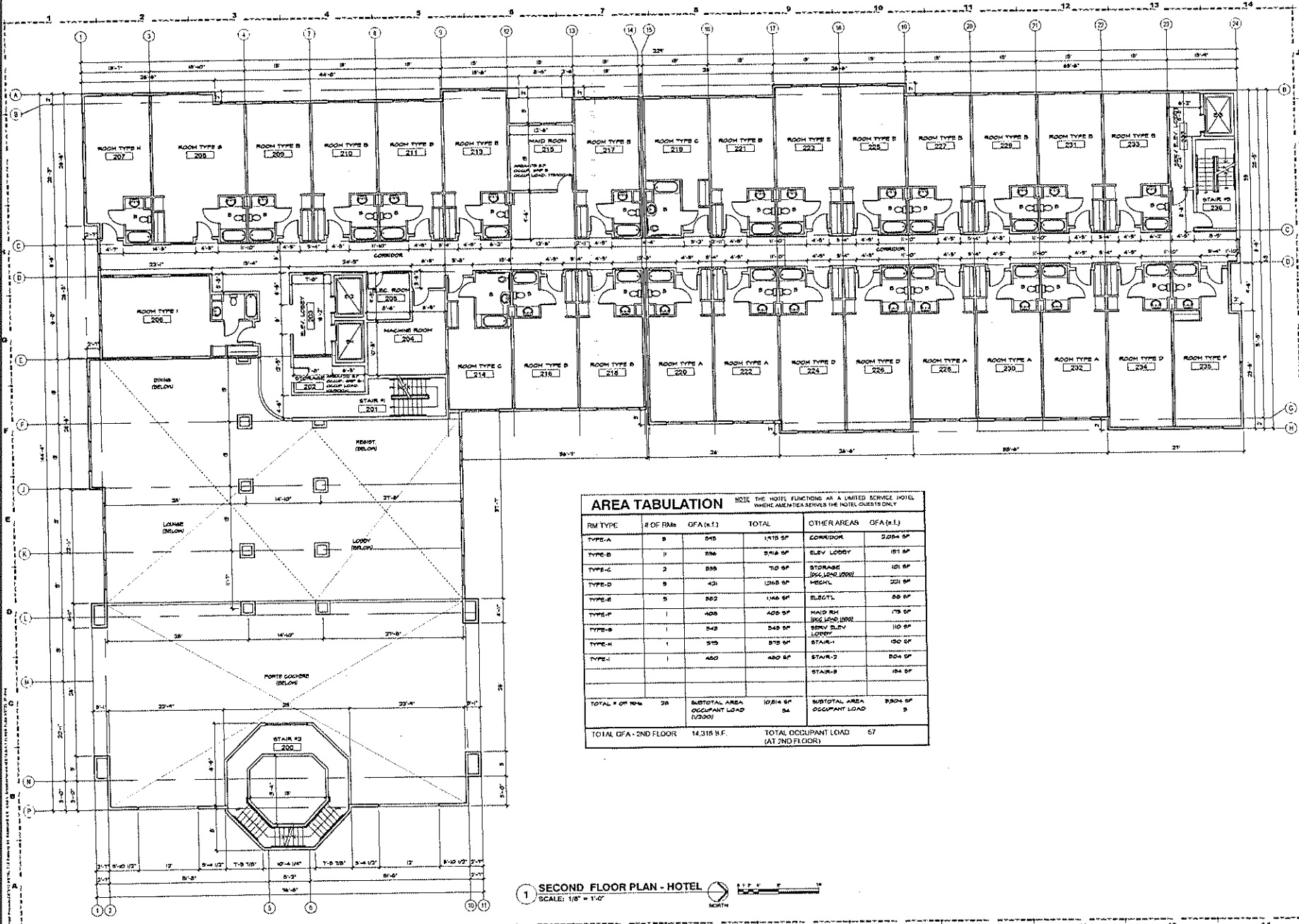
RM TYPE	# OF RMs	GFA (f.)	TOTAL	OTHER AREAS	GFA (f.)
TYPE-A	8	216	168 SF	CORRIDOR	2850 SF
TYPE-B	4	256	1424 SF	ELVY LOBBY	111 SF
TYPE-C	3	288	1065 SF	MARK OFFICE	182 SF
TYPE-D	2	421	842 SF	STORAGE	184 SF
TYPE-E	2	562	744 SF	STAIR-1	31 SF
TOTAL # OF RMs	14		5240 SF	STAIR-2	194 SF
			26	STAIR-3	194 SF
				STAIR-4	206 SF
				STAIR-5	281 SF
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Western States
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DALLAS, TEXAS 75246
TELEPHONE 754-1111
FACSIMILE 754-1112

CONSULTANT SEAL



AREA TABULATION				NOTE: THE HOTEL FUNCTIONING AS A LIMITED SERVICE HOTEL WHERE AREAS BETWEEN THE HOTEL GUESTS ONLY	
RM TYPE	# OF RMs	GFA (s.f.)	TOTAL	OTHER AREAS	GFA (s.f.)
TYPE-A	5	245	1,225 SF	CORRIDOR	2,024 SF
TYPE-B	11	236	2,596 SF	ELEV. LOBBY	181 SF
TYPE-C	2	888	170 SF	STORAGE	101 SF
TYPE-D	5	421	1,265 SF	MECH. ROOM	221 SF
TYPE-E	5	362	1,446 SF	ELECT.	80 SF
TYPE-F	1	408	425 SF	MAID RM	75 SF
TYPE-G	1	348	348 SF	SEV. ELEV. LOBBY	110 SF
TYPE-H	1	315	315 SF	STAIR	150 SF
TYPE-I	1	450	450 SF	STAIR-2	204 SF
				STAIR-3	154 SF
TOTAL # OF RMs	38	SUBTOTAL AREA	10,814 SF	SUBTOTAL AREA	9,804 SF
		OCCUPANT LOAD	(1,000)	OCCUPANT LOAD	9
TOTAL GFA - 2ND FLOOR			14,318 S.F.	TOTAL OCCUPANT LOAD	
				(AT 2ND FLOOR)	

1 SECOND FLOOR PLAN - HOTEL
SCALE: 1/8" = 1'-0"

REVISIONS

NO. DESCRIPTION BY DATE

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Western States
Engineering, Inc.

3375 E. LA PALMA STE. 707
DENVER, CO 80231

CONSULTANT'S SEAL

- SUBMITTAL NO. OR REVISION BY DATE
- 1
- 2
- 3
- REVISIONS NO. OR DESCRIPTION BY DATE
- 1
- 2
- 3



OWNER NAME & ADDRESS
PACIFIC BANNING, INC.

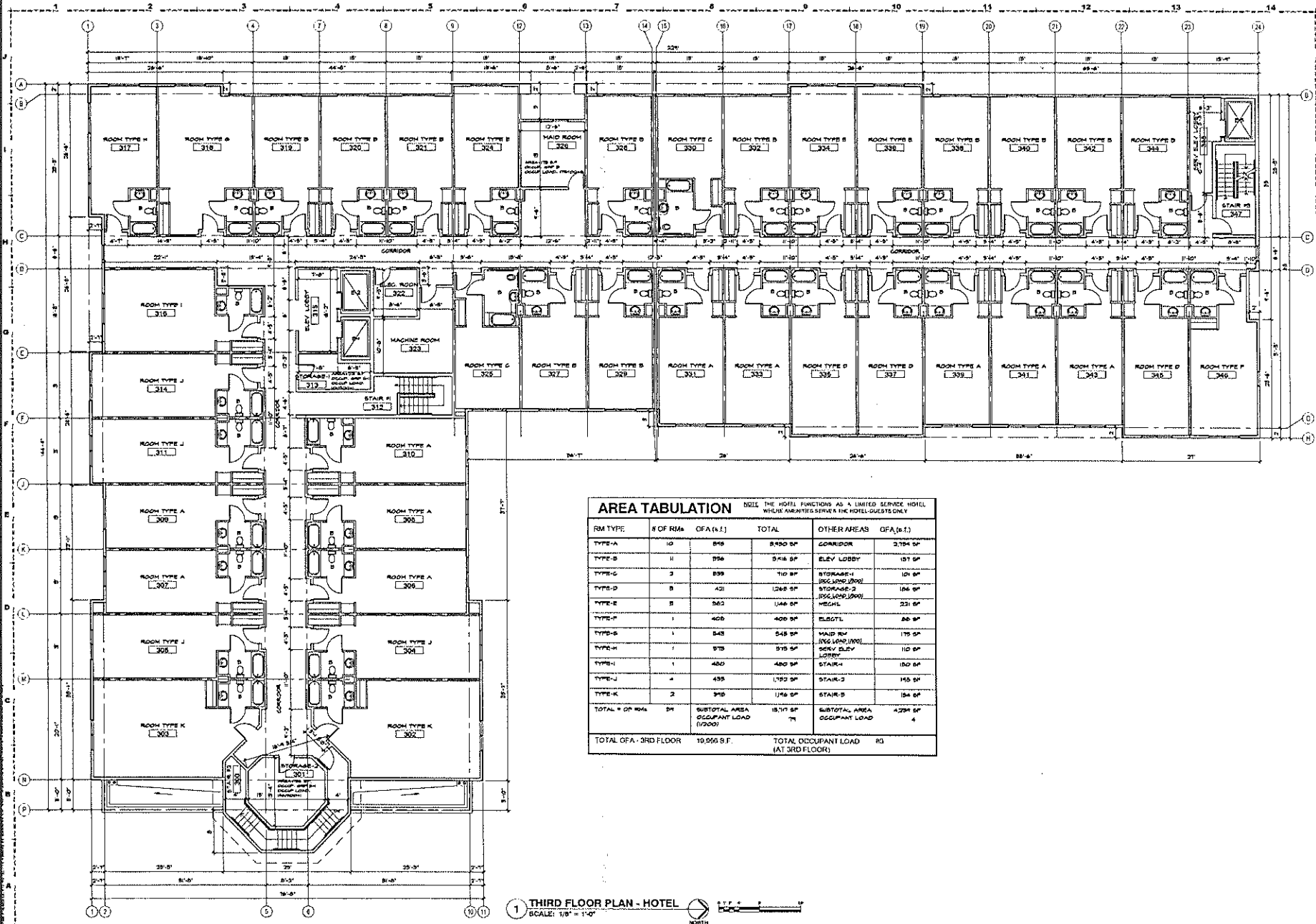
80 OVERSTREET
WESTERN STATES ENGINEERING, INC.
81-ROOM HOTEL
FAST FOOD RESTAURANT
W/ DRIVE-THRU AND DELI-CAFE

775 E. RANSLEY ST.
DENVER, CO 80231
NOTE TO CONTRACTOR

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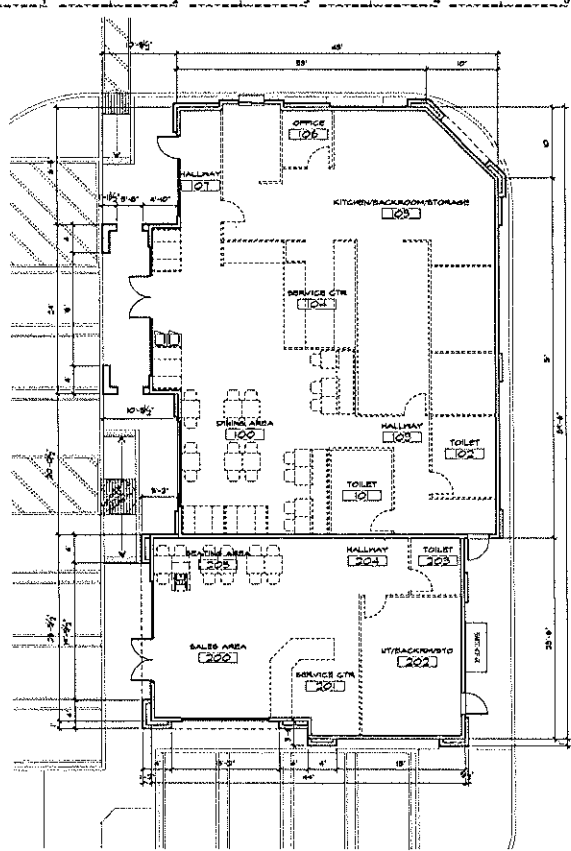
DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: JK
DATE DRAWN: 04-26-14
SCALE: 1/8" = 1'-0"
SHEET TITLE
HOTEL
3RD FLOOR PLAN

SHEET NUMBER
A-1.2
JOB No. CUP No.
JOB No. CUP No.

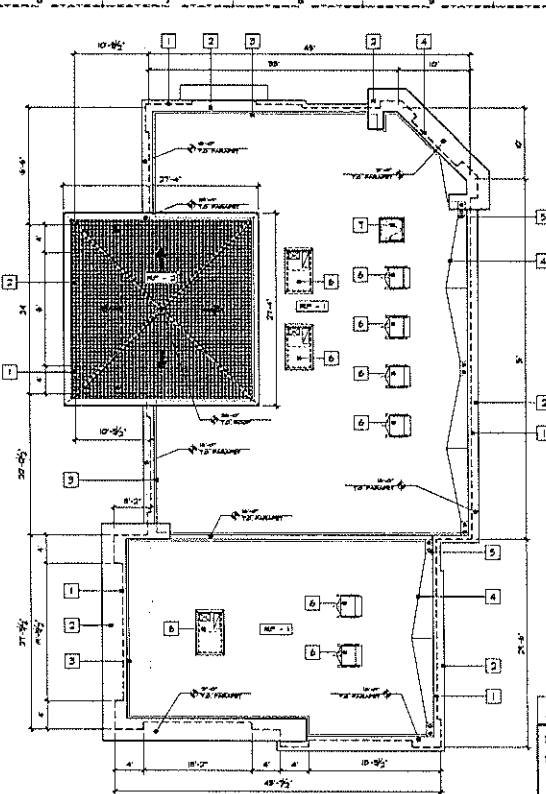


AREA TABULATION				NOTE: THE HOTEL FUNCTIONS AS A LIMITED SERVICE HOTEL WHICH ACCOMMODATES ONLY HOTEL-GUESTS ONLY	
RM TYPE	# OF RMs	OFA (s.f.)	TOTAL	OTHER AREAS	OFA (s.f.)
TYPE-A	10	818	8,180 SF	CORRIDOR	2,704 SF
TYPE-B	11	756	8,116 SF	ELEV LOBBY	137 SF
TYPE-C	3	839	710 SF	STORAGE-1 (ELEVATOR)	101 SF
TYPE-D	8	421	1,268 SF	STORAGE-2 (ELEVATOR)	106 SF
TYPE-E	8	563	1,146 SF	MECH.	231 SF
TYPE-F	1	405	400 SF	ELECT.	26 SF
TYPE-G	1	543	545 SF	MAID RV	175 SF
TYPE-H	1	573	575 SF	RECV. ELEV. LOBBY	110 SF
TYPE-I	1	480	480 SF	STAIR-4	150 SF
TYPE-J	4	435	1,732 SF	STAIR-2	145 SF
TYPE-K	2	370	1,156 SF	STAIR-3	154 SF
TOTAL # OF RMs	54		15,771 SF	SUBTOTAL AREA OCCUPANT LOAD (1/100)	4,254 SF
				SUBTOTAL AREA OCCUPANT LOAD	4
TOTAL OFA - 3RD FLOOR			10,956 S.F.	TOTAL OCCUPANT LOAD (AT 3RD FLOOR)	

1 THIRD FLOOR PLAN - HOTEL
SCALE: 1/8" = 1'-0"
NORTH



1 FLOOR PLAN
SCALE: 1/8" = 1'-0"
NORTH



2 ROOF PLAN
SCALE: 1/8" = 1'-0"

ROOF KEYNOTES

- RF-1 BUILT-UP CLASS "A" ROOFING - FINISH WITH LONG MANVILLE "EA" CAP SHEET - OR APPROVED EQUAL.
- RF-2 MEA SUPERIOR GLAY ROOF TILES OR APPROVED EQUAL.
- 1 BUILDING OUTLINE BELOW
- 2 PARAPET WITH METAL COPING CAP
- 3 AT GABLE STEP
- 4 LINES REPRESENT LIMITS OF GARGLET FORMED BY TAPERED ROOF INSULATION.
- 5 ROOF DRAIN AND OVERFLOW DRAIN REFER.
- 6 ROOF TOP MECHANICAL UNITS (NOTE APPROXIMATE LOCATIONS ONLY)
- 7 ROOF ACCESS HATCH

ACTUAL OCCUPANT LOAD

DESCRIPTION	NO.
RESTAURANT MANAGER	1
FAST FOOD RESTAURANT SERVICE CENTER	5
FAST FOOD RESTAURANT BACKROOM	6
FAST FOOD CUSTOMERS (NO. OF SEATS)	42
DELI-CAFE MANAGER	1
DELI-CAFE SERVICE CENTER	1
DELI-CAFE SEATING	9
CAFE-DELI CUSTOMERS	12
CAFE-DELI CUSTOMERS (NO. OF SEATS)	15
DELI-CAFE SEATING	15
ACTUAL OCCUPANT LOAD (FAST FOOD & DELI-CAFE)	
82	

AREA TABULATION **OCCUPANT LOAD CALCULATION**

ROOM NAME & NUMBER	AREA	FUNCTION OF SPACE	OCCUPANT LOAD
FAST FOOD DRIVE-THRU			
DINING AREA [102]	796 SQ. FT.	ASSEMBLY	
TOILET [101]	102 SQ. FT.	ASSEMBLY	
TOILET [102]	109 SQ. FT.	UNCONCENTRATED (TABLES & CHAIRS)	
HALLWAY [103]	194 SQ. FT.	18 SQ. FT. / OCCUPANT	10
SERVICE COUNTER [104]	287 SQ. FT.	BUSINESS AREAS	3
KITCHEN/UT/BACKROOM/STO [108]	1044 SQ. FT.	100 SQ. FT. / OCCUPANT	10
OFFICE [106]	86 SQ. FT.	300 SQ. FT. / OCCUPANT	3
HALLWAY [107]	108 SQ. FT.	18 SQ. FT. / OCCUPANT	6
GROSS FLOOR AREA	3280 SQ. FT.	TOTAL OCCUPANT LOAD	30
DELI-CAFE			
SALES AREA [202]	404 SQ. FT.	ASSEMBLY	
SERVICE COUNTER [201]	194 SQ. FT.	UNCONCENTRATED (TABLES & CHAIRS)	
UT/BACKROOM/STO [203]	376 SQ. FT.	18 SQ. FT. / OCCUPANT	21
TOILET [205]	34 SQ. FT.	BUSINESS AREAS	3
HALLWAY [204]	106 SQ. FT.	100 SQ. FT. / OCCUPANT	10
SEATING AREA [206]	144 SQ. FT.	STORAGE / STOCK / SHIPPING AREAS	1
GROSS FLOOR AREA	1140 SQ. FT.	TOTAL OCCUPANT LOAD	26
TOTAL G.F.A. (FAST FOOD & DELI-CAFE)	3778 S.F.	TOTAL OCCUPANT LOAD (FAST FOOD & DELI-CAFE)	56

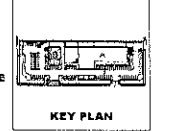


Western States Engineering, Inc.
A PROFESSIONAL CORPORATION

4185 / E. LA PALMA CIRCLE, 207
DUBLIN, CALIFORNIA 94568
TELEPHONE: (916) 251-1100
FACSIMILE: (916) 251-1101

CONSULTANT: SEALS

- REVISIONS
- NO. DESCRIPTION BY DATE
- 1
- 2
- 3
- 4
- REVISIONS
- NO. DESCRIPTION BY DATE
- 1
- 2
- 3
- 4



OWNER NAME & ADDRESS
PACIFIC BANNING, INC.

PROJECT NAME & ADDRESS
81-ROOM HOTEL
FAST-FOOD RESTAURANT
W/ DRIVE-THRU AND DELI-CAFE

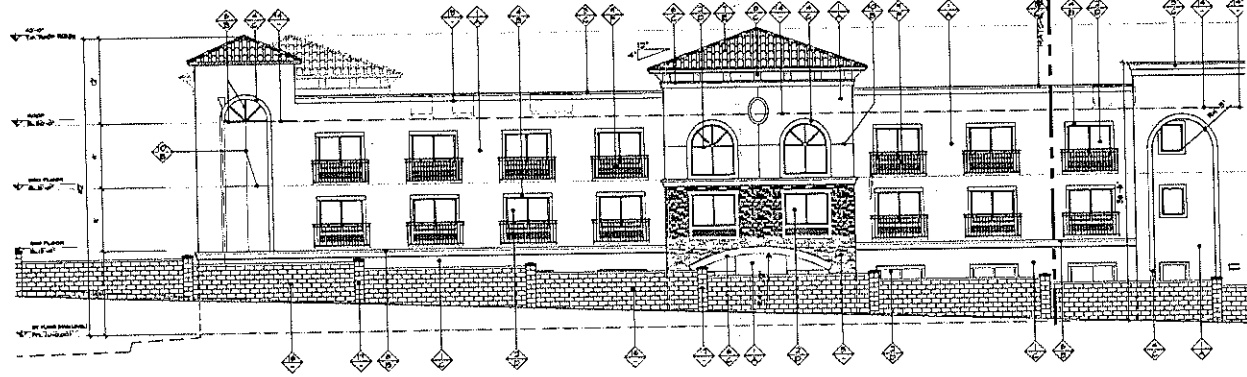
275 E. RASLEY ST.
DANFORTH, CA 92520
NOTE TO CONTRACTOR
OWNER IS TO BE KEPT ADVISED AND ADVISED BY AN ARCHITECT. SEE SET FOR FULL SET OF CONTRACT DOCUMENTS.

CONFIDENTIALITY STATEMENT
THIS DRAWING, WITH ALL INFORMATION CONTAINED THEREON, IS THE PROPERTY OF WESTERN STATES ENGINEERING, INC. AND IS TO BE USED ONLY FOR THE PROJECT AND SITE SPECIFICALLY IDENTIFIED HEREON. IT IS NOT TO BE REPRODUCED, COPIED, OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM, WITHOUT THE WRITTEN PERMISSION OF WESTERN STATES ENGINEERING, INC.

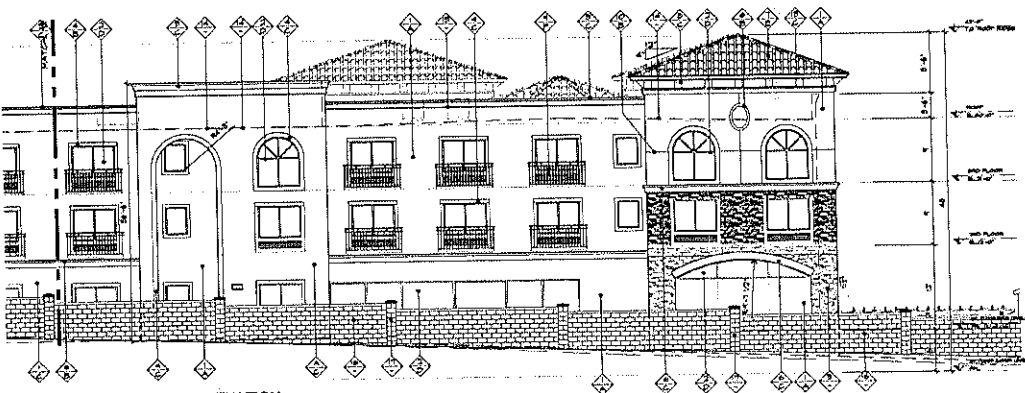
DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: JL
DATE DRAWN: 04-20-14
SCALE: 1/8" = 1'-0"

SHEET TITLE
FAST-FOOD DRIVE-THRU & DELI-CAFE FLOOR PLAN

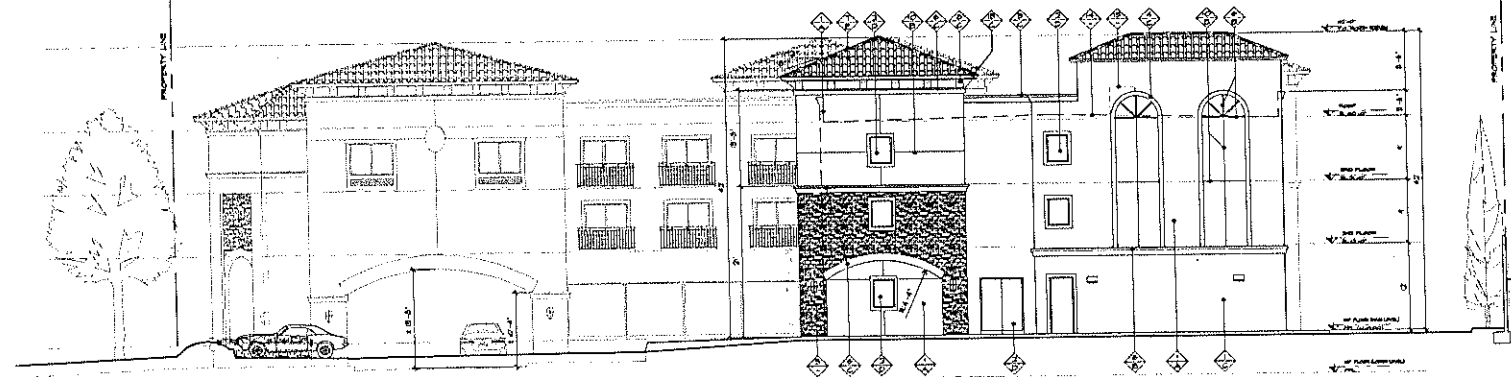
ROOF PLAN
SHEET NUMBER
A-1.3
JOB NO. CUP NO.



3A HOTEL WEST ELEVATION
SCALE: 1/8" = 1'-0"



3B HOTEL WEST ELEVATION
SCALE: 1/8" = 1'-0"



4 HOTEL NORTH ELEVATION
SCALE: 3/32" = 1'-0"

5 TYP CMU FENCE DETAIL
SCALE: 3/32" = 1'-0"

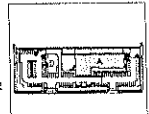
ELEVATION KEYNOTES

- MATERIAL**
- 1/ EXTERIOR CEILING PLASTER 2000 STUCCO FINISH (LA MIRA STUCCO COMPANY (E.D.O. REF. #228 OR EQUAL) OVER BAUY METAL LATH & 1/2" BUILDING PAPER. SEE A MIN. 2 LAYERS SHADE 2 PAPER OVER ALL ROOF BASED SHEATHING. USE SCREWS INSTEAD OF STAPLES)
 - 2 ALUMINUM STOREFRONT / WINDOWS (REFER TO DOOR & WINDOW SCHEDULE)
 - 3 FOAM CORNICE WITH METAL COPING CAP
 - 4 STUCCO-FINISH MOOD TRIMS & MOLDINGS
 - 5 EL. GORADO STONE STACK STONE VENEER (OR APPROVED EQUAL)
 - 6 ARCHITECTURAL FOAM MOLDINGS
 - 7 MCA SUPERIOR CLAY ROOF TILE (OR APPROVED EQUAL)
 - 8 DECORATIVE FOAM CORNISE
 - 9 DECORATIVE PUNCTURED IRON GUARDRAIL
 - 10 CONTROL JOINT / REVEAL
 - 11 DECORATIVE MORAING TILES
 - 12 DECORATIVE METAL SHUTTERS
 - 13 PRE-FINISHED RAIN GUTTER
 - 14 APPROPRIATE ROOF DECK LINE
 - 15 ROOF TOP MECHANICAL UNITS-APPROX LOCATIONS
 - 16 SPLTFACE CMU WALL WITH PRECAST WALL CAP
 - 17 SPLTFACE CMU COLUMNS WITH PRECAST COLUMN CAP
- FINISH COLORS**
- 1/ PAINT FINISH TO MATCH - BEHR P-F-500 COTTON WHEAT (OR APPROVED EQUAL)
 - 2/ PAINT FINISH TO MATCH - BEHR 250F-8 MUSLEO BROWN (OR APPROVED EQUAL)
 - 3/ PAINT FINISH TO MATCH - BEHR 250F-4 STONE BROWN (OR APPROVED EQUAL)
 - 4/ ANODIZED BRONZE
 - 5/ RENAISSANCE SERIES 1 BRON OLD HISSION BLEND
 - 6/ PAINTED SHIPMAN PILLARS 100R IRON DRG LRV 8A



Western States
ENGINEERING, INC.
A CORPORATION OF CALIFORNIA
4187 L. LA PALMA AVE., 707
ALHAMBRA, CALIF. 91801
TEL: (626) 444-1111 FAX: (626) 444-1112
WWW.WESTERNSTATES.COM

- CONSULTANT'S SEAL**
- SUBMITTAL**
- | NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 1 | | |
| 2 | | |
| 3 | | |
| 4 | | |
- REVISIONS**
- | NO. | DESCRIPTION | DATE |
|-----|-------------|------|
| 1 | | |
| 2 | | |
| 3 | | |



OWNER NAME & ADDRESS
PACIFIC BANKING, INC.

PROJECT NAME & ADDRESS
31-ROOM HOTEL
FAST FOOD RESTAURANT
W/ DRIVE-THRU AND DELI-CAFE
775 E. BARKLEY ST.
BANKING CA 90220

NOTE TO CONTRACTOR
OWNER TO VERIFY ALL MEASUREMENTS AND LOCATIONS OF ALL UTILITIES.
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DESIGNED BY: W/S
DRAWN BY: W/S
CHECKED BY: JK
DATE'S DRAWN: 04/25/14
SCALE: 1/8" = 1'-0"
SHEET TITLE:
HOTEL
BLDG ELEVATIONS

SHEET NUMBER
A-3.1
JOB NO. **CUP NO.**
JOB NO. **CUP NO.**



ELEVATION KEYNOTES

MATERIAL

- ◆ 1/2" EXTERIOR GYPSUM PLASTER OVER STUCCO FINISH (LA HABRA STUCCO COMPANY) 1/8" O.D. 1/8" X 22" ON EQUALS OVER GALLY METAL LATH & 1/8" BUILDING PAPER. USE A MIN. 3 LAYERED BRIDGE P PAPER OVER ALL ROOF BASED WEATHING. USE BRIDGE INSTEAD OF STAPLES.
- ◆ ALUMINUM STORMDOOR / WINDOWS (REFER TO DOOR & WINDOW SCHEDULE)
- ◆ FOAM GORSELS WITH METAL COPING CAP
- ◆ STUCCO-FINISH ROOF TRIMS & MOLDINGS
- ◆ EL BORRADO STONE STACK STONE VENEER (OR APPROVED EQUAL)
- ◆ ARCHITECTURAL FOAM MOLDINGS
- ◆ HCA SUPERIOR CLAY ROOF TILE (OR APPROVED EQUAL)
- ◆ DECORATIVE FOAM GORSELS
- ◆ DECORATIVE PRESSED IRON GUARDRAIL
- ◆ CONTROL JOINT / REVERSAL
- ◆ DECORATIVE MOSAIC TILES
- ◆ DECORATIVE METAL GRATING
- ◆ PRE-FINISHED RAUK BUTTER
- ◆ APPROXIMATE ROOF DECK LINE
- ◆ ROOF TOP MECHANICAL UNITS-APPROX LOCATION
- ◆ SPLITFACE CMU WALL WITH PRECAST WALL CAP
- ◆ SPLITFACE CMU COLUMNS WITH PRECAST COLUMN CAP

FINISH COLORS

- ◆ PAINT FINISH TO MATCH - BEHR PUFF-300 GOTTEN PAPER (OR APPROVED EQUAL)
- ◆ PAINT FINISH TO MATCH - BEHR 2808-3 FUSILO SAND (OR APPROVED EQUAL)
- ◆ PAINT FINISH TO MATCH - BEHR 2807-4 STONE BROOK (OR APPROVED EQUAL)
- ◆ ANODIZED BRONZE
- ◆ RENAISSANCE SERIES 1 BSOY OLD MISSION BLEND
- ◆ PAINTED SHERMAN HILLIAMS 1064 IRON ORE LRV 6%



Western States Engineering, Inc.
 4007 E. LA PALMA BLVD., 707
 CHESBROUGH, CA 94507
 (925) 528-1100 FAX (925) 528-1101

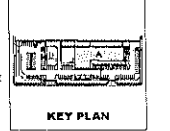
CONSULTANT'S SEAL

REVISIONS
 NO. DESCRIPTION BY DATE

- 1
- 2
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REVISIONS
 NO. DESCRIPTION BY DATE

- 1
- 2
- 3
- 4



OWNER NAME & ADDRESS
 PACIFIC BANNING, INC.

DESIGNED BY: JKS
 DRAWN BY: JKS
 CHECKED BY: JK
 DATE DRAWN: 04.20.14
 SCALE: 1/8" = 1'-0"
 SHEET TITLE: HOTEL BLDG ELEVATIONS

PROJECT NAME & ADDRESS
 81-ROOM HOTEL
 FAST-FOOD RESTAURANT
 W/ DRIVE-THRU AND DELI-CAFE

775 E. HANLEY ST.
 HANFORD, CA 93230

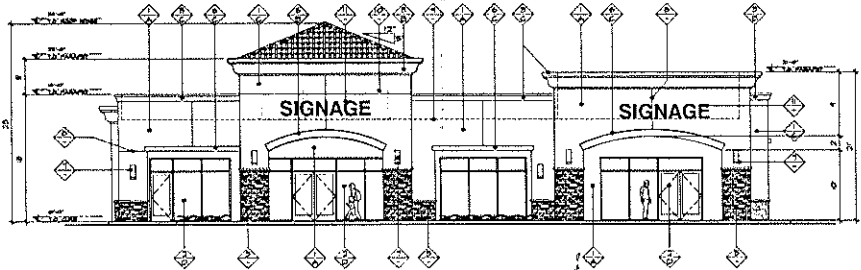
NOTE TO CONTRACTOR
 (CONTRACTOR TO CHECK COORDINATE AND SPACING OF ALL DETAILS, LOCATIONS AND DETAILS PRIOR TO THE COMMENCEMENT OF WORK.)

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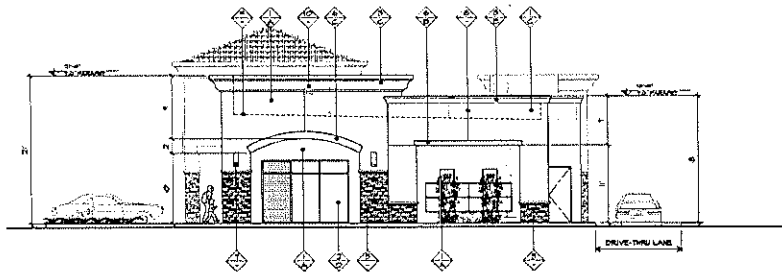
DESIGNED BY: JKS
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 CHECKED BY: JK
 DATE DRAWN: 04.20.14
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 SHEET TITLE: HOTEL BLDG ELEVATIONS

SHEET NUMBER
A-3.0

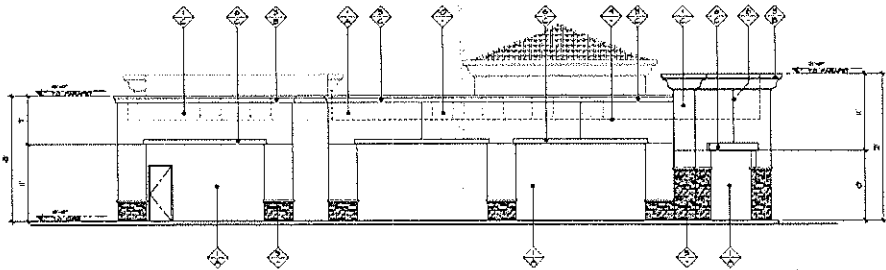
JOB NO. CUP NO.
 JOB NO. CUP NO.



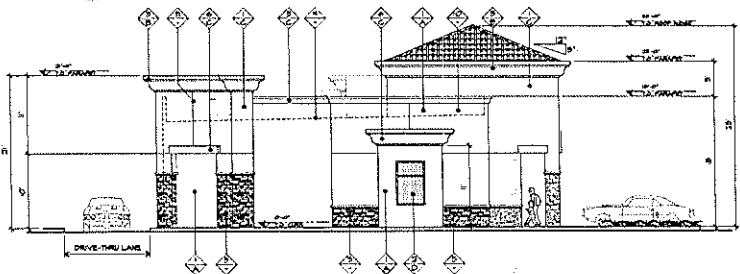
A SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



B EAST ELEVATION
SCALE: 1/8" = 1'-0"



C NORTH ELEVATION
SCALE: 1/8" = 1'-0"



D WEST ELEVATION
SCALE: 1/8" = 1'-0"

ELEVATION KEYNOTES

- | MATERIAL | |
|----------|--|
| □ | 3/4" EXTERIOR CEMENT PLASTER 3000 STUCCO FINISH (LA MARRA STUCCO COMPANY 16 R.D. PER-4234 OR EQUAL) OVER GALLY METAL LATH & 1/2" BUILDING PAPER. USE A MIN. 2 LAYERS BRUSH PAPER OVER ALL POSS BAGED SEAMING (USE SCABS INSTEAD OF STAPLES). |
| □ | ALIGNMENT STOREFRONT (REFER TO DOOR & WINDOW SCHEDULE) |
| □ | FOAM CORNICE WITH METAL COPING CAP |
| □ | STUCCO-FINISH POOD TRIMS & HOULDINGS |
| □ | EL DOMADO STONE STACK STONE VENEER (OR APPROVED EQUAL) |
| □ | ARCHITECTURAL FOAM HOULDINGS |
| □ | WALL MOUNTED EXTERIOR LIGHT FIXTURE |
| □ | CONTROL JOINT / REVEAL |
| □ | APPROXIMATE ROOF DECK LINE |
| □ | ROOF TOP MECHANICAL UNITS-APPROX LOCATIONS |
| □ | SIGNAGE BY OTHERS |

- | FINISH COLORS | |
|---------------|---|
| □ | PAINT FINISH TO MATCH - DENR PUP-500 COTTON PERSPER (OR APPROVED EQUAL) |
| □ | PAINT FINISH TO MATCH - DENR 2403-B PUEBLO SAND (OR APPROVED EQUAL) |
| □ | PAINT FINISH TO MATCH - DENR 300P-4 STONE DRUM (OR APPROVED EQUAL) |
| □ | ANODIZED BRONZE |
| □ | RENAISSANCE SERIES / BRO OLD MISSION BLEND |
| □ | PAINTED SHERMAN WILLIAMS 104H IRON GRE LRV AN |
| □ | PAINT FINISH TO MATCH COLOR "A" |

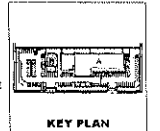


Western States
Engineering, Inc.

4917 E. LA PALMA, STE. 101
D.T. 17111 BURLINGAME, CA 94015
TEL: 415-339-1100 FAX: 415-339-1101
WWW.WESTERNSTATESENGINEERING.COM

CONSULTANT'S SEAL

REVISIONS			
NO	DESCRIPTION	BY	DATE
1			
2			
3			
4			



OWNER NAME & ADDRESS
PACIFIC DANNING, INC.

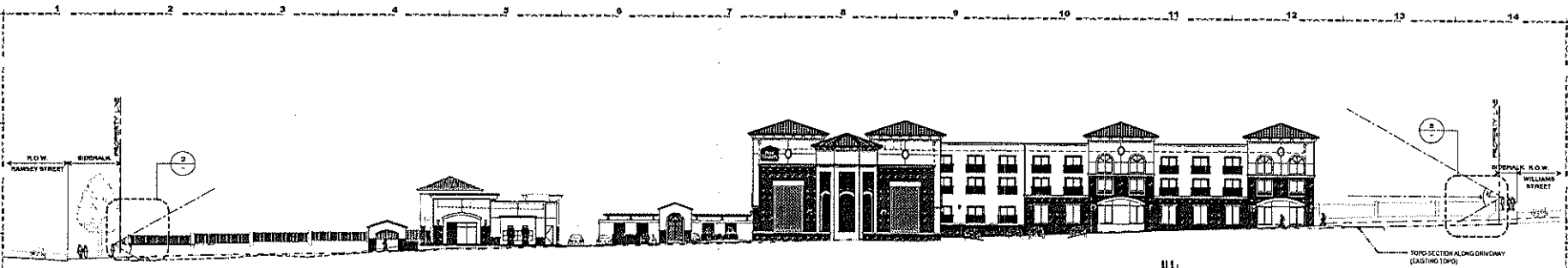
PROJECT NAME & ADDRESS
81-ROOM HOTEL
FAST-FOOD RESTAURANT
W/ DRIVE-THRU AND DELI-CAFE

775 E. HANCOCK ST
BAYVIEW, CA 94025

NOTES TO CONTRACTOR
1. CONSULT THE CITY OF BAYVIEW FOR ALL CITY PERMITS.
2. VERIFY ALL EXISTING UTILITIES AND RECORD THEM TO THE CITY OF BAYVIEW.
3. VERIFY ALL EXISTING UTILITIES AND RECORD THEM TO THE CITY OF BAYVIEW.
4. VERIFY ALL EXISTING UTILITIES AND RECORD THEM TO THE CITY OF BAYVIEW.
5. VERIFY ALL EXISTING UTILITIES AND RECORD THEM TO THE CITY OF BAYVIEW.

DESIGNED BY: WS
DRAWN BY: WS
CHECKED BY: WS
DATE DRAWN: 04/20/14
SCALE: 1/8" = 1'-0"
SHEET TITLE:
C-STORE
BLDG ELEVATIONS

SHEET NUMBER:
A-3.2
JOB NO.: CUP No.
CUP NO.:



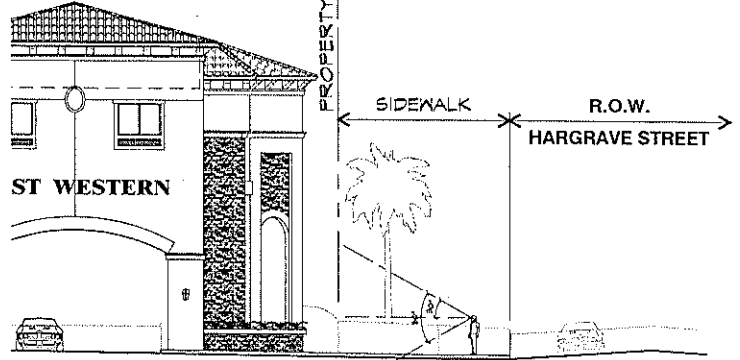
Western States Engineering, Inc.
 A FULL SERVICE ENGINEERING AND ARCHITECTURAL CONSULTING FIRM
 4747 E. LA PALMA STE. 100
 DENVER, COLORADO 80231
 (303) 751-1000
 WWW.WESTERNSTATES.COM

CONSULTANT SEAL

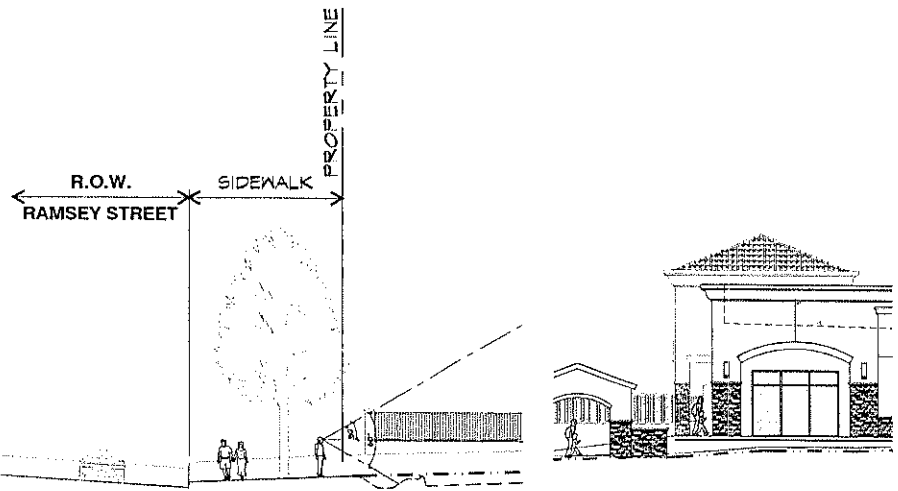
A SITE SECTION-ELEVATION
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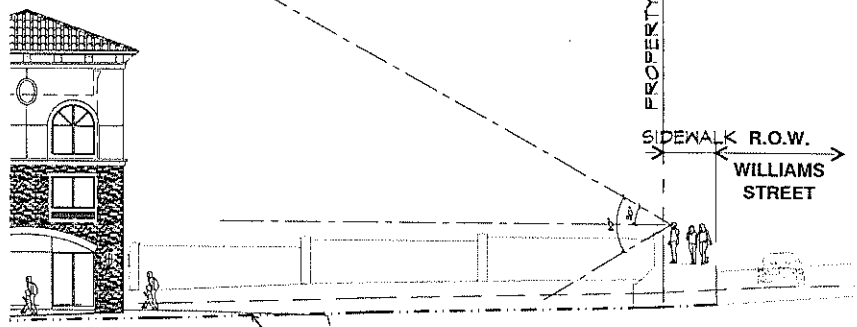
B SITE SECTION-ELEVATION
 SCALE: 1" = 20'-0"



1 SIGHT LINES @ HARGRAVE STREET
 SCALE: 1/8" = 1'-0"



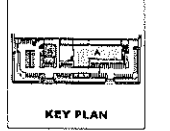
2 SIGHT LINES @ RAMSEY STREET
 SCALE: 1/8" = 1'-0"



3 SIGHT LINES @ WILLIAMS STREET
 SCALE: 1/8" = 1'-0"

REVISIONS

NO.	DESCRIPTION	BY	DATE
1			
2			
3			
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OWNER NAME & ADDRESS
 PACIFIC BANNING, INC.

PROJECT NAME & ADDRESS
 81-ROOM HOTEL
 FAST-FOOD RESTAURANT
 W/ DRIVE-THRU AND DELI-CAFE

375 E. RAMSEY ST.
 DENVER, COLORADO

NOTE TO CONTRACTOR
 CONTRACTOR TO VERIFY ALL DIMENSIONS AND CONDITIONS OF EXISTING UTILITIES AND STRUCTURES PRIOR TO CONSTRUCTION. ALL UTILITIES SHALL BE MAINTAINED AND PROTECTED AT ALL TIMES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF DENVER AND THE COLORADO DEPARTMENT OF TRANSPORTATION. THE CONTRACTOR SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES IN GOOD WORKING ORDER AT ALL TIMES. THE CONTRACTOR SHALL MAINTAIN ALL EXISTING UTILITIES AND STRUCTURES IN GOOD WORKING ORDER AT ALL TIMES.

DESIGNED BY: WS
 DRAWN BY: WS
 CHECKED BY: JK
 DATE DRAWN: 04/28/14
 SCALE: AS SHOWN
 SHEET TITLE

SITE SECTION-ELEVATION
 STREET SIGHT LINES

SHEET NUMBER
AS-1.2
 JOB NO. CUP No.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1016BA14 – Pacific Banning Inc. (Representative: Western States Engineering, Inc.) – City of Banning Case Nos. 13-7002 (Design Review) and 13-8004 (Conditional Use Permit). The Design Review proposes the development of an 81-room, three-story hotel and a 3,778 square foot building for restaurant uses on a 3.43 gross acre (2.66 net acre) site located along the west side of Hargrave Avenue, extending northerly from Ramsey Street to Williams Street. The Conditional Use Permit proposes to allow additional height for the hotel. The project was amended to delete a previously proposed gas station and convenience store. The second building will now provide for a fast-food restaurant and deli-café, with a drive-through. (Airport Compatibility Zone D of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brian Guillot of the City of Banning Community Development Department, at (951) 922-3152.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1016BA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____
 Property Owner PACIFIC BANNING INC. / DANNY WEI Phone Number 714-695-9300
 Mailing Address c/o JOSEPH KARAKI - WESTERN STATES ENGINEERING INC.
4887 E. LA PALMA AVE. STE 707 ANAHEIM CA 92807

Agent (if any) JOSEPH KARAKI - WESTERN STATES ENGINEERING INC. Phone Number 714-695-9300
 Mailing Address 4887 E. LA PALMA AVE. STE 707 ANAHEIM CA 92807

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address 775 E. RAMSEY STREET BANNING CA 92220
 Assessor's Parcel No. 541-150-020 Parcel Size +/- 115,949 sf (2.66 acres)
 Subdivision Name _____ Zoning G-C
 Lot Number _____ Classification GENERAL COMMERCIAL

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) THE SITE IS AN UNDEVELOPED COMMERCIAL ZONED PROPERTY WITHIN THE CITY OF BANNING. AN ABANDONED GAS STATION IS LOCATED AT THE SOUTH-EAST CORNER OF THE PROPERTY. IT IS APPROXIMATELY WITHIN LESS THAN A MILE FROM THE BANNING MUNICIPAL AIRPORT JUST SOUTHEAST OF THE PROPERTY.

Proposed Land Use (describe) THE PROPOSED PROJECT IS COMPOSED OF A HOTEL BUILDING AND FASTFOOD RESTAURANT DRIVE-THRU & DELI-CAFE. THE RESTAURANT-DELI CAFE WILL BE LOCATED AT THE SOUTHERN PART OF THE PROPERTY WHILE THE HOTEL WILL BE LOCATED THE NORTHERN PART. THE HOTEL WILL BE 3-STORIES HIGH (APPROX 42'-0" AGL ±2364 ABOVE SEA LEVEL)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 24 HRS (8HR SHIFT)
 (See Appendix C) Number of People on Site Maximum Number HOTEL = 436; FASTFOOD DRIVE-THRU=58; DELI-CAFE=26
 Method of Calculation CBC TABLE 1004.1.2

Height Data Height above Ground or Tallest Object (including antennas and trees) 42'-0" ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 2364 ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	MAY 13, 2013	Type of Project
Agency Name	CITY OF BANNING COMMUNITY DEVELOPMENT DEPT.	<input type="checkbox"/> General Plan Amendment
Staff Contact	BRIAN GUILLOT	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	951-922-3152	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	CUP# 13-804 / DR# 13-7002	<input checked="" type="checkbox"/> Use Permit
	* Amended Plot Plan	<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1. Completed Application Form
- 1. Project Site Plan – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1. Check for Fee (See Item "C" below)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1 Check for review–See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.4
HEARING DATE: June 12, 2014
CASE NUMBER: ZAP1064RI14 – River Springs Charter School
(Representative: Larry Slusser)
APPROVING JURISDICTION: City of Riverside
JURISDICTION CASE NO: P14-0362 (Conditional Use Permit)

MAJOR ISSUES: The project proposes a K-12 charter school within Compatibility Zone D. Children’s schools are discouraged land uses within Compatibility Zone D. In addition, pursuant to both the Building Code Method and the anticipated occupancy presented by the applicant, the project would not comply with either the average acre or the single-acre intensity criteria of Zone D. However, since the charter school proposes to occupy an existing building and is not anticipated to increase intensity above levels of the previous use, Countywide Policies 3.3.2 and 3.3.6 may be applicable to determine the normally incompatible use compatible.

RECOMMENDATION: Staff must recommend a finding of INCONSISTENCY for the Conditional Use Permit based on the project not complying with the average and single-acre intensity criteria for Compatibility Zone D. However, if the Commission is willing to consider application of Countywide Policies 3.3.2 and/or 3.3.6, the Commission may find the Conditional Use Permit CONSISTENT, subject to the conditions included herein.

PROJECT DESCRIPTION: The Conditional Use Permit proposes to relocate River Springs Charter School to the former YMCA building located at 4020 Jefferson Street in Riverside on a 3.0-acre (gross) parcel. The existing building has an area of 41,790 square feet. The applicant proposes to demolish the 16,024 square foot single story portion on the east side of the building and to construct a two story 36,150 square foot addition in its place. The existing large central portion of the building containing the racquetball and basketball courts will remain. Maximum height of the building will remain at 34 feet. The charter school is currently operating at a site located at 8775 Magnolia Avenue and is seeking to relocate due to its lease expiring in June 2015.

PROJECT LOCATION: The project site is located westerly of Jefferson Street, northerly of Garfield Street, easterly of Via San Jose, and southerly of Willow Avenue, within the City of Riverside, approximately 5,500 feet southeasterly of Runway 9-27 and 8,600 feet easterly of Runway 16-34 at Riverside Municipal Airport.

LAND USE PLAN: 2005 Riverside Municipal Airport Land Use Compatibility Plan

a. Airport Influence Area: Riverside Municipal Airport

- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Below 55 CNEL from aircraft

BACKGROUND:

Non-Residential Average Intensity: The project is located within Airport Compatibility Zone D. Non-residential intensity in Airport Compatibility Zone D is restricted to 100 people per average acre. The site has a gross area of 3.0 acres. Utilizing the Building Code Method for calculating occupancy, the project would result in a total site occupancy of 1,913 people. Based on this occupancy, the project would result in an average intensity of 638 people per acre, which would be inconsistent with the Compatibility Zone D average acre criteria.

However, the Building Code Method likely overestimates actual anticipated occupancy since not all areas would be utilized to their maximum occupancy all at the same time. The applicant has indicated that a maximum occupancy of 815 people is anticipated for the school. This is based on the 26 classrooms accommodating 29 students each for a total of 754 students, 43 total teachers and other staff, and a maximum of 18 visitors or other non-student, non-staff occupants. This occupancy would result in an average intensity of 272 people, which would also be inconsistent with the Compatibility Zone D average acre criteria. Infill provisions pursuant to Countywide Policy 3.3.1 may also be applied, but at most would allow for double the maximum intensity permitted (200 persons per average acre), which is exceeded utilizing the applicant's anticipated occupancy of 815.

Non-Residential Single-Acre Intensity: Non-residential intensity in Airport Compatibility Zone D is restricted to 300 people per single-acre. The maximum single-acre area on the site would include approximately half of the building. Pursuant to the Building Code method, the eastern half of the building with classrooms, student area, and some office, kitchen, dining, and storage area would result in an occupancy of approximately 1,100 people, which would be inconsistent with the single-acre criteria for Compatibility Zone D. Utilizing the applicant's anticipated occupancy of 815 people and dividing it evenly (although the classroom half would likely retain more than half of the overall occupancy) between the portions of the building would result in an occupancy of 408 people per single-acre, which would also be inconsistent with the single-acre criteria for Compatibility Zone D and beyond the level that would be consistent with a full risk-reduction design bonus.

Prohibited and Discouraged Uses: The project does not propose any highly noise-sensitive outdoor nonresidential uses or hazards to flight, which are prohibited uses within Compatibility Zone D. However, the project does propose a children's school, which is a discouraged use within Compatibility Zone D. To note, the project is located just within the General Traffic Pattern Envelope as shown on Exhibit RI-7 of the Riverside Municipal Airport Land Use Compatibility Plan.

Countywide Policies 3.3.2 and 3.3.6: Section 3.3.2(b) of the Countywide Policies states that a "nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per

acre) is not increased above the levels existing at the time of adoption” of the applicable Compatibility Plan. If the building square footage were not being enlarged to the extent proposed, and if the use were not changing to a use specifically discouraged in Compatibility Zone D, this section would have been sufficient for staff to recommend consistency.

The applicant has provided an analysis utilizing Countywide Policies 3.3.2 and 3.3.6 that the Commission may consider to determine the typically incompatible use compatible. To summarize the analysis, the YMCA that previously occupied the existing building had an estimated maximum occupancy of 866 occupants based on building code in effect at that time (1,254 occupancy based on current building code) and as a use that was established prior to the adoption of the 2005 Riverside Municipal Airport Land Use Compatibility Plan, would have still been allowed this occupancy if it had remained in operation. (No data is available regarding the actual occupancy of the YMCA building). The proposed school is anticipated to result in an occupancy of 815 people, which is less than the maximum occupancy of the YMCA.

In addition, the analysis asserts that no other suitable sites for relocation exist within a reasonable distance from its existing location. Alternative sites have been considered, but have not been deemed acceptable due to distance from existing school, traffic concerns from the city, and/or lack of recreation facilities, as well as the relatively limited timeframe for construction due to the pending expiration of their current lease in June 2015. Closure of the charter school would disperse the existing charter school students to other nearby schools, many of which are located within Zone D (Ramona High School, Madison Elementary, Jefferson Elementary, Riverside Christian Middle School, Adams Elementary School, Jackson Elementary School, and Sierra Middle School). The charter school would be in operation for 56 hours per week, Tuesday through Friday, whereas the YMCA operated 90.5 hours per week.

If the Commission were to utilize Countywide Policies 3.3.2 and 3.3.6, the Commission would need to make special findings as follows:

1. The intensity of the proposed charter school renders it a nonconforming use that proposes to alter and occupy an existing building. However, the propose use would not result in greater intensity than the previously existing YMCA facility that was in operation at the time of the adoption of the 2005 Riverside Municipal Airport Land Use Compatibility Plan.
2. The following special circumstances exist:
 - a. The continued use and expansion of an existing building would not result in an increase in intensity;
 - b. No other suitable sites exist within a reasonable distance to relocate the existing charter school; and
 - c. Closure of the charter school would likely increase the number of students attending other existing schools located within Compatibility Zone D.
3. The proposed project would not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure from aircraft for the proposed charter school.

2011 Handbook: The 2011 edition of the California Airport Land Use Planning Handbook indicates that children's schools should be limited, but not necessarily prohibited, in Traffic Pattern Zones and indicates that average intensities of up to 200-300 persons per acre and single-acre intensities of up to 800-1200 may be acceptable in the vicinity of suburban airports.

Noise: The site is located within an area subject to average aircraft noise levels below 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The proposed project would involve the construction of a new 31-foot tall expansion to the existing building, but would not increase the maximum 34-foot height of the existing building. The maximum height of the building is also the closest portion of the building compared to the proposed 31-foot tall expansion. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Open Area: Compatibility Zone D requires 10% of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. Since the project site is less than ten acres, this criterion is not applicable.

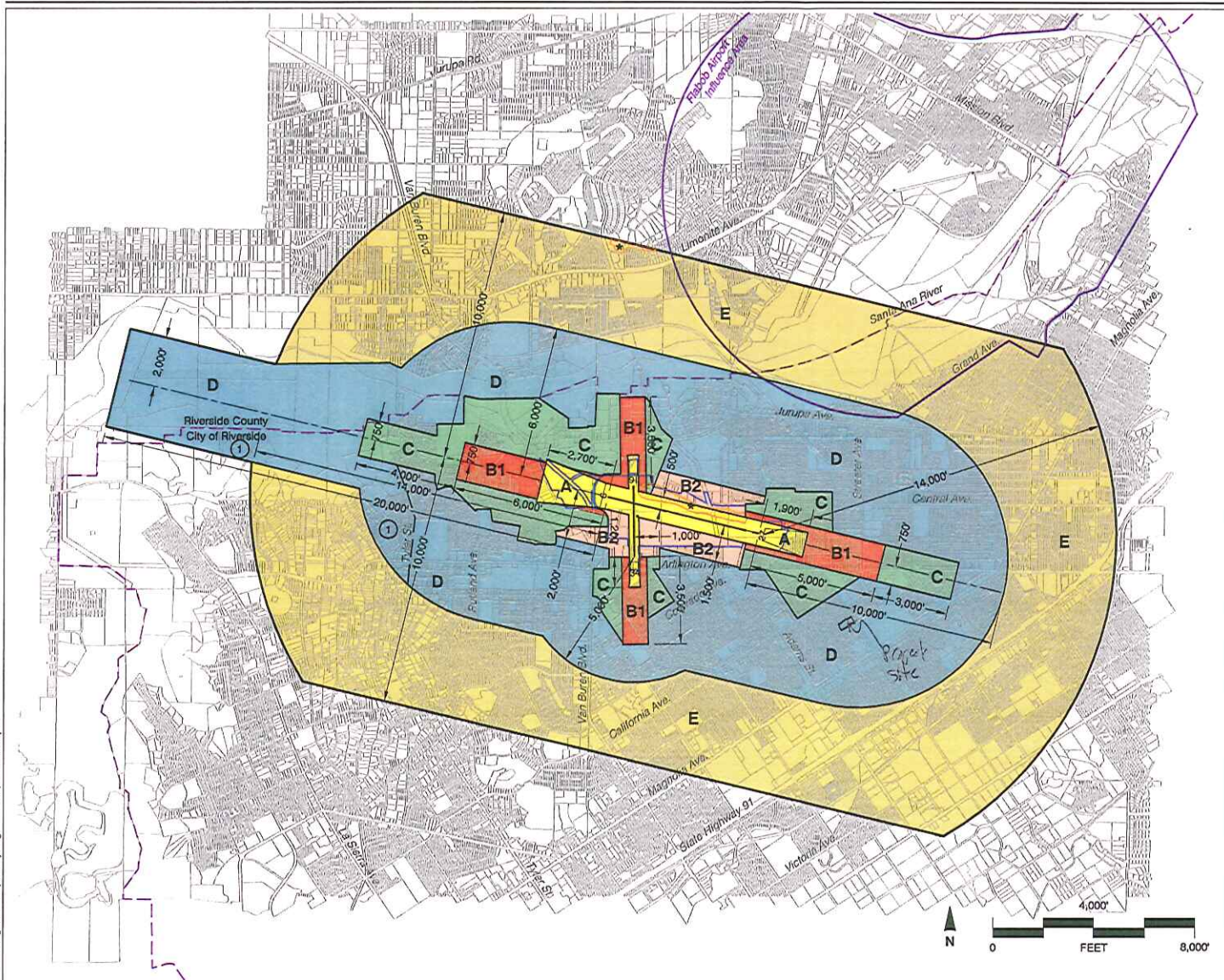
CONDITIONS:

1. 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, including landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) highly noise-sensitive outdoor nonresidential uses and hazards to flight.

2. The attached notice shall be provided to all prospective purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
3. 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, and shall comply with Riverside County Ordinance No. 655. All outdoor lighting shall be downward facing.
4. No aboveground retention basins are depicted on the site plan. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) (if any) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits

Note

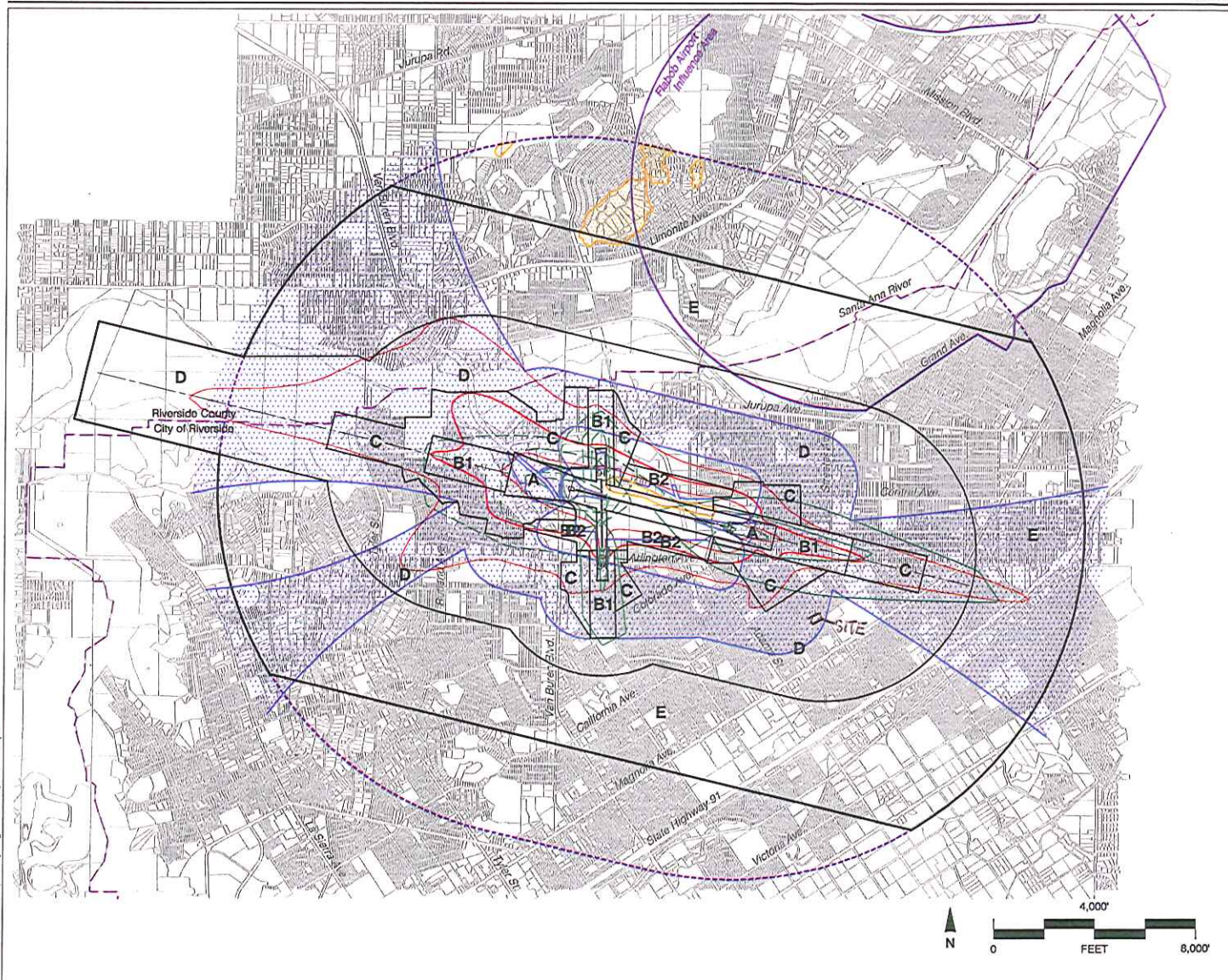
Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(Adopted March 2005)

Map RI-1

Compatibility Map
Riverside Municipal Airport



- Legend**
- Compatibility Zones**
- Airport Influence Area Boundary
 - ▭ Zone A
 - ▭ Zone B1
 - ▭ Zone B2
 - ▭ Zone C
 - ▭ Zone D
 - ▭ Zone E
- Noise and Overflight Compatibility Factors**
- 65 dB CNEL
 - 60 dB CNEL
 - 55 dB CNEL
- } Ultimate
- ▭ General Traffic Pattern Envelope
(approximately 80% of aircraft overflights estimated to occur within these limits)
- Safety and Airspace Compatibility Factors**
- Aircraft Departure Accident Risk Intensity Contours*
(Shown Only for Takeoffs to the West and North)
 - Aircraft Approach Accident Risk Intensity Contours*
(Shown Only for Landings from the East and South)
 - FAR Part 77 Conical Surface Limits
 - ▭ FAR Part 77 Terrain Penetration
- Boundary Lines**
- Airport Property Line
 - City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20 % increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (March 2005)

Exhibit RI-7

Compatibility Factors Map
Riverside Municipal Airport

P:\RCO\Depts\RAL\compatibility.dwg Mar 21, 2005 - 5:46pm

RIVERSIDE COUNTY GIS



Selected parcel(s):
227-163-010

AIRPORTS

-
-

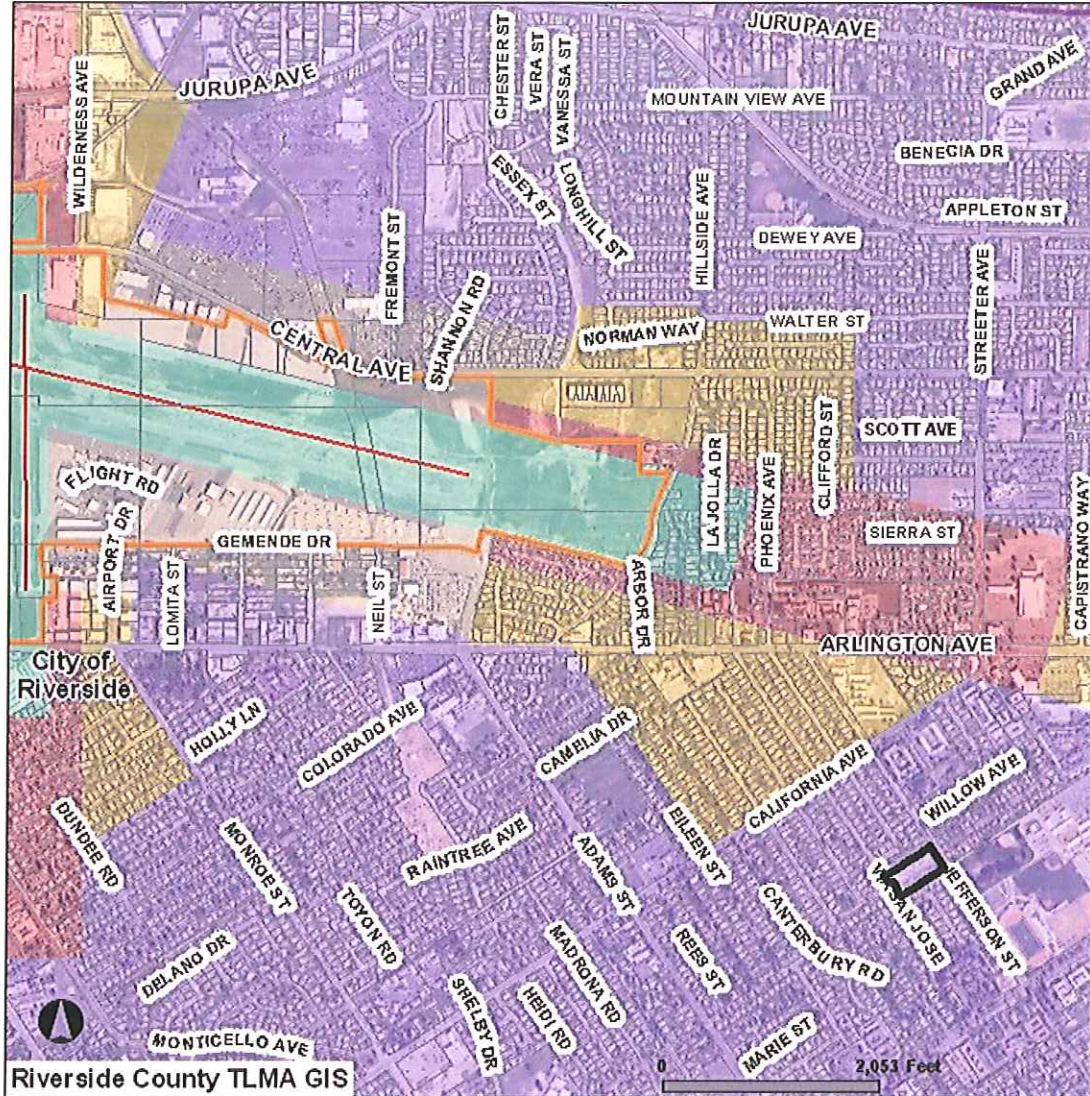
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed May 21 11:05:26 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
227-163-010

AIRPORTS

- | | | | |
|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AIRPORT RUNWAYS | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2 | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D |
| COMPATIBILITY ZONE E | | | |

IMPORTANT

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REPORT PRINTED ON...Wed May 21 11:12:55 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
227-163-010

LEGEND

-  SELECTED PARCEL
-  INTERSTATES
-  HIGHWAYS
-  PARCELS
-  CITY

IMPORTANT

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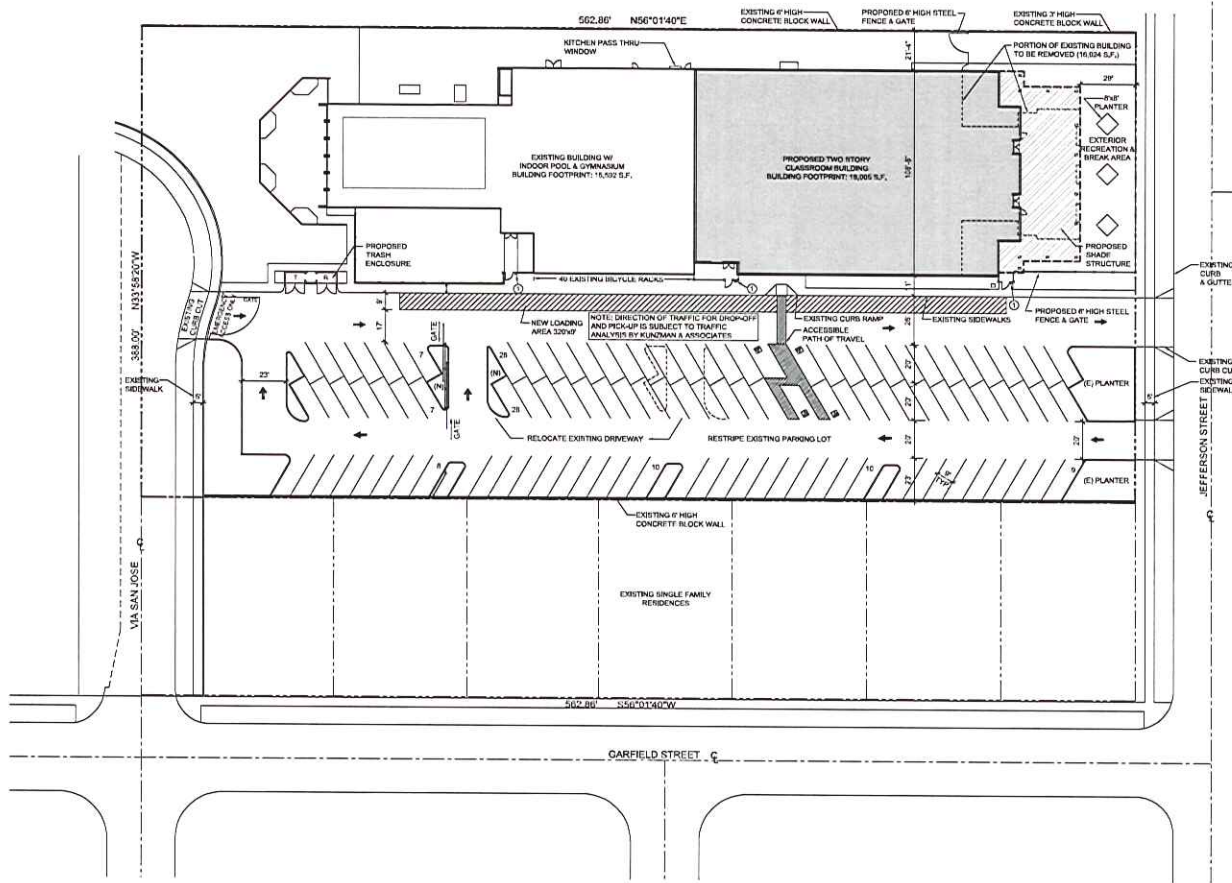
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Version 131127



YMCA REMODEL FOR RIVER SPRINGS CHARTER SCHOOL

4020 JEFFERSON STREET, RIVERSIDE, CALIFORNIA



SHEET INDEX:

A-1.0	SITE
A-2.0	FLOOR PLAN
A-3.0	EXTERIOR ELEVATIONS

SITE DATA:

PROJECT ADDRESS: 4020 JEFFERSON STREET, RIVERSIDE, CALIFORNIA
 APN: 227-163-010
 GROSS SITE AREA: 130,715 S.F. (3.0 ACRES)

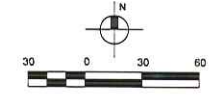
EXISTING BUILDING AREA:	15,932 S.F.
FIRST FLOOR AREA TO REMAIN:	10,174 S.F.
SECOND FLOOR AREA TO REMAIN:	10,824 S.F.
PORTION OF EXISTING BUILDING TO BE REMOVED:	5,754 S.F.
PROPOSED BUILDING AREA:	18,065 S.F.
NEW FIRST FLOOR AREA:	18,145 S.F.
NEW SECOND FLOOR AREA:	18,145 S.F.
TOTAL PROPOSED FIRST FLOOR AREA:	18,892 + 18,065 S.F. = 33,597 S.F.
TOTAL PROPOSED SECOND FLOOR AREA:	10,174 + 18,145 S.F. = 28,319 S.F.
EXISTING FLOOR AREA (RATIO):	(15,932 + 18,065) / 130,715 S.F. = 0.24
PROPOSED FLOOR AREA (RATIO):	(33,597 + 28,319) / 130,715 S.F. = 0.50

EXISTING USE: VACANT
 PROPOSED USE: CHARTER SCHOOL K-12
 EXISTING USE: VACANT
 PROPOSED USE: CHARTER SCHOOL K-12

PARKING:

28 TOTAL CLASSROOMS	52
20 REGULAR CLASSROOMS + 2 STAFF EACH (CHEMISTRY & LIBRARY USED BY ALL CLASSES)	
ADMINISTRATIVE STAFF	5
STUDENT SERVICES (DATA FROM OTHER SITES SHOWS 4 DRIVERS PER CLASS)	
SENIOR CLASS DRIVERS	10
JUNIOR CLASS DRIVERS	10
SOPHOMORE DRIVERS (1/2 CLASS)	5
TOTAL REQUIRED PARKING SPACES	82 SPACES
TOTAL PROVIDED PARKING	107 SPACES

NOTES:
 • NO BUS SERVICE AT THIS SCHOOL.
 • GATES ARE CLOSED ONLY WHEN STUDENTS ARE USING PARKING LOT AS A PLAYGROUND. WHEN NEEDED, ENTIRE LOT CAN BE USED FOR PARKING.
 • STUDENT USE WILL BE RESTRICTED TO ON-SITE PLAY AREAS.



KEYNOTES

① PROPOSED SECURITY GATE WITH KNOX BOX

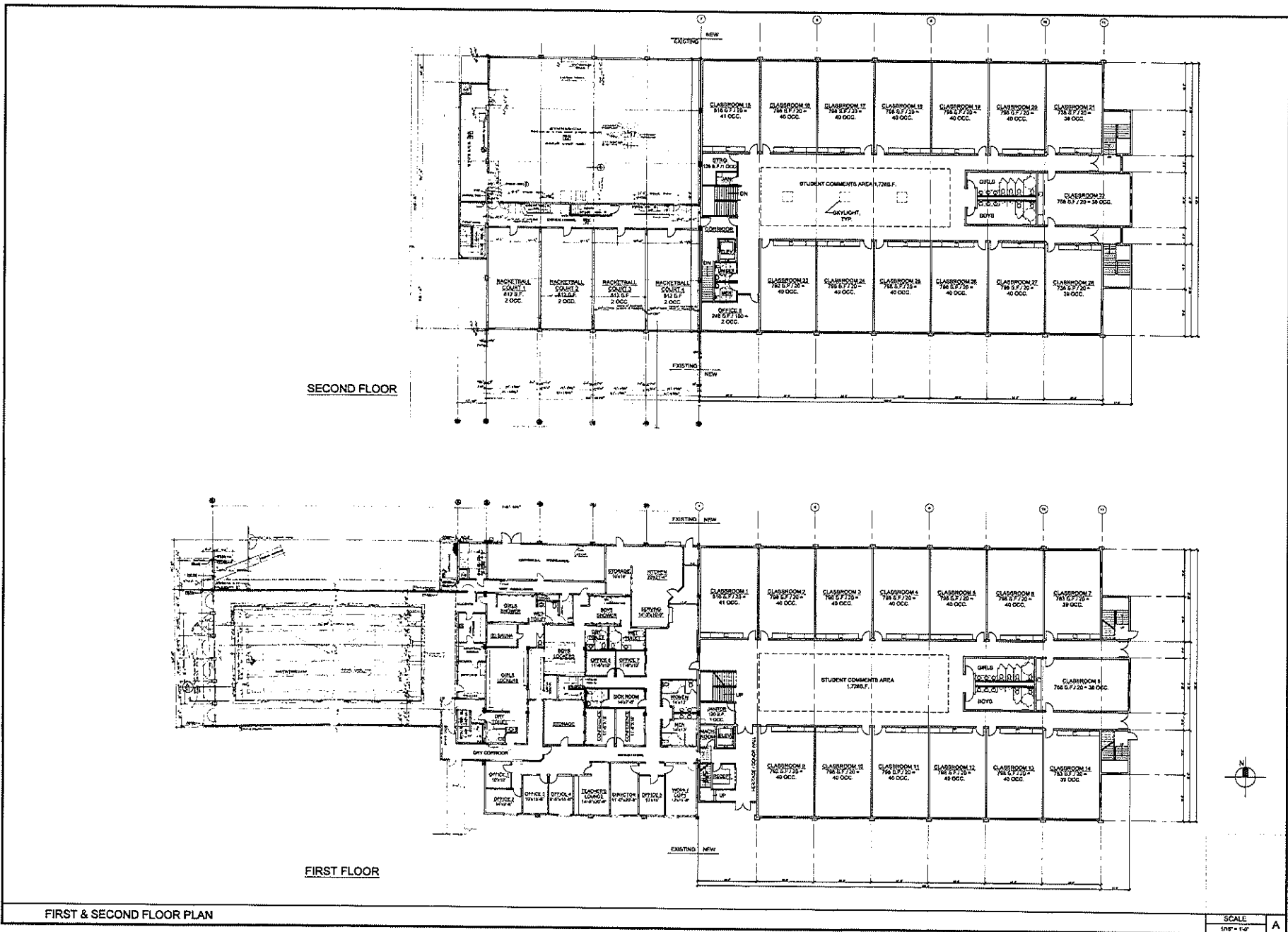
SITE PLAN

SCALE
 1" = 30'

042214
 Issue Purpose: 04/15/2014
 4020 JEFFERSON AVENUE, RIVERSIDE CALIFORNIA
 YMCA REMODEL FOR RIVER SPRINGS CHARTER SCHOOL
 Project
 4020 JEFFERSON AVENUE, RIVERSIDE CALIFORNIA
 330 St. John Place, Hemet, California 92343
 heron_rumano_llc
 heron_rumano_llc



SITE PLAN
 820-03-14
 A-1.0



SCALE
1/8" = 1'-0"

642214

DATE: 05/11/11

PROJECT: YVCA REMODEL FOR RIVER SPRINGS CHARTER SCHOOL
400 JEFFERSON AVENUE, RIVERSIDE CALIFORNIA

PROJECT NO: 0374442500

DATE: 020-43-14

heron humans of

ARCHITECTS, INC.

330 St. John Pkwy, Riverside, California 92503

TEL: 951-632-4431 FAX: 951-637-0373

Riverside YMCA Building as it Relates to the Riverside Airport

Revised 5/12/2014

Applicant

River Springs Charter School
43462 Business Park Dr.
Temecula, CA 92590

Contact: Facilities and IT Department
Phil Hermsmeyer
(760) 716-9015

Applicant Processor

Larry Slusser
951-440-5336
larrysl@msn.com

Site

YMCA Building
4020 Jefferson St.
Riverside, CA

Background

River Springs Charter School (RSCS) is currently leasing a building at 8775 Magnolia Street, Riverside. The lease will end June 2015 and the owner, Southern Cal-Baptist, has plans to use the facility for its own purposes. Therefore, it is proposed that RSCS with a K-12 program, relocate to 4020 Jefferson Street, Riverside (see Exhibit A). This building was constructed for the YMCA in 1968 and used for many years. It has been vacant since January 2013.

Building Remodel

The single story portion on the east of the existing building will be demolished and a 2-story section will be constructed in its place. The existing large central portion of the building containing the racquetball and basketball courts will remain. That section has a height of 34 feet. The proposed new 2-story section has a height of 31 feet (see Exhibit 1). Thus, the existing structure profile is higher than the proposed remodel.

Safety of Students

Safety of the students is important to RSCS. Video cameras, fencing and background checks are just a few of the methods used to protect students. If it were possible for the school to be located in a non-airport rated zone, RSCS would prefer that. However, with the requirement to move from the Magnolia site and no other building available, RSCS is seeking a balance between having the school in Zone D and the alternative of discontinuing their school program in this area.

Compatibility

The building is located in Airport Zone D. In the Riverside County Air Land Use Management Plan (ALUC Plan) there are allowances to support a school in this location. Following are concerns as stated in the ALUC Plan and responses to those concerns.

1.4.1. *Principal Compatibility Concerns: The Commission is concerned only with the potential impacts related to:*

- (a) Exposure to aircraft noise;*
- (b) Land use safety with respect both to people on the ground and the occupants of aircraft;*
- (c) Protection of airport airspace; and*
- (d) General concerns related to aircraft overflights.*

Response to Compatibility Concerns:

(a) Aircraft noise – Table 2B of the ALUC Plan indicates that schools are not to be located in areas where aircraft noise is greater than 50-55 CNEL.

Response: Using Exhibit RI-5-Ultimate Noise Impacts, the subject site is outside the 50-55 CNEL line by a far distance. (See Exhibit 2.)

(b) Land use safety concerns – Table 2A of the ALUC Plan indicates that schools are to be discouraged from Zone D.

Response 1: Page 2 of Table 2A, Note 17 states: *“Discouraged uses should generally not be permitted unless no feasible alternative is available.”* This is indeed a fact. The subject site is the only known available property that can house the school in the area where student families live.

Response 2: The building use predates the ALUC Plan. Paragraph 3.3.2(b) of the ALUC Plan addresses non-conforming uses: *“A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this Compatibility Plan. No ALUC review of such changes is required.”*

The YMCA building was used mainly by children and teens. A school is essentially the same use of the building. Since the building predates the ALUC Plan adoption, the use of the building should be allowed to continue.

(c) Air space protection concern - Paragraph 3.3.2(c) of the ALUC Plan states: "*Within Compatibility Zones C and D, generally there is no concern with regard to any object up to 70 feet tall unless it is located on high ground or it is a solitary object (e.g., an antenna) more than 35 feet taller than other nearby objects.*"

Response: The subject building is only 20 feet higher than nearby objects.

(d) General concerns related to aircraft overflight.

Response: When the ALUC application is approved and RSCS closes escrow, a "Deed Notice" will be recorded on the property.

Other Considerations in Favor of This Site

1. Reduced Occupancy – The original YMCA plans from 1968 show a permitted occupancy load of 866. If the YMCA were still using this facility, 866 occupants would be permitted. The school is proposing a maximum occupancy of 815.

2. Students in Zone D – The students will either attend RSCS at the subject building or another school in Zone D (see Exhibit 3). In any case, they will still be in Zone D.

Summary

The subject site meets the criteria for a school in Zone D. The ALUC Plan allows for this as follows:

3.3.6 Other Special Conditions: The compatibility criteria set forth in the Plan are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to this site.

(a) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.

(b) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.

Allowing a school to use this building is a special condition for the following reasons.

1. No alternative sites are available.
2. Building use predates the adoption of the ALUC Plan.
3. Reduced occupancy.
4. Students will be in Zone D whether or not they attend this school.

River Springs Charter School requests approval for a school at this site.

Proposed Relocation of River Springs Charter School

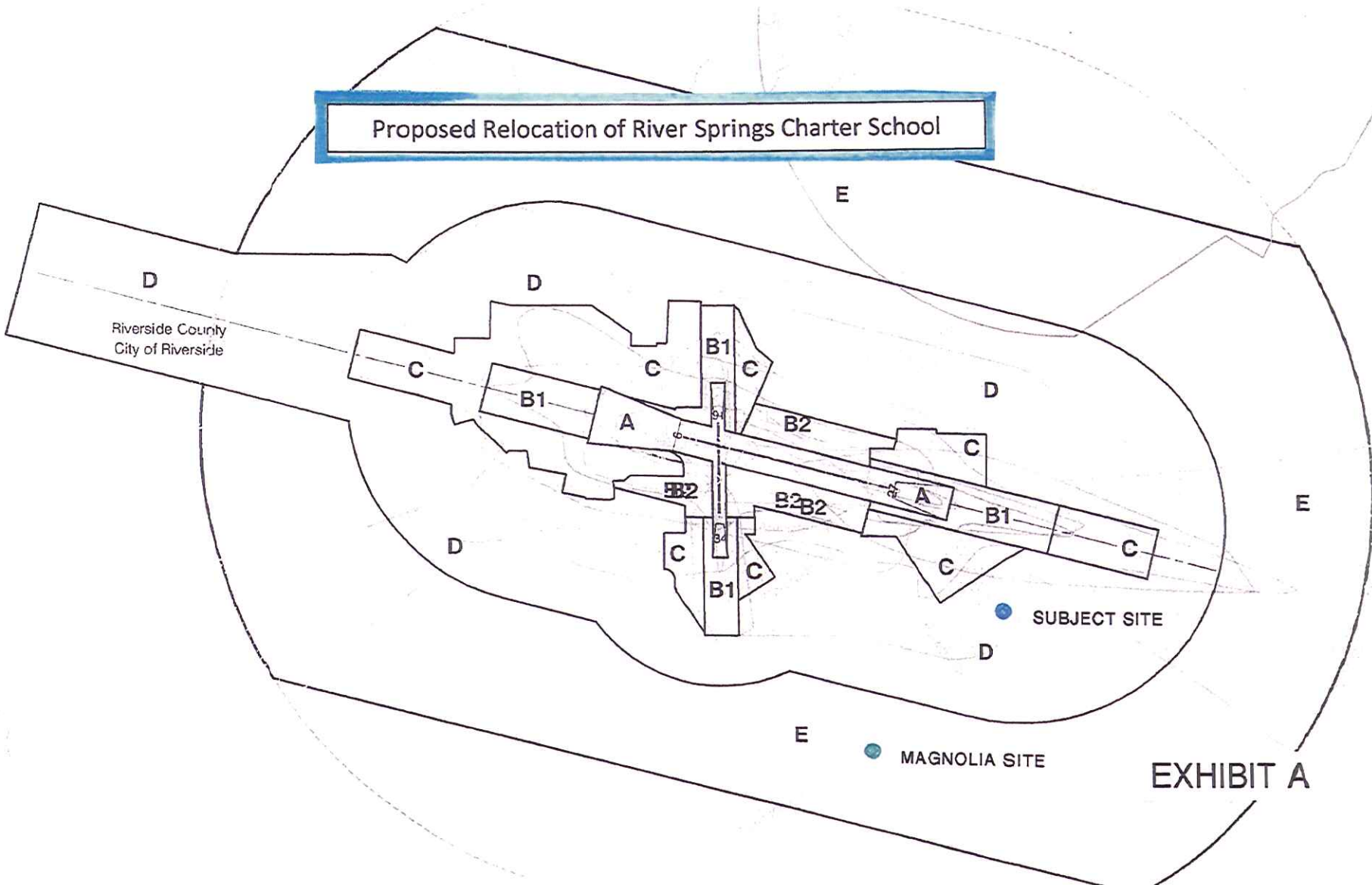
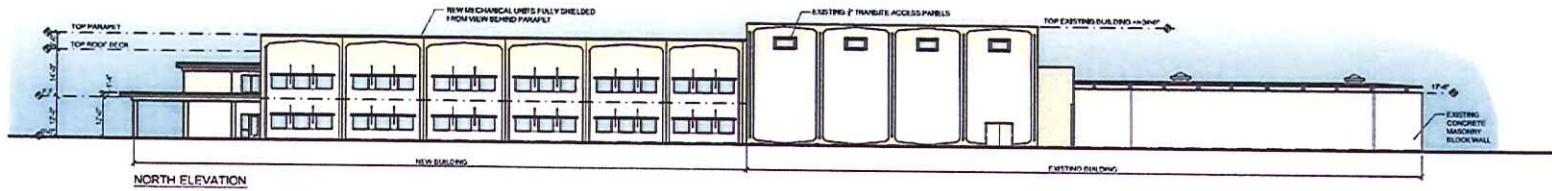
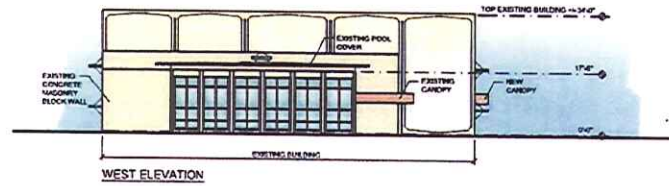


EXHIBIT A



35 FEET HIGH 31 FEET HIGH

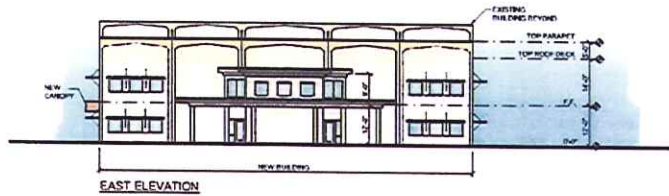
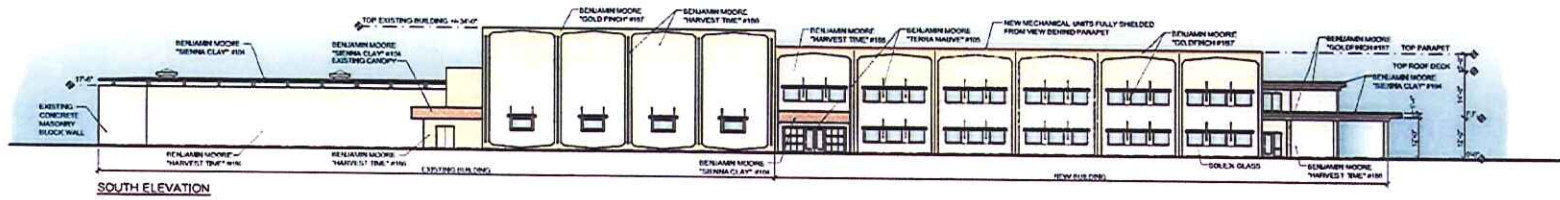
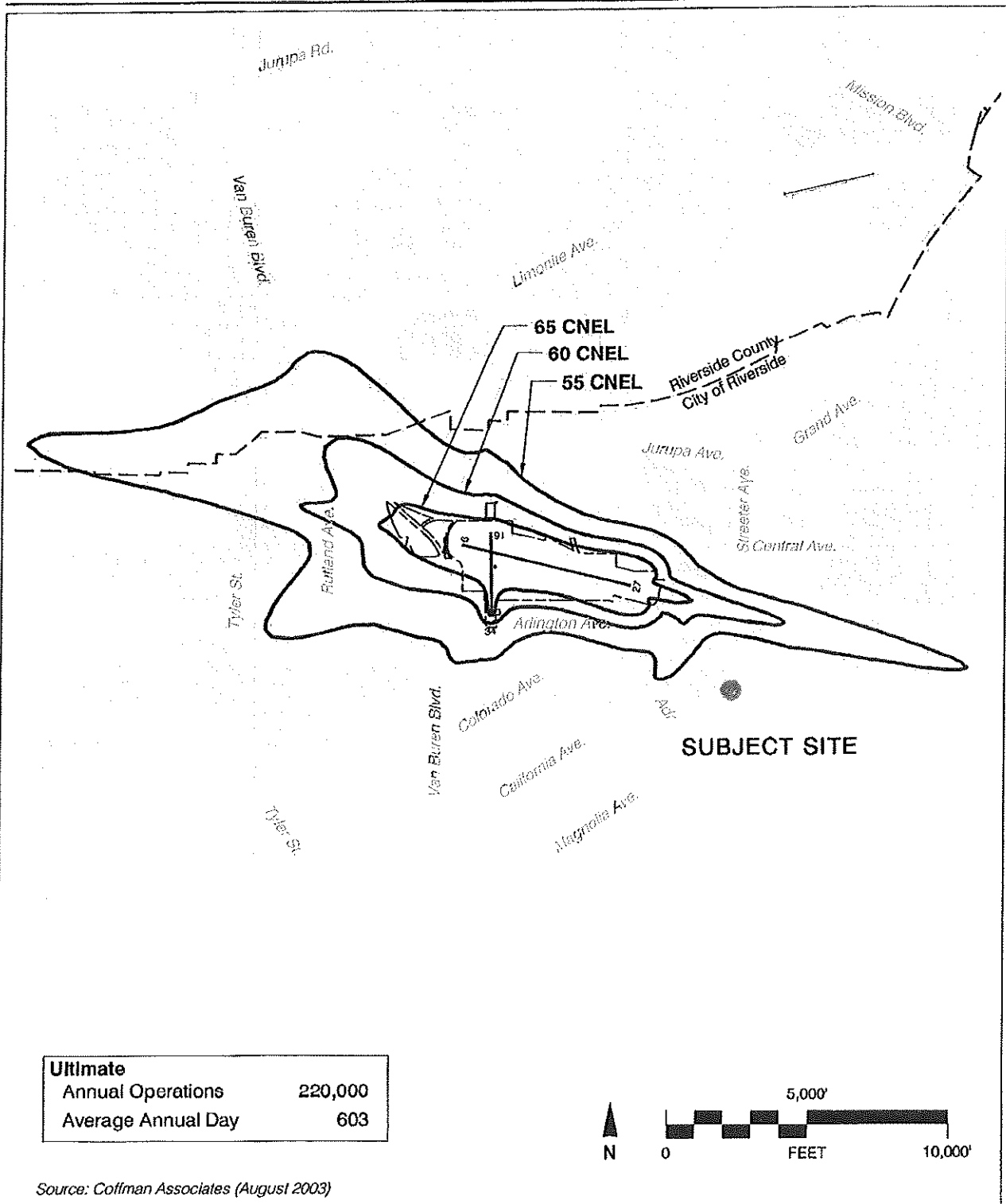


EXHIBIT 1



RAL-noise-compatibility

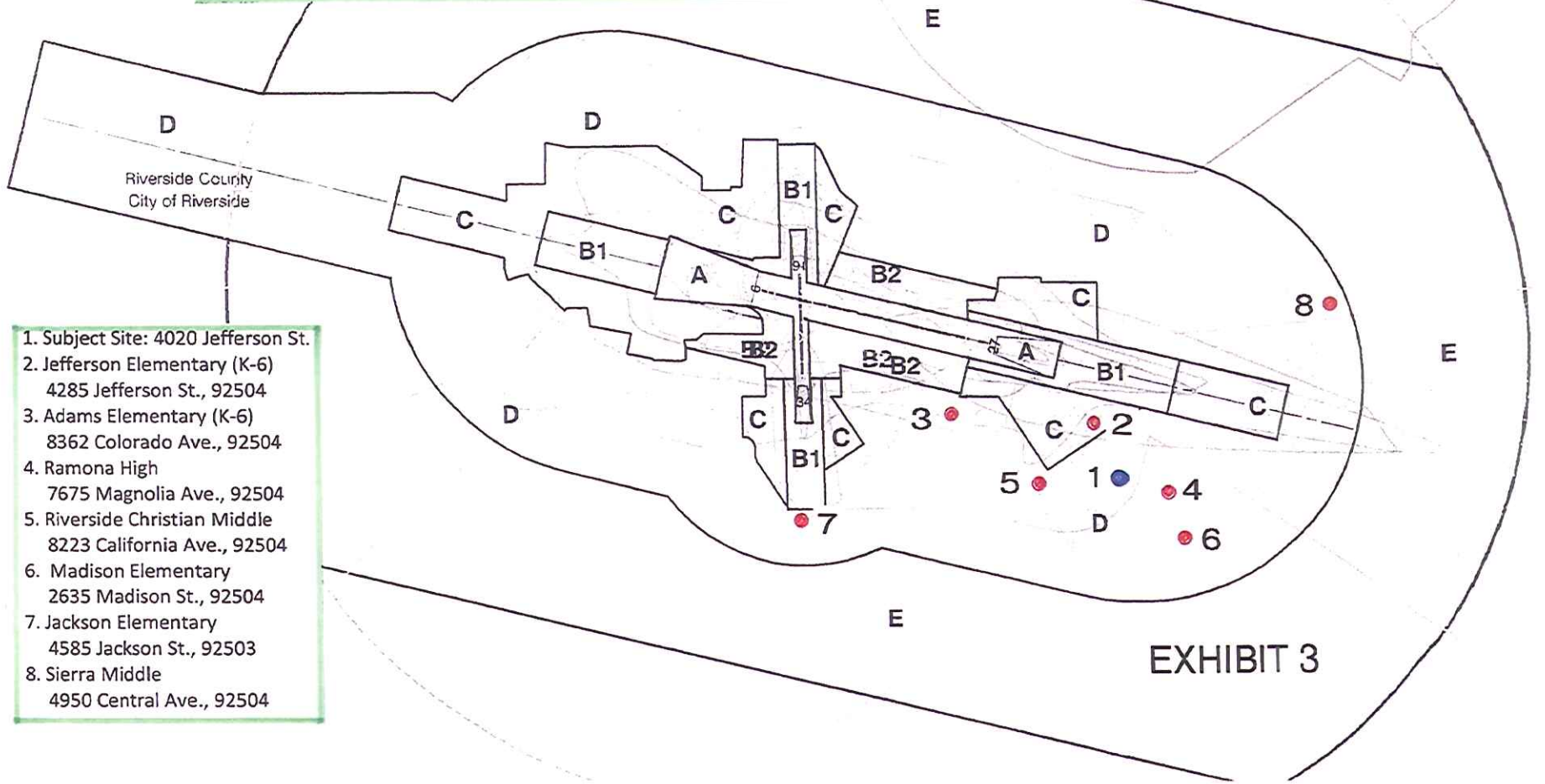
Exhibit RI-6

EXHIBIT 2

Ultimate Noise Impacts Riverside Municipal Airport

W6-6

Schools in Zones C or D that share students with River Springs Charter School



1. Subject Site: 4020 Jefferson St.
2. Jefferson Elementary (K-6)
4285 Jefferson St., 92504
3. Adams Elementary (K-6)
8362 Colorado Ave., 92504
4. Ramona High
7675 Magnolia Ave., 92504
5. Riverside Christian Middle
8223 California Ave., 92504
6. Madison Elementary
2635 Madison St., 92504
7. Jackson Elementary
4585 Jackson St., 92503
8. Sierra Middle
4950 Central Ave., 92504

“Additional Information”

River Springs Charter School ALUC Application

4020 Jefferson St.

May 14, 2014

1. YMCA occupancy

On plans: 866 in 1968

With current building codes: 1254

There isn't a way to know how many occupants were in the YMCA in the past. However, the building could have up to 866 occupants and still be compliant.

2. Students & staff numbers

26 regular classrooms plus a Library and a Chemistry room which are shared by all classes.

26 classroom x 29 students each = 754 students

Staff = 43 teachers

Total 797 Rounded up to 815

3. This school has limited use.

All the programs offered by RSCS are part home school and part classroom. This school will be open Tuesday through Friday and closed on Mondays. School is only in session 36 weeks a year. School holidays are: June 10 – August 26, 3 weeks at Christmas, 1 week in the Spring and 1 week at Thanksgiving.

4. Schools currently in City of Riverside

8775 Magnolia Ave with 461 students. The students from this location will move to the subject site, if approved.

3050 Chicago Ave. with 359 students.

5. Additional properties that were considered:

One was on Magnolia Ave. and the other was Tequesquite Ave.. Addresses not available, but can be obtained if needed. One of these properties was too far for families to travel to attend. The other property was presented to the city and the school was told that it would not be granted a CUP because of traffic at the location.

Brady, Russell

From: Philip Hermsmeyer <philip.hermsmeyer@riverspringscharter.org>
Sent: Wednesday, May 14, 2014 10:38 PM
To: Larry Slusser
Cc: Brady, Russell; Tara Sandoval; Kathleen Hermsmeyer
Subject: Re: YMCA building

Hi Mr. Brady and Larry,

My name is Phil Hermsmeyer, I head the school's facilities and IT departments.

The two buildings that Larry mentioned are located at:

- 4260 Tequesquite Ave., Riverside

- 9707-9731 Magnolia Ave., Riverside

We were notified in June of 2011 by Cal Baptist University, our landlord at our existing site on 8775 Magnolia Ave., Riverside, that our lease expiring in June of 2015 would not be renewed.

Almost immediately, our realtor and I began an over two year search for a replacement facility. I gave our Board of Directors an update on the search progress in mid-2013 that featured these two buildings.

I can send you copies of these presentation slides if they would be helpful?

We were surprised how few buildings were available that met our needs (and that weren't already owned by Cal Baptist!). Since we had a good working relationship with the City of Riverside Planning staff on two other occasions for our 8775 Magnolia and 3050 Chicago Avenue CUPs, we brought both of these buildings to their attention.

Planning wasn't very excited by either location, but they showed special concern for the 9707-9731 Magnolia location as traffic is already very challenging at this location without adding substantial drop-off and pick-up visits by River Springs parents.

From our staff and Board's perspective, neither facility was acceptable due to distance from the existing location, the bare minimum square footage available and the lack of on-site or nearby recreational facilities for our students.

Our 8775 Magnolia location has had a waiting list for almost every grade since we opened up the site, so our staff and Board wanted to find a site that could accommodate our growing student population.

After this meeting with the Board, our search went on hold for a few months until our realtor, Jennifer Kapur showed us the old YMCA building. Jennifer understood our needs as she had found us the 3050 Chicago Avenue site previously.

At just over a mile from 8775 Magnolia, with indoor olympic-sized swimming pool, basketball and racquetball courts and close proximity to Don Jones park - well, the facility is just about ideal for our public charter school.

The school is also very excited about the idea of making the building available to the local community outside of our Tuesday-Friday school schedule under the auspices of the Riverside Parks and Recreation department. We're also going to try to lure the Riverside Police and Fire departments back to the building. Before the YMCA closed in early 2013, both departments used the building's racquetball and basketball courts for recreation and physical training.

Thank you again for the work you are doing for the school! Please do not hesitate to call me if I can be of any further help.

Best regards,
Phil

cell: 760-716-9015

On Wed, May 14, 2014 at 8:25 PM, Larry Slusser <larrysl@msn.com> wrote:

Hi Russell,

Attached is some more information. It covers some of the points we discussed on Monday. In point #5 I don't have the addresses but can get them if it would be helpful.

Please let me know if you see any holes in our reasoning. Thank you for the work you are doing. I appreciate your helpful attitude.

Larry Slusser
[951-440-5336](tel:951-440-5336)

--

Philip J Hermsmeyer
Asst. Superintendent, Facilities & IT
River Springs Charter School
43174 Business Park Dr.
Temecula CA 92590
(951) 252-8860

- (1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or
 - (2) Double the density permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (c) For nonresidential development, the average usage intensity (the number of people per gross acre) of the site's proposed use shall not exceed the lesser of:
- (1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or
 - (2) Double the intensity permitted in accordance with the criteria for that location as indicated in the Compatibility Criteria matrix, Table 2A.
- (d) The single-acre and risk-reduction design density and intensity multipliers described in Policies 4.2.5 and 4.2.6 and listed in Table 2A are applicable to infill development.
- (e) Infill development on some parcels should not enable additional parcels to then meet the qualifications for infill. The ALUC's intent is that parcels eligible for infill be determined just once. Thus, in order for the ALUC to consider proposed development under these infill criteria, the entity having land use authority (Riverside County or affected cities) must first identify the qualifying locations in its general plan or other adopted planning document approved by the ALUC. This action may take place in conjunction with the process of amending a general plan for consistency with the ALUC plan or may be submitted by the local agency for consideration by the ALUC at the time of initial adoption of this *Compatibility Plan*. In either case, the burden for demonstrating that a proposed development qualifies as infill rests with the affected land use jurisdiction and/or project proponent.
- 3.3.2. *Nonconforming Uses:* Existing uses (including a parcel or building) not in conformance with this *Compatibility Plan* may only be expanded as follows:
- (a) Nonconforming residential uses may be expanded in building size provided that the expansion does not result in more dwelling units than currently exist on the parcel (a bedroom could be added, for example, but a separate dwelling unit could not be built). No ALUC review of such improvements is required.
 - (b) A nonconforming nonresidential development may be continued, leased, or sold and the facilities may be maintained or altered (including potentially enlarged), provided that the portion of the site devoted to the nonconforming use is not expanded and the usage intensity (the number of people per acre) is not increased above the levels existing at the time of adoption of this *Compatibility Plan*. No ALUC review of such changes is required.
 - (c) ALUC review is required for any proposed expansion of a nonconforming use (in terms of the site size or the number of dwelling units or people on the site). Factors to be considered in such reviews include whether the development qualifies as infill (Policy 3.3.1) or warrants approval because of other special conditions (Policy 3.3.6).

- 3.3.3. *Reconstruction:* An existing nonconforming development that has been fully or partially destroyed as the result of a calamity may be rebuilt only under the following conditions:
- (a) Nonconforming residential uses may be rebuilt provided that the expansion does not result in more dwelling units than existed on the parcel at the time of the damage.
 - (b) A nonconforming nonresidential development may be rebuilt provided that it has been only partially destroyed and that the reconstruction does not increase the floor area of the previous structure or result in an increased intensity of use (i.e., more people per acre). Partial destruction shall be considered to mean damage that can be repaired at a cost of no more than 75% of the assessor's full cash value of the structure at the time of the damage.
 - (c) Any nonresidential use that has been more than 75% destroyed must comply with all applicable standards herein when reconstructed.
 - (d) Reconstruction under Paragraphs (1) or (2) above must begin within 24 months of the date the damage occurred.
 - (e) The above exceptions do not apply within *Zone A* or where such reconstruction would be in conflict with a county or city general plan or zoning ordinance.
 - (f) Nothing in the above policies is intended to preclude work required for normal maintenance and repair.
- 3.3.4. *Development by Right:* Nothing in these policies prohibits:
- (a) Construction of a single-family home, including a second unit as defined by state law, on a legal lot of record if such use is permitted by local land use regulations.
 - (b) Construction of other types of uses if local government approvals qualify the development as effectively existing (see Policy 1.2.10 for definition).
 - (c) Lot line adjustments provided that new developable parcels would not be created and the resulting gross density or intensity of the affected property would not exceed the applicable criteria indicated in the Compatibility Criteria matrix, Table 2A.
- 3.3.5. *Parcels Lying within Two or More Compatibility Zones:* For the purposes of evaluating consistency with the compatibility criteria set forth herein, any parcel that is split by compatibility zone boundaries shall be considered as if it were multiple parcels divided at the compatibility zone boundary line. However, the density or intensity of development allowed within the more restricted portion of the parcel can (and is encouraged to) be transferred to the less restricted portion. This transfer of development is permitted even if the resulting density or intensity in the less restricted area would then exceed the limits which would otherwise apply within that compatibility zone.
- 3.3.6. *Other Special Conditions:* The compatibility criteria set forth in this *Plan* are intended to be applicable to all locations within each airport's influence area. However, it is recognized that there may be specific situations where a normally incompatible use can be considered compatible because of terrain, specific location, or other extraordinary factors or circumstances related to the site.

- (a) After due consideration of all the factors involved in such situations, the Commission may find a normally incompatible use to be acceptable.
- (b) In reaching such a decision, the Commission shall make specific findings as to why the exception is being made and that the land use will not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for the proposed use. Findings also shall be made as to the nature of the extraordinary circumstances that warrant the policy exception.
- (c) The burden for demonstrating that special conditions apply to a particular development proposal rests with the project proponent and/or the referring agency, not with the ALUC.
- (d) The granting of a special conditions exception shall be considered site specific and shall not be generalized to include other sites.
- (e) Special conditions that warrant general application in all or part of the influence area of one airport, but not at other airports, are set forth in Chapter 3 of this *Compatibility Plan*.

4. SUPPORTING COMPATIBILITY CRITERIA

4.1. Noise

- 4.1.1. *Policy Objective:* The purpose of noise compatibility policies is to avoid establishment of noise-sensitive land uses in the portions of airport environs that are exposed to significant levels of aircraft noise.
- 4.1.2. *Noise Contours:* The evaluation of airport/land use noise compatibility shall consider both the current and future Community Noise Equivalent Level (CNEL) contours of each airport as depicted in Chapter 3 of this *Plan*.
 - (a) At most airports in the county, anticipated growth in aircraft operations results in projected future noise contours being larger than current ones. However, in some instances, factors such as introduction of a quieter aircraft fleet mix, planned changes to the configuration of airport runways, or expected modifications to flight procedures can result in current contours being larger than the future contours in some or all of the airport environs. In these cases, a composite of the contours for the two time frames shall be considered in compatibility analyses.
 - (b) For airport at which aircraft activity has substantial seasonal or weekly characteristics, noise contours associated with the peak operating season or days of the week shall be taken into account in assessing land use compatibility.
 - (c) Projected noise contours included in Chapter 3 are calculated based upon forecasted aircraft activity as indicated in an airport master plan or that is considered by the Riverside County Airport Land Use Commission to be plausible (refer to activity data in the Background Data volumes). The Airport Land Use Commission or the entities that operate airports in Riverside County should periodically review these projected noise level contours and update them if appropriate.

Nature of Risk

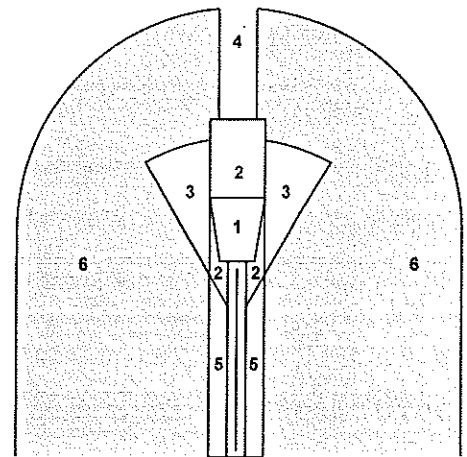
- Normal Maneuvers
 - Aircraft within a regular traffic pattern and pattern entry routes
- Altitude
 - Ranging from 1,000 to 1,500 feet above runway
- Common Accident Types
 - Arrival: Pattern accidents in proximity of airport
 - Departure: Emergency landings
- Risk Level
 - Low
 - Percentage of near-runway accidents in this zone: 18% - 29% (percentage is high because of large area encompassed)



IN TRAFFIC PATTERN

Basic Compatibility Policies

- Normally Allow
 - Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low)
- Limit
 - Children's schools, large day care centers, hospitals, and nursing homes
 - Processing and storage of bulk quantities of highly hazardous materials
- Avoid
 - Outdoor stadiums and similar uses with very high intensities
- Prohibit
 - None



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	4x the Average number of people per gross acre
Rural	No Limit – See Note A	150 – 200	600 – 800
Suburban	No Limit – See Note A	200 – 300	800 – 1,200
Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B
Dense Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B

Note A: Noise and overflight should be considered.

Note B: Large stadiums and similar uses should be avoided.

FIGURE 4G

Safety Zone 6 – Traffic Pattern Zone

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1064RI14 – River Springs Charter School (Larry Slussen, Representative)
– City of Riverside Case No. P14-0362 (Conditional Use Permit) – The applicant proposes to relocate River Springs Charter School to the former YMCA building located at 4020 Jefferson Street in the City of Riverside. The building has an existing floor area of 41,790 square feet. The applicant proposes to demolish the 16,024 square foot single story portion on the east side of the building and construct a two-story 36,150 square foot addition in its place. The charter school is currently operating at 8775 Magnolia Street, but is seeking to relocate due to its lease expiring in June 2015. The former YMCA building is located along the westerly side of Jefferson Street, northerly of its intersection with Garfield Street and southerly of its intersection with Willow Avenue. (Compatibility Zone D of the Riverside Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Patricia Brenes of the City of Riverside Planning Department, at (951) 826-5933.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1064RI14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application 4/29/14
 Property Owner PROVIDENT FINANCIAL CORP Phone Number 951-782-6132
 Mailing Address 3756 CENTRAL AVE
RIVERSIDE CA. 92506

Agent (if any) LARRY S LUSSEN Phone Number 951-440-5336
 Mailing Address 4224 OLMSBY RD
TAMECULA CA. 92592

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways.

Street Address 4020 JEFFERSON ST.
RIVERSIDE CA. 92504
 Assessor's Parcel No. 227-163-010 Parcel Size 3.0 gross
 Subdivision Name _____ Zoning
 Lot Number _____ Classification R-1-7000

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) YMCA BUILDING - BUILT 1968 - NOW VACANT

Proposed Land Use (describe) CHARTER SCHOOL WITH LESS OCCUPANCY
THAN YMCA WAS PERMITTED, IN USE
FOR 45% LESS HOURS

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use 8:30 - 3:30 M-F
 (See Appendix C) Number of People on Site Maximum Number 815
 Method of Calculation SCHOOL POLICY RESTRICTIONS

Height Data Height above Ground or Tallest Object (including antennas and trees) 31' PROPOSED ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site 34' CURRENTLY ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes
 No

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	<u>4/29/14</u>
Agency Name	<u>RIVERSIDE CITY</u>
Staff Contact	<u>STEVE HAYES</u>
Phone Number	
Agency's Project No.	<u>#P14-0362</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1 Check for review—See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.5

HEARING DATE: June 12, 2014

CASE NUMBER: ZAP1057FV14 – Jack Kofdarali/J&T Business Management, Inc. (Representative: Greg Hann)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO: CUP03700 (Conditional Use Permit)

MAJOR ISSUES: The service station and convenience store are acceptable, but addition of on-premise dining and a drive-through with queuing for eleven vehicles result in Compatibility Zone B1 single-acre intensity criteria being exceeded.

RECOMMENDATION: Staff recommends CONTINUANCE to allow the applicant time to consider design and marketing options.

PROJECT DESCRIPTION: CUP03700 is a proposal to develop a gasoline service station with 12 gas pumps, a 6,182 square foot building with drive thru including a 3,040 square foot convenience store and two other tenant suites at 1,300 and 1,500 square feet each, and an 830 square foot automated car wash on 2.32 gross acres.

PROJECT LOCATION: The site is located southerly of Benton Road, westerly of Temeku Street, and Magdas Coloradas Street, and easterly of Winchester Road/State Highway 79, in the unincorporated community of French Valley, approximately 3,050 feet northerly of the northerly terminus of Runway 18-36 at French Valley Airport.

LAND USE PLAN: 2007 French Valley Airport Land Use Compatibility Plan, as amended in 2011

- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Zone B1
- c. Noise Levels: Approximately 60 CNEL

BACKGROUND:

Non-Residential Intensity: Compatibility Zone B1 limits average intensity to 40 people per acre and maximum single-acre intensity to 80 people. Based on the site plan and floor plans provided for the

project, a total of 3,040 square feet of convenience store and 2,800 square feet of potential retail or fast food uses are proposed. Pursuant to the French Valley Airport Land Use Compatibility Plan Additional Compatibility Policy 2.5, the intensity of retail uses with food service facilities (such as the convenience store) is one person per 115 square feet. However, the other two tenant spaces have the potential and would likely accommodate at least one fast food restaurant or similar type use given the drive thru proposed. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of dining areas is one person per 15 square feet, the intensity of commercial kitchen areas is one person per 200 square feet, and the intensity of storage areas is one person per 300 square feet.

Based on the floor plans initially provided, the convenience store would result in an occupancy of 28 people. Floor plans initially provided do not identify any specific use, let alone a particular floor plan for a fast food or other similar type use within the other two tenant spaces. Assuming the entire area of the other two tenant spaces were dedicated to dining area would result in an occupancy of 189 people, for a total of 217 people without counting the service station, car wash, and drive-through lane. Based on the gross area of the site (2.32 acres), this occupancy level would result in an average acre intensity of 94 people, which would be inconsistent with the Zone B1 average acre intensity criterion of 40 people. As the building would be located within a single-acre area (210' x 210' area), the occupancy of 217 would also exceed the Zone B1 single-acre intensity limit of 80.

However, this level of occupancy is not likely to occur, since any fast food or similar type tenant would also include kitchen and/or storage area to serve the dining area portion. In lieu of having any certain or conceptual fast food maximum occupancy floor plans, a maximum serving area allowable can be calculated based on the remaining occupancy allowed for the other two tenant spaces. The maximum single-acre occupancy is 80 and utilizing the 28 person occupancy for the convenience store and 18 at the gasoline pumps (12 pumps times 1.5 persons per vehicle) would allow 34 persons in the other two tenant spaces.

In order to comply with this limitation, the drive-through would need to be eliminated, and the smaller suites would either need to be converted to general retail (25 occupants), or, alternatively, the smaller suite converted to general retail (12 occupants), and the larger suite allowed to provide 225 square feet of serving area, accommodating 15 dine-in customers, with the remaining 1,300 square feet being commercial kitchen area (7 workers). This would result in a total occupancy of 80 persons, which would be consistent with the Zone B1 single-acre criterion. This would result in an average acre intensity of 34 persons, which would be consistent with the Zone B1 average acre criterion.

The applicant has subsequently submitted an updated floor plan that includes a conceptual maximum serving area of 590 square feet total that would be consistent with the Zone B1 average and single-acre criteria if customers at the gasoline pumps and in the drive-through were not counted.

Condition 5 is included to ensure that this maximum serving area is not exceeded without further ALUC review.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces provided (42 standard spaces and 12 gas pump spaces), the total occupancy would be estimated at 81 people for an average acre intensity of approximately 35, which is consistent with the Compatibility Zone B1 average acre intensity criterion. However, applying this method towards the single-acre analysis, the total occupancy of 81 people would be located within the single-acre area (including the gas pump area) and would just exceed the Zone B1 single-acre intensity criterion of 80.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone B1 (Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) within the project. Structures within Zone B1 are encouraged to locate structures a maximum distance from the extended runway centerline. The extended runway centerline is located approximately along the western boundary of the project site and the majority of the buildings (excluding the car wash building) are proposed closer to the eastern part of the project site, furthest from the extended runway centerline.

Noise: The property lies within the area that would be subject to average exterior noise levels of approximately 60 CNEL under ultimate airport development conditions. As a non-residential use that doesn't include any noise sensitive non-residential land uses such as office uses, no special mitigation of noise from aircraft is required to comply with applicable noise thresholds.

Part 77: The elevation of Runway 18-36 at its northerly terminus is approximately 1347 feet above mean sea level (AMSL). At a distance of approximately 3,050 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1377.5 feet AMSL. The proposed finished floor elevation of the convenience store building is 1348.5 feet AMSL and the height of the convenience store is 22' 8" for a maximum elevation of 1371' 2" AMSL. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review would not be required.

Open Area: The site is less than ten acres in area; therefore, the project is not subject to Zone B1 open area requirements.

CONDITIONS:

1. 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.
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, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (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, day care centers, libraries, hospitals, nursing homes, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight
3. The attached notice shall be provided to all potential purchasers of the property and/or tenants of the proposed buildings.
 4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
 5. Total dining/serving area within the building areas labeled 2nd Use and 3rd Use shall be limited to a maximum of 595 square feet and the remaining area shall be for areas with occupancy intensity no greater than one person per 200 square feet (i.e. kitchen and storage). If maximum serving area exceeds 595 square feet, further ALUC review shall be required to determine consistency.

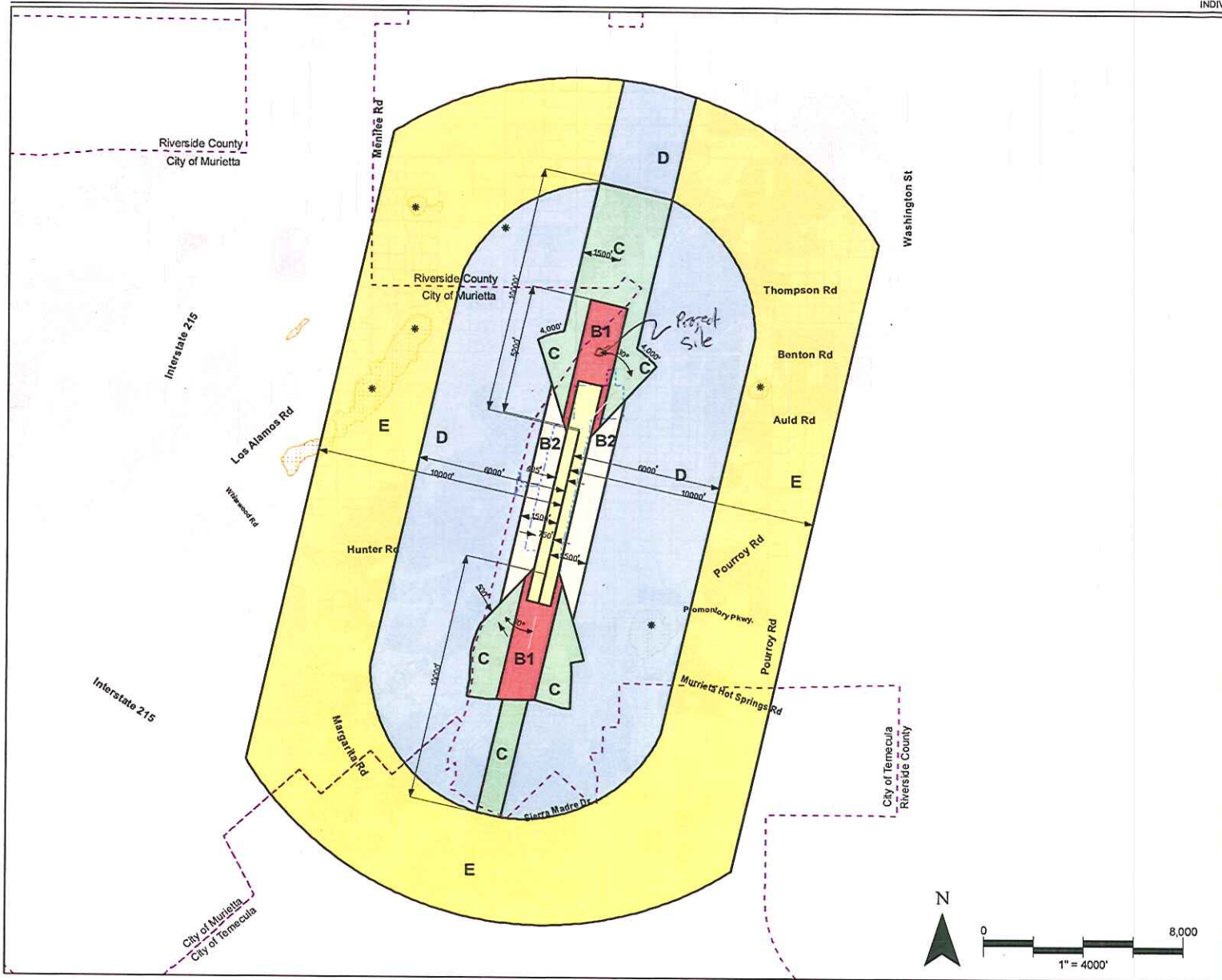
OR

5. Total occupancy within the building areas labeled 2nd Use and 3rd Use shall be limited to a maximum of 52 persons to not exceed the single-acre intensity of 80 people (assuming an occupancy of 28 people for the convenience store). Occupancy shall be calculated based on one person per 115 square feet for tenants that are solely retail, one person per 15 square feet

for dining/serving area, one person per 200 square feet for office area and commercial kitchen areas, and one person per 300 square feet of storage area.

NOTICE OF AIRPORT IN VICINITY

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



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- - - Airport Property Line
- - - City Limits
- ⊛ Height Review Overlay Zone

Note

Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

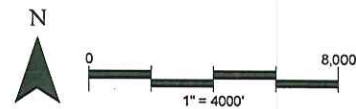
See Chapter 2, Table 2A from compatibility criteria associated with this map.

Riverside County
Airport Land Use Commission

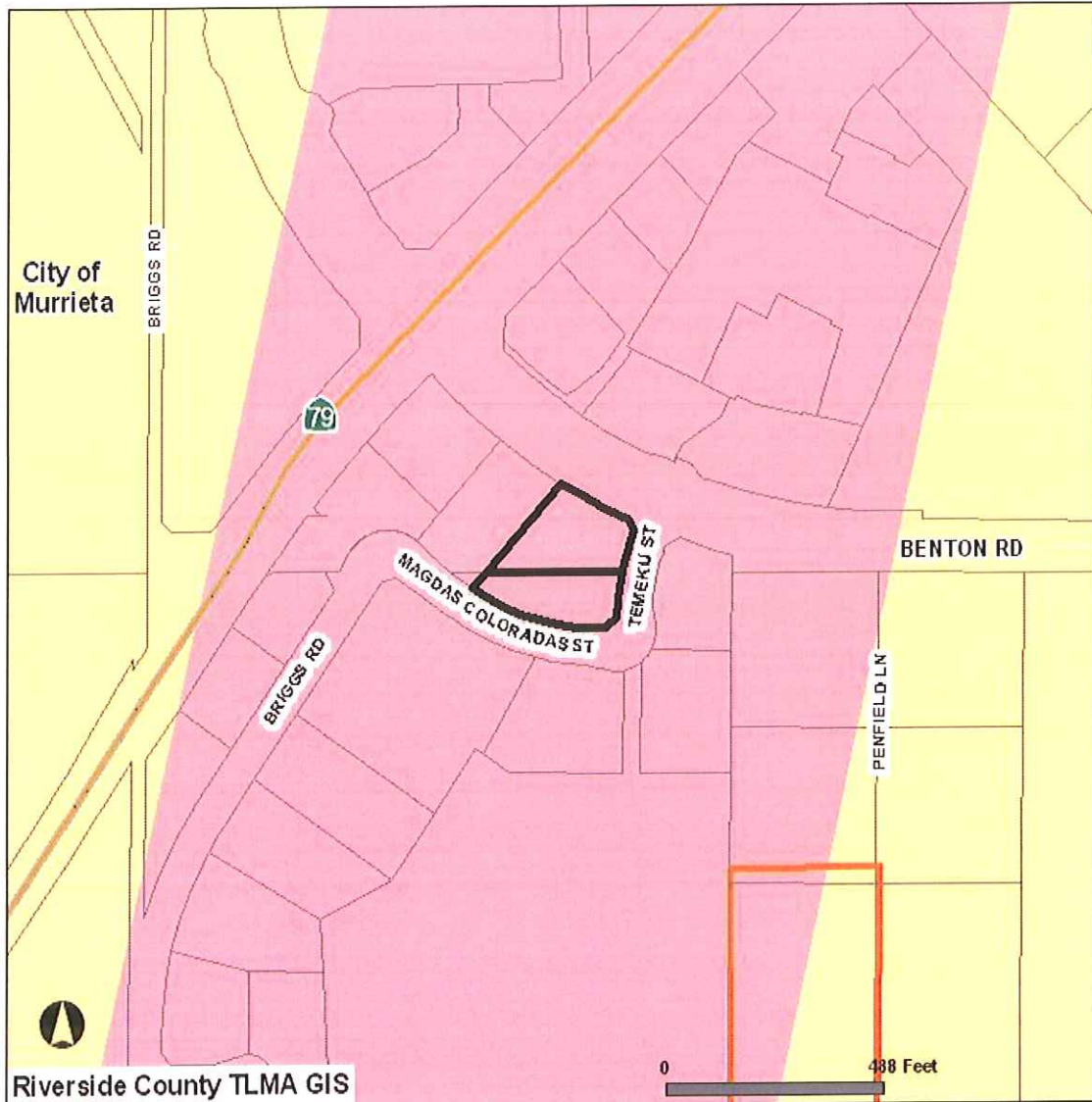
Riverside County
Airport Land Use Compatibility Plan
Policy Document

(April 2010)

Map FV-1



RIVERSIDE COUNTY GIS



Selected parcel(s):
963-060-073 963-060-075

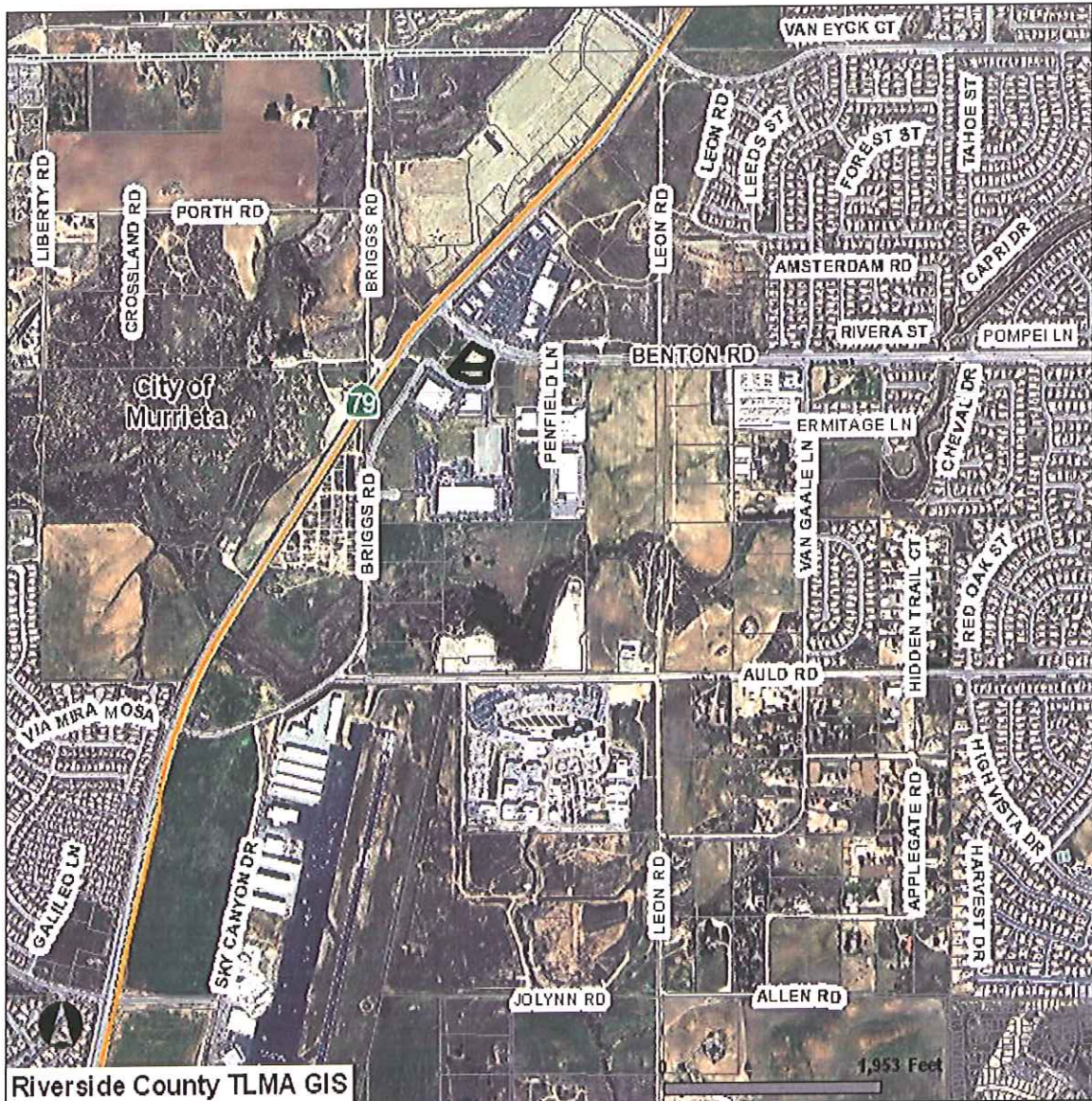
AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- COMPATIBILITY ZONE B1
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE C
- HIGHWAYS
- AIRPORT BOUNDARIES
- PARCELS
- COMPATIBILITY ZONE A

IMPORTANT
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Tue May 27 11:23:59 2014
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 963-060-073 963-060-075

LEGEND

- SELECTED PARCEL
- N INTERSTATES
- / HIGHWAYS
- PARCELS
- CITY

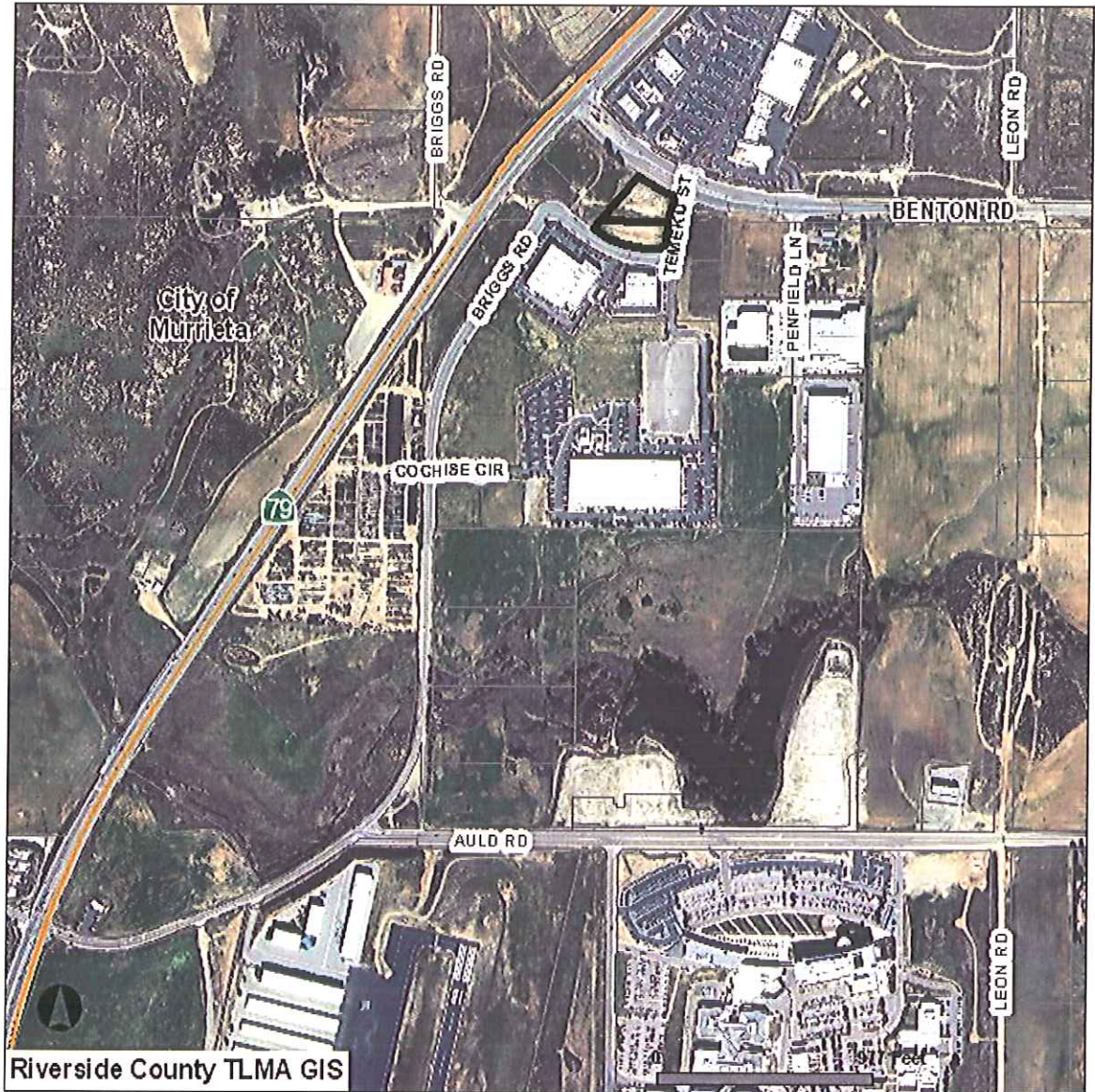
IMPORTANT

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REPORT PRINTED ON...Tue May 27 11:28:38 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 963-060-073 963-060-075

LEGEND

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

CITY

IMPORTANT

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REPORT PRINTED ON... Tue May 27 11:29:34 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 963-060-073 963-060-075


LEGEND

 SELECTED PARCEL

 INTERSTATES

 HIGHWAYS

 PARCELS

 CITY

IMPORTANT

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REPORT PRINTED ON... Tue May 27 11:30:08 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 963-060-073 963-060-075

LEGEND

- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- CITY

IMPORTANT
 Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON... Tue May 27 11:30:44 2014
 Version 131127

Mar-14	Date	Customer Count per day
	1	868
	2	750
	3	849
	4	850
	5	851
	6	862
	7	920
	8	1010
	9	837
	10	849
	11	808
	12	857
	13	927
	14	974
	15	1029
	16	1032
	17	882
	18	874
	19	820
	20	817
	21	913
	22	855
	23	787
	24	767
	25	802
	26	758
	27	760
	28	998
	29	978
	30	786
	31	849

Total **26919**

AVERAGE DAILY **868.3548387**

AVERAGE HOURLY **36.18145161**

AVERAGE BY MINUTE **0.603024194**



Hourly Sales By POS Group

From: 3/1/2014 to: 3/1/2014

Hour	Items			Customers		Sales			
	Count	Quantity	%	Count	%	Amount	%	Average	
POS Group :	Cashier POS								
12:00 AM	25	32.00	0.66%	8	0.92%	\$81.60	0.56%	\$10.20	
01:00 AM	112	145.41	3.02%	34	3.92%	\$389.97	2.66%	\$11.47	
02:00 AM	23	29.26	0.61%	7	0.81%	\$89.80	0.61%	\$12.83	
03:00 AM	23	39.96	0.83%	11	1.27%	\$121.42	0.83%	\$11.04	
04:00 AM	43	67.75	1.41%	13	1.50%	\$196.78	1.34%	\$15.14	
05:00 AM	76	111.52	2.31%	20	2.30%	\$287.74	1.96%	\$14.39	
06:00 AM	74	176.13	3.66%	28	3.23%	\$544.60	3.71%	\$19.45	
07:00 AM	145	297.18	6.17%	41	4.72%	\$897.43	6.11%	\$21.89	
08:00 AM	135	282.82	5.87%	43	4.95%	\$848.31	5.78%	\$19.73	
09:00 AM	116	275.03	5.71%	46	5.30%	\$919.20	6.26%	\$19.98	
10:00 AM	215	511.03	10.61%	72	8.29%	\$1,674.60	11.40%	\$23.26	
11:00 AM	142	288.01	5.98%	51	5.88%	\$895.55	6.10%	\$17.56	
12:00 PM	156	315.09	6.54%	57	6.57%	\$966.09	6.58%	\$16.95	
01:00 PM	171	345.83	7.18%	51	5.88%	\$933.80	6.36%	\$18.31	
02:00 PM	186	292.94	6.08%	61	7.03%	\$802.21	5.46%	\$13.15	
03:00 PM	128	259.29	5.38%	52	5.99%	\$800.69	5.45%	\$15.40	
04:00 PM	123	251.32	5.22%	51	5.88%	\$767.46	5.23%	\$15.05	
05:00 PM	128	252.24	5.24%	44	5.07%	\$855.02	5.82%	\$19.43	
06:00 PM	123	205.55	4.27%	42	4.84%	\$617.56	4.21%	\$14.70	
07:00 PM	66	149.28	3.10%	34	3.92%	\$523.60	3.57%	\$15.40	
08:00 PM	162	246.86	5.12%	48	5.53%	\$680.73	4.64%	\$14.18	
09:00 PM	43	60.16	1.25%	14	1.61%	\$181.00	1.23%	\$12.93	
10:00 PM	79	141.90	2.95%	30	3.46%	\$479.05	3.26%	\$15.97	
11:00 PM	17	41.21	0.86%	10	1.15%	\$131.03	0.89%	\$13.10	
Group Total	2511	4,817.75	100.00%	868	100.00%	\$14,685.24	100.00%	\$16.92	
Report Total	2511	4,817.75		868		\$14,685.24		\$16.92	



Hourly Sales By POS Group

From: 3/2/2014 to: 3/2/2014

Hour	Items			Customers		Sales		Average	
	Count	Quantity	%	Count	%	Amount	%		
POS Group :	Cashier POS								
12:00 AM	81	126.19	3.46%	34	4.53%	\$370.77	3.40%	\$10.91	
01:00 AM	155	191.66	5.26%	36	4.80%	\$417.39	3.82%	\$11.59	
02:00 AM	56	60.76	1.67%	12	1.60%	\$120.64	1.10%	\$10.05	
03:00 AM	30	41.10	1.13%	12	1.60%	\$109.60	1.00%	\$9.13	
04:00 AM	10	9.00	0.25%	3	0.40%	\$12.17	0.11%	\$4.06	
05:00 AM	27	67.78	1.86%	12	1.60%	\$225.71	2.07%	\$18.81	
06:00 AM	49	70.50	1.93%	16	2.13%	\$172.92	1.58%	\$10.81	
07:00 AM	75	127.61	3.50%	31	4.13%	\$384.02	3.52%	\$12.39	
08:00 AM	79	156.62	4.29%	31	4.13%	\$456.39	4.18%	\$14.72	
09:00 AM	57	110.47	3.03%	22	2.93%	\$344.64	3.16%	\$15.67	
10:00 AM	111	195.96	5.37%	40	5.33%	\$588.17	5.39%	\$14.70	
11:00 AM	132	288.05	7.90%	51	6.80%	\$879.78	8.06%	\$17.25	
12:00 PM	108	126.19	3.46%	39	5.20%	\$304.56	2.79%	\$7.81	
01:00 PM	104	176.27	4.83%	31	4.13%	\$516.76	4.73%	\$16.67	
02:00 PM	133	237.47	6.51%	45	6.00%	\$704.36	6.45%	\$15.65	
03:00 PM	116	231.43	6.35%	42	5.60%	\$782.89	7.17%	\$18.64	
04:00 PM	171	336.01	9.21%	58	7.73%	\$1,083.35	9.92%	\$18.68	
05:00 PM	126	239.94	6.58%	60	8.00%	\$728.98	6.68%	\$12.15	
06:00 PM	94	212.85	5.84%	42	5.60%	\$672.81	6.16%	\$16.02	
07:00 PM	83	176.21	4.83%	35	4.67%	\$560.98	5.14%	\$16.03	
08:00 PM	73	132.28	3.63%	32	4.27%	\$459.49	4.21%	\$14.36	
09:00 PM	48	85.67	2.35%	15	2.00%	\$268.17	2.46%	\$17.88	
10:00 PM	93	154.78	4.24%	34	4.53%	\$476.38	4.36%	\$14.01	
11:00 PM	50	91.72	2.52%	17	2.27%	\$278.74	2.55%	\$16.40	
Group Total	2061	3,646.52	100.00%	750	100.00%	\$10,919.67	100.00%	\$14.56	
Report Total	2061	3,646.52		750		\$10,919.67		\$14.56	

Hourly Sales By POS Group



From: 3/5/2014 to: 3/5/2014

Hour	Items			Customers		Sales		
	Count	Quantity	%	Count	%	Amount	%	Average
POS Group :	Cashier POS							
12:00 AM	34	34.00	0.83%	9	1.06%	\$46.26	0.41%	\$5.14
01:00 AM	14	17.13	0.42%	3	0.35%	\$37.27	0.33%	\$12.42
02:00 AM	23	31.41	0.76%	8	0.94%	\$70.46	0.62%	\$8.81
03:00 AM	20	29.57	0.72%	11	1.29%	\$81.30	0.72%	\$7.39
04:00 AM	70	105.71	2.57%	34	4.00%	\$280.98	2.47%	\$8.26
05:00 AM	195	286.48	6.96%	66	7.76%	\$710.49	6.25%	\$10.77
06:00 AM	191	319.53	7.76%	67	7.87%	\$841.21	7.40%	\$12.56
07:00 AM	158	207.96	5.05%	50	5.88%	\$513.47	4.52%	\$10.27
08:00 AM	130	188.16	4.57%	41	4.82%	\$507.41	4.46%	\$12.38
09:00 AM	135	180.62	4.39%	44	5.17%	\$448.43	3.94%	\$10.19
10:00 AM	85	141.43	3.44%	29	3.41%	\$397.39	3.50%	\$13.70
11:00 AM	136	288.14	7.00%	54	6.35%	\$889.76	7.83%	\$16.48
12:00 PM	132	182.86	4.44%	41	4.82%	\$487.75	4.29%	\$11.90
01:00 PM	229	368.96	8.96%	52	6.11%	\$899.82	7.92%	\$17.30
02:00 PM	140	313.72	7.62%	51	5.99%	\$1,024.61	9.01%	\$20.09
03:00 PM	129	249.68	6.07%	44	5.17%	\$719.22	6.33%	\$16.35
04:00 PM	186	258.87	6.29%	50	5.88%	\$693.54	6.10%	\$13.87
05:00 PM	125	243.44	5.91%	46	5.41%	\$760.04	6.69%	\$16.52
06:00 PM	132	231.94	5.64%	43	5.05%	\$694.03	6.11%	\$16.14
07:00 PM	70	98.32	2.39%	24	2.82%	\$249.17	2.19%	\$10.38
08:00 PM	93	130.74	3.18%	32	3.76%	\$356.70	3.14%	\$11.15
09:00 PM	48	87.79	2.13%	19	2.23%	\$253.10	2.23%	\$13.32
10:00 PM	36	62.93	1.53%	14	1.65%	\$206.40	1.82%	\$14.74
11:00 PM	40	56.57	1.37%	19	2.23%	\$198.82	1.75%	\$10.46
Group Total	2551	4,115.95	100.00%	851	100.00%	\$11,367.63	100.00%	\$13.36
Report Total	2551	4,115.95		851		\$11,367.63		\$13.36

Hourly Sales By POS Group



From: 3/6/2014 to: 3/6/2014

Hour	Items			Customers		Sales		
	Count	Quantity	%	Count	%	Amount	%	Average
POS Group : Cashier POS								
12:00 AM	28	43.67	0.97%	11	1.28%	\$132.76	1.04%	\$12.07
01:00 AM	29	44.08	0.98%	12	1.39%	\$121.55	0.96%	\$10.13
02:00 AM	14	27.61	0.62%	6	0.70%	\$86.00	0.68%	\$14.33
03:00 AM	37	46.97	1.05%	10	1.16%	\$110.82	0.87%	\$11.08
04:00 AM	74	137.01	3.05%	26	3.02%	\$424.07	3.34%	\$16.31
05:00 AM	240	343.31	7.65%	66	7.66%	\$868.51	6.83%	\$13.16
06:00 AM	232	341.01	7.60%	63	7.31%	\$785.51	6.18%	\$12.47
07:00 AM	164	272.65	6.08%	57	6.61%	\$796.10	6.26%	\$13.97
08:00 AM	162	240.80	5.37%	56	6.50%	\$570.57	4.49%	\$10.19
09:00 AM	130	279.40	6.23%	52	6.03%	\$856.32	6.74%	\$16.47
10:00 AM	141	299.89	6.68%	54	6.26%	\$939.23	7.39%	\$17.39
11:00 AM	104	210.83	4.70%	39	4.52%	\$669.59	5.27%	\$17.17
12:00 PM	173	354.92	7.91%	63	7.31%	\$1,014.77	7.98%	\$16.11
01:00 PM	123	270.38	6.03%	49	5.68%	\$861.36	6.78%	\$17.58
02:00 PM	95	229.62	5.12%	41	4.76%	\$716.25	5.64%	\$17.47
03:00 PM	144	249.92	5.57%	42	4.87%	\$747.99	5.88%	\$17.81
04:00 PM	150	247.68	5.52%	58	6.73%	\$724.23	5.70%	\$12.49
05:00 PM	113	197.49	4.40%	41	4.76%	\$609.88	4.80%	\$14.88
06:00 PM	81	191.02	4.26%	32	3.71%	\$596.02	4.69%	\$18.63
07:00 PM	52	95.69	2.13%	26	3.02%	\$300.81	2.37%	\$11.57
08:00 PM	52	74.63	1.66%	18	2.09%	\$192.36	1.51%	\$10.69
09:00 PM	129	141.67	3.16%	14	1.62%	\$106.71	0.84%	\$7.62
10:00 PM	45	77.73	1.73%	16	1.86%	\$250.34	1.97%	\$15.65
11:00 PM	32	68.69	1.53%	10	1.16%	\$228.81	1.80%	\$22.88
Group Total	2544	4,486.67	100.00%	862	100.00%	\$12,710.56	100.00%	\$14.75
Report Total	2544	4,486.67		862		\$12,710.56		\$14.75

5/27/2014 11:03:46 AM

ARCO am/pm 82498

Hourly Sales By POS Group



From: 3/7/2014 to: 3/7/2014

Hour	Items			Customers		Sales			
	Count	Quantity	%	Count	%	Amount	%	Average	
POS Group :	Cashier POS								
12:00 AM	26	40.03	0.83%	12	1.30%	\$126.99	0.92%	\$10.58	
01:00 AM	32	52.60	1.09%	10	1.09%	\$145.67	1.05%	\$14.57	
02:00 AM	64	76.47	1.58%	11	1.20%	\$147.45	1.07%	\$13.40	
03:00 AM	35	44.39	0.92%	8	0.87%	\$96.53	0.70%	\$12.07	
04:00 AM	85	129.68	2.68%	24	2.61%	\$352.02	2.54%	\$14.67	
05:00 AM	148	220.44	4.56%	54	5.87%	\$553.25	4.00%	\$10.25	
06:00 AM	305	451.64	9.34%	84	9.13%	\$1,064.27	7.69%	\$12.67	
07:00 AM	125	223.32	4.62%	42	4.57%	\$640.71	4.63%	\$15.26	
08:00 AM	99	167.21	3.46%	40	4.35%	\$505.07	3.65%	\$12.63	
09:00 AM	191	341.07	7.05%	49	5.33%	\$853.49	6.17%	\$17.42	
10:00 AM	114	216.73	4.48%	49	5.33%	\$668.26	4.83%	\$13.64	
11:00 AM	165	311.89	6.45%	52	5.65%	\$903.10	6.53%	\$17.37	
12:00 PM	147	284.24	5.88%	46	5.00%	\$977.28	7.06%	\$21.25	
01:00 PM	136	247.72	5.12%	44	4.78%	\$761.86	5.51%	\$17.31	
02:00 PM	110	211.30	4.37%	44	4.78%	\$633.44	4.58%	\$14.40	
03:00 PM	176	289.67	5.99%	56	6.09%	\$857.12	6.19%	\$15.31	
04:00 PM	156	359.91	7.44%	57	6.20%	\$1,189.08	8.59%	\$20.86	
05:00 PM	149	256.06	5.29%	53	5.76%	\$777.71	5.62%	\$14.67	
06:00 PM	152	242.82	5.02%	52	5.65%	\$759.11	5.49%	\$14.60	
07:00 PM	92	132.04	2.73%	40	4.35%	\$383.68	2.77%	\$9.59	
08:00 PM	106	208.36	4.31%	37	4.02%	\$659.16	4.76%	\$17.82	
09:00 PM	122	177.57	3.67%	24	2.61%	\$332.31	2.40%	\$13.85	
10:00 PM	46	79.29	1.64%	17	1.85%	\$245.29	1.77%	\$14.43	
11:00 PM	46	71.81	1.48%	15	1.63%	\$203.11	1.47%	\$13.54	
Group Total	2827	4,836.24	100.00%	920	100.00%	\$13,835.96	100.00%	\$15.04	
Report Total	2827	4,836.24		920		\$13,835.96		\$15.04	



Hourly Sales By POS Group

From: 3/8/2014 to: 3/8/2014

Hour	Items			Customers		Sales		
	Count	Quantity	%	Count	%	Amount	%	Average
POS Group :	Cashier POS							
12:00 AM	71	97.18	1.91%	21	2.08%	\$252.28	1.76%	\$12.01
01:00 AM	97	133.50	2.62%	30	2.97%	\$390.02	2.72%	\$13.00
02:00 AM	57	80.59	1.58%	18	1.78%	\$206.38	1.44%	\$11.47
03:00 AM	27	55.92	1.10%	9	0.89%	\$182.16	1.27%	\$20.24
04:00 AM	29	46.96	0.92%	9	0.89%	\$127.93	0.89%	\$14.21
05:00 AM	61	89.70	1.76%	21	2.08%	\$225.01	1.57%	\$10.71
06:00 AM	179	296.40	5.82%	50	4.95%	\$815.68	5.68%	\$16.31
07:00 AM	168	231.44	4.55%	48	4.75%	\$594.61	4.14%	\$12.39
08:00 AM	240	352.30	6.92%	55	5.45%	\$775.71	5.40%	\$14.10
09:00 AM	180	355.64	6.99%	62	6.14%	\$1,048.34	7.30%	\$16.91
10:00 AM	198	346.12	6.80%	64	6.34%	\$979.18	6.82%	\$15.30
11:00 AM	151	267.85	5.26%	48	4.75%	\$790.06	5.50%	\$16.46
12:00 PM	184	329.49	6.47%	56	5.54%	\$890.53	6.20%	\$15.90
01:00 PM	236	325.31	6.39%	64	6.34%	\$790.39	5.50%	\$12.35
02:00 PM	147	282.07	5.54%	51	5.05%	\$883.12	6.15%	\$17.32
03:00 PM	194	241.38	4.74%	65	6.44%	\$633.69	4.41%	\$9.75
04:00 PM	116	176.22	3.46%	38	3.76%	\$511.68	3.56%	\$13.47
05:00 PM	134	239.56	4.71%	43	4.26%	\$717.01	4.99%	\$16.67
06:00 PM	156	265.69	5.22%	65	6.44%	\$831.12	5.79%	\$12.79
07:00 PM	113	185.08	3.64%	48	4.75%	\$546.31	3.80%	\$11.38
08:00 PM	124	264.35	5.19%	49	4.85%	\$895.84	6.24%	\$18.28
09:00 PM	96	166.29	3.27%	38	3.76%	\$487.00	3.39%	\$12.82
10:00 PM	107	174.14	3.42%	36	3.56%	\$497.76	3.47%	\$13.83
11:00 PM	53	86.74	1.70%	22	2.18%	\$292.75	2.04%	\$13.31
Group Total	3118	5,089.92	100.00%	1010	100.00%	\$14,364.56	100.00%	\$14.22
Report Total	3118	5,089.92		1010		\$14,364.56		\$14.22

Brady, Russell

From: Jack Kofdarali <jack@jntmgt.com>
Sent: Tuesday, May 27, 2014 9:08 PM
To: 'Gregory Hann'; Guerin, John
Cc: ahann@empiregr.biz; 'Josh Sigler'; 'Valerie Salampeasy'; 'Ofelia Shamblin'; 'Lindsey Holt'; Brady, Russell
Subject: EDG #4169.01 ZAP1057FV14 - Winchester & Benton ARCO ampm French Valley
Attachments: DOC052714.pdf; Customer Count for both March and April 2014.xlsx; Customer Count for Old Town Front St..pdf; Customer Count for March.pdf

Importance: High

Hi John,

It was a pleasure speaking with you earlier today, as promised, enclosed is a spread sheet that summarizes what the customer count print outs from the store show.

It seems our customer count per minute, at best, is .60 customer / minute, and even assuming a 5 minutes wait, which in our business is a lifetime as we'll be out of business if we allowed people to wait that long, they'd never come back, but let's for this discussion go with 5 minutes, that's 3 or 4 customers at best, and let's even double that for peak times, that's 8 to 10 customers at most, and per our discussion, you can't only count the people in the store because at least 50% of those are coming from the gas island, which means, even if we go with 10 people, divide in half as they have already been counted in the gas island, that's 5 people, and 3 employees in the store, that makes for a total of 8, and let's just add another 20% for error margins, that would only amount to 10 people maximum.

I hope this information proves to be helpful.

Please let me know if there's anything else I can provide you with.

Thanks,

Jack Kofdarali

(951)280-3833 Office
(714)231-8942 Mobile
(951)280-3832 Fax

jack@jntmgt.com
P.O.BOX 1958, Corona, CA 92878
224 S. Joy St, Corona, CA 92879 (for overnight deliveries)

From: Gregory Hann [<mailto:ghann@empiregr.biz>]
Sent: Tuesday, May 27, 2014 10:40 AM
To: jguerin@rctlma.org
Cc: ahann@empiregr.biz; 'Josh Sigler'; Valerie Salampeasy; 'Ofelia Shamblin'; 'Lindsey Holt'; 'Brady, Russell'; Jack Kofdarali
Subject: RE: EDG #4169.01 ZAP1057FV14 - Winchester & Benton ARCO ampm French Valley

John, Also wanted to let you know that we are looking forward to our hearing date of June 12th at 9:00 am; 1st floor Riverside County Administration Center on Lemon Street in Downtown Riverside.

Sincerely,

Gregory S. Hann, A.I.A.



PRESIDENT **Empire Design Group, Inc.**

Phone: 951-696-1490

Fax: 951-696-1443

Cell: 951-809-7601

E-Mail: ghann@empiregr.biz

24861 Washington Ave.

Murrieta, California 92562

Mailing Address:

PO Box 944; Murrieta, California 92564

www.empirearchgroup.com

From: Gregory Hann [<mailto:ghann@empiregr.biz>]

Sent: Tuesday, May 27, 2014 10:31 AM

To: 'jguerin@rctlma.org'

Cc: 'ahann@empiregr.biz'; 'Josh Sigler'; Valerie Salampessy (admin@empiregr.biz); 'Ofelia Shamblin'; 'Lindsey Holt'; 'Brady, Russell'; Jack Kofdarali (jack@jntmgmt.com)

Subject: RE: EDG #4169.01 ZAP1057FV14 - Winchester & Benton ARCO ampm French Valley

John,

Very nice talking with you this morning. Thank you for all your help and expertize in deciphering the Riverside County Airport Land Use criteria.

Sincerely,

Gregory S. Hann, A.I.A.



PRESIDENT **Empire Design Group, Inc.**

Phone: 951-696-1490

Fax: 951-696-1443

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FV. FRENCH VALLEY AIRPORT

FV.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The Master Plan adopted by the Riverside County Board of Supervisors in _____ 2010 provides the basis for the French Valley Airport Compatibility Map. The Airport Layout Plan drawing was updated in April 2010.
- 1.2 *Airfield Configuration:* There are no planned changes to the present 6,000-foot runway.
- 1.3 *Airport Activity:* Updated projections completed for this *Compatibility Plan* indicate that airport activity will increase from approximately 97,700 annual operations in 2008 to 149,200 in 2030. The overall mix and character of use of the airport will be very similar in the future.
- 1.4 *Airport Influence Area:* The airport influence area boundary coincides with the outer edge of the Federal Aviation Regulations (FAR) Part 77 conical surface for the airport to the north and south. To the east and west, the airport influence area encompasses the normal aircraft traffic patterns.

FV.2 Additional Compatibility Policies

- 2.1 *Zone B2 Building Height:* Notwithstanding the limitation of two aboveground habitable floors indicated in Table 2A of Chapter 2, any nonresidential building in *Compatibility Zone B2* at French Valley Airport may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77.
- 2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a “net” rather than “gross” basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION		
Aircraft Type	Current ^a 2008 data	Future ^a 2030	All Aircraft	Current ^a	Future ^a
Single-Engine	283	391	Day	90%	no change
Twin-Engine Piston	12	48	Evening	5%	
Business Jet	6	19	Night	5%	
Helicopters	6	10			
Ultralights	4	7			
Total	311	475			
AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION		
	Current ^a 2008 data	Future ^a 2030	Business Jet/Turboprop – Day, Evening & Night	Current ^a	Future ^a
Total			Takeoffs & Landings		
Annual	97,700	149,200	Runway 18	70%	no change
Average Day	268	409	Runway 36	30%	change
Distribution by Aircraft Type			Single/Multi-Engine Piston – Day, Evening & Night		
Single-Engine	81%	81%	Takeoffs & Landings		
Twin-Engine Piston	14%	13%	Runway 18	70%	no change
Twin-Engine, Turboprop	2%	2%	Runway 36	30%	change
Business Jet	4%	3%	Helicopters		
Helicopter	>1%	1%	Takeoffs & Landings		
Distribution by Type of Operation			Helipad H1	100%	no
Local	65%	65%			
(incl. touch-and-go's)					
Itinerant	35%	35%			
			FLIGHT TRACK USAGE		
			Fixed-wing traffic pattern on east side of the airport and helicopter pattern on west side of the airport. Itinerant operations enter the pattern at a 45-degree angle or approach straight-in.		
Notes					
^a Source: 2009 French Valley Airport Master Plan					

EXHIBIT FV-3

Airport Activity Data

French Valley Airport

- 4.2.5. *Limitations on Clustering:* Policy 4.2.4(d) notwithstanding, limitations shall be set on the maximum degree of clustering or usage intensity acceptable within a portion of a large project site. These criteria are intended to limit the number of people at risk in a concentrated area.
- (a) Clustering of new residential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zones B1, B2, and C*, no more than 4 dwelling units shall be allowed in any individual acre. Buildings shall be located as far as practical from the extended runway centerline and normal aircraft flight paths.
 - (b) Unless special design measures as listed in Policy 4.2.6 are utilized, usage intensity of new nonresidential development shall be limited as follows:
 - (1) Within *Compatibility Zone A*, clustering is not applicable.
 - (2) Within *Compatibility Zone B1*, uses shall be limited to a maximum of 50 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, restaurants, most shopping centers, motels, intensive manufacturing or office uses, and other similar uses typically do not comply with this criterion.
 - (3) Within *Compatibility Zone B2*, uses shall be limited to a maximum of 200 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, major shopping centers (500,000 or more square feet), large motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (4) Within *Compatibility Zone C*, uses shall be limited to a maximum of 150 people per any individual acre (i.e., a maximum of double the average intensity criterion set in Table 2A). Theaters, fast-food establishments, high-intensity retail stores or shopping centers, motels and hotels with conference facilities, and similar uses typically do not comply with this criterion.
 - (5) Within *Compatibility Zone D*, uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).
 - (c) For the purposes of the above policies, the one-acre areas to be evaluated shall be rectangular (reasonably close to square, not elongated or irregular) in shape.
 - (d) In no case shall a proposed development be designed to accommodate more than the total number of dwelling units per acre (for residential uses) or people per acre (for nonresidential uses) indicated in Table 2A times the gross acreage of the project site. A project site may include multiple parcels. Appendix D lists examples of the types of land uses which are potentially compatible under these criteria and the types of land uses which are considered incompatible.
- 4.2.6. *Risk Reduction Through Building Design:* The number of people permitted to occupy a single nonresidential building may be increased by a factor of up to 1.3 times the limitations set by the preceding policy on clustering if special measures are taken to reduce the risks to building occupants in the event that the building is struck by an aircraft.

- (a) This intensity bonus is not applicable within *Compatibility Zone A* (no buildings are permitted) or *E* (densities and intensities are not limited) and shall not be applied to buildings situated within *Compatibility Zones B1, B2, or C* for runways routinely used by large aircraft (aircraft having a maximum certificated takeoff weight of more than 12,500 pounds).
- (b) Building design features which would enable application of an intensity bonus include, but are not limited to, the following:
 - › Using concrete walls;
 - › Limiting the number and size of windows;
 - › Upgrading the strength of the building roof;
 - › Avoiding skylights;
 - › Enhancing the fire sprinkler system;
 - › Limiting buildings to a single story; and
 - › Increasing the number of emergency exits.
- (c) Project proponents who wish to request an intensity bonus must include appropriate details of the building design along with their project review application.
- (d) Intensity bonuses shall be considered and approved by affected local jurisdictions on a case-by-case basis. The criteria to be used by each jurisdiction when considering intensity bonus requests shall be reviewed and approved by the ALUC as part of the general plan consistency process or subsequent action.

4.3. Airspace Protection

- 4.3.1. *Policy Objective:* Tall structures, trees, and other objects, particularly when located near airports or on high terrain, may constitute hazards to aircraft in flight. Federal regulations establish the criteria for evaluating potential obstructions. These regulations also require that the Federal Aviation Administration be notified of proposals for creation of certain such objects. The FAA conducts “aeronautical studies” of these objects and determines whether they would be hazards, but it does not have the authority to prevent their creation. The purpose of ALUC airspace protection policies, together with regulations established by local land use jurisdictions and the state government, is to ensure that hazardous obstructions to the navigable airspace do not occur.
- 4.3.2. *Basis for Height Limits:* The criteria for limiting the height of structures, trees, and other objects in the vicinity of an airport shall be based upon: Part 77, Subpart C, of the Federal Aviation Regulations (FAR); the United States Standard for Terminal Instrument Procedures (TERPS); and applicable airport design standards published by the Federal Aviation Administration. Airspace plans depicting the critical areas for airspace protection around each of the airports covered by this *Compatibility Plan* are depicted in Chapter 3.
- 4.3.3. *ALUC Review of Height of Proposed Objects:* Based upon FAA criteria, proposed objects that would exceed the heights indicated below for the respective compatibility zones potentially represent airspace obstructions issues. Development proposals that include any such objects shall be reviewed by the ALUC. Objects of lesser height normally would not have a potential for being airspace obstructions and therefore do

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1057FV14 – Jack Kofdarali/J&T Business Management, Inc. (Representative: Greg Hann) – County of Riverside Case No.: CUP 03700 (Conditional Use Permit) – The applicant proposes to develop, construct, and operate a gasoline service station with 12 gas pumps, a 6,182 square foot retail/food service building with drive-through, and an 830 square foot automated car wash. The anticipated user is Arco, and the floor plan of the building provides for a 3,333 square foot convenience store (AM/PM mini-market) and two tenant suites with total areas of 1,524 and 1,325 square feet, respectively. The buildings and facilities would be sited within a 2.32 gross (1.53 net) acre area located on the southerly side of Benton Road, westerly of Temeku Street, northerly of Magdas Coloradas Street, and easterly of Winchester Road/State Highway Route 79 in the unincorporated community of French Valley. (Airport Compatibility Zone B1 of the French Valley Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Lisa Edwards of the County of Riverside Planning Department, at (951) 955-1888.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

2API057F014

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application April 29, 2014

Property Owner Jack Kofdarali Phone Number 714-231-8942

Mailing Address J & T Management
P.O. Box 1958
Corona, CA 92878

Agent (if any) Areg Hann, Architect Phone Number 951 696-1490

Mailing Address P.O. Box 944
Murrieta, CA 92564

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address Winchester Road (Hwy 79 N.) & Benton Rd
Riverside County (French Valley) CA 92596

Assessor's Parcel No. 963 060 073 & 963 060 075 Parcel Size 466,771 sq ft

Subdivision Name _____ Zoning Classification C-P-S

Lot Number A, B & C of Parcel map 30474

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) C.R - commercial retail -
Vacant

Proposed Land Use (describe) C.R - Commercial retail
gasoline service station and Commercial use

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A

For Other Land Uses Hours of Use 24 hours

(See Appendix C) Number of People on Site _____ Maximum Number _____

Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) C-store 23 ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site C-store 23 ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No

If yes, describe _____

F.V.
 04

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	4-30-14
Agency Name	County of Riverside
Staff Contact	H.P. Kang
Phone Number	951 J 787-9222
Agency's Project No.	EDG# 41169 CUP 3700
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input type="checkbox"/> Other _____

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1 Check for review–See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.6

HEARING DATE: June 12, 2014

CASE NUMBER: ZAP1012RG14 – Riverside County Planning Department
(Representative: Kristi Lovelady, Principal Planner)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: GPA 00960 (General Plan Amendment)

MAJOR ISSUES: The proposed General Plan Amendment affects hundreds of pages in the County’s General Plan and Area Plan text and thousands of parcels. Review is ongoing as of the date of this staff report (May 22, 2014). Staff needs additional time to identify how the changes being proposed affect Airport Influence Areas in order to ensure that the proposed Countywide and site-specific changes do not include any changes that would render the County’s General Plan less consistent than the present Plan. There may be a need to modify the wording of some policies in order to ensure that such an outcome would not result. The project does attempt to bring the County’s General Plan into consistency with the Blythe Airport Land Use Compatibility Plan. It is understood that this amendment does not resolve the inconsistencies of the County General Plan with the Bermuda Dunes, French Valley, and Jacqueline Cochran Compatibility Plans.

RECOMMENDATION: At this time, staff recommends that the Commission open the public hearing, consider testimony, provide comments, and CONTINUE consideration of this matter to its July 10, 2014 public hearing agenda. This recommendation is subject to change if ALUC staff is able to use the additional time between the date of this staff report and the hearing date to complete its review of this extensive project.

PROJECT DESCRIPTION:

General Plan Amendment No. 960 (GPA00960) includes revisions to the text of all General Plan Elements (except Housing) and Area Plans, and changes to the mapped land use and/or overlay designations of many parcels. As such, the proposal affects land in many of the County’s Airport Influence Areas. The proposal also includes a Climate Action Plan. The proposal comprises a comprehensive review of, and necessary updates to, the Riverside County General Plan’s policies, maps, and implementing directions, including changes to provide for consistency with the Blythe Airport Land Use Compatibility Plan.

PROJECT LOCATION: Countywide (unincorporated areas)

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans that affect unincorporated areas

BACKGROUND:

Residential Land Use Density: Currently, certain General Plan land use designations within the Airport Influence Areas (AIAs) of Jacqueline Cochran Regional Airport, Bermuda Dunes Airport, French Valley Airport, Blythe Airport, Riverside Municipal Airport, and Flabob Airport are known to be inconsistent with respective land use compatibility zone residential density criteria. ALUC staff worked with County Planning staff several years ago during the initial stages of the formulation of this General Plan Amendment in an effort to provide for consistency with the Blythe, Flabob, and Riverside Municipal Airport Land Use Compatibility Plans. However, the subsequent incorporation of the City of Jurupa Valley eliminated the potential for this general plan amendment to resolve the inconsistencies with the Flabob and Riverside Municipal Airport Land Use Compatibility Plans, as the inconsistent areas are now under the City's jurisdiction.

Prohibited and Discouraged Uses: The proposed General Plan Land Use Element text includes a policy stating that the County will "permit day care facilities where Riverside County usually permits single family residential uses," which is expected to be all designations except Heavy Industrial (within the Community Development Foundation Component) and the Open Space Foundation Component categories of Conservation, Conservation – Habitat, Mineral Resources, and Water. However, ALUC-adopted airport land use compatibility zones prohibit day care centers in Compatibility Zones A, B1, B2, and C.

Noise:

Part 77: FAA review would be required for any structures with potential to exceed the applicable relative slope ratio.

Open Area: The open space requirements for Compatibility Zones B1, C, and D would be addressed on an individual project basis where applicable.

1.2 Summary of the Proposed Project, GPA No. 960

The Riverside County General Plan serves as a blueprint for the future of Riverside County. It describes how the County of Riverside anticipates and plans for future growth, development and environmental management programs over the long term. It is intended to act as a “constitution” for public and private development, and to serve as the foundation for growth and land-use-related decision-making within unincorporated Riverside County. Most of unincorporated western Riverside County, the Coachella Valley region and parts of eastern Riverside County are divided into 19 Area Plans to provide more detailed land use and policy direction regarding local issues, such as land use, circulation and open space. The General Plan is meant to express the community’s goals with respect to the man-made and natural environments, and to set forth the policies and implementation measures needed to achieve those goals for the welfare of those who live, work and do business in Riverside County. The following discretionary actions will be submitted to the Board of Supervisor as part of the proposed project:

- Adoption of General Plan Amendment No. 960 amending various General Plan maps, Elements, policies and appendices.
- Certification of Program Environmental Impact Report No. 521 pursuant to the California Environmental Quality Act (CEQA).

If GPA No. 960 is approved, it is expected to be used by a number of public agencies in connection with a variety of additional future discretionary decisions, as well as for other planning and long-range forecasting and coordination purposes. EIR No. 521 may also be used as a Program EIR for the review of any resultant implementing projects occurring under GPA No. 960. Such actions may include approval, initiation, funding or contribution to any policies, public facilities or other programs intended to implement the portions of the General Plan, as amended by GPA No. 960. Other actions would also include the eventual processing by the County of Riverside of development-level land use proposals (e.g., specific plans), as well as project-level review and approval of land use maps, such as tract and parcel maps, plot plans, conditional use permits, public use permits and other discretionary Riverside County actions related to land use implementation. Changes to zoning or other ordinances, as well as the proposal of new ordinances, may also result from the adoption of GPA No. 960.

The project, GPA No. 960, encompasses the General Plan components listed in Table 1.0-A (Proposed Components of GPA No. 960), below. For each item listed, existing policies were examined and assessed against current conditions. Where needed, policy or program changes were developed to provide the guidance necessary for the planned level of intensity and growth expected in Riverside County. As a result of this process, the following General Plan changes were included in GPA No. 960:

Table 1.0-A: Proposed Components of GPA No. 960

Proposed Project Component	Brief Description
I. GENERAL PLAN ELEMENTS	
1. Land Use Element	
Incidental Rural-Commercial Land Use Policy	New policy to allow incidental rural commercial use to occur in Rural and Rural Community Foundation Land Use Components. Proposed uses must adhere to the development standards of the Rural Commercial Zone.
Rural-Community Foundation Sphere of Influence Accommodation Policy	New policy to allow parcels within a city sphere of influence and the Rural Community Foundation Component to be moved into the Community Development Foundation (outside of normal cycle) if strict criteria and policies are met.

Proposed Project Component	Brief Description
Rural Village Overlays and Study Area Revisions	Revisions to existing RVOs and RVSA's to reflect outcomes of spatial analysis to determine appropriate land use patterns. (Including the Chiriaco, El Cariso, Meadowbrook, Good Hope, Sky Valley and Aguanga areas, as well as the San Jacinto Agriculture-Potential Development Study Area. See Area Plan list for specific sites and more details.)
Policy Area Revisions	Revisions to existing policy areas to reflect spatial analyses for determining appropriate land use patterns and other revisions to provide clearer direction. (Including the Anza Valley and Lakeland Village areas. See Area Plan list for specific sites and details.)
Airport Land Use and Airport Influence Area Compatibility Revisions	Amend policies on airports and land use compatibility to comply with California State statutes. Update LUDs surrounding three airports (Blythe, Riverside Municipal and Flabob) to improve consistency with ALUC safety zones and plans.
Open Space Foundation Component Amendments	Exempt Foundation Component amendments into Open-Space Foundation from the Certainty Cycle to facilitate preservation of dedicated open space.
Expanded Day Care Facilities Policies	Expand intent of GPA No. 883 to address day care services for a wider spectrum of users, i.e., from child to senior care. Remove policies better suited to inclusion in as Riverside County Planning Dept. Standard Operating Procedures for day care facilities.
Chocolate Mountain Aerial Gunnery Range Military Policy	Add policy to address land use compatibility with the military base and the surrounding area; add corresponding policies to the Noise Element and the Eastern Coachella Valley Area Plan.
Update Land Use Element Figures, Tables, Policies and Text	Update these items to reflect current data. Includes Figure LU-1 (Land Use) changes to land use designations and deletion of Figure LU-7 (March Air Reserve Base Land Use Plan). Corresponding Area Plan items changed as needed.
2. Circulation Element	
Update County Circulation Plan and Text	Update General Plan circulation network (Figure C-1) to reflect results of Riverside County's newly developed transportation traffic model (RIVTAM) and improve consistency with proposed land uses across Riverside County. Also reflected in Area Plan level maps. Various text and polices revised accordingly.
Revised Traffic Level of Service Standards	Update Figure C-3 (Link/Volume Capacity/Levels of Service for Riverside County Roadways) to expand level of service (LOS) categories, as proposed by Transportation Department.
Revised Trails Map, Policies, Trails Sections and Text	Comprehensively update countywide bikeways and trails map (Figure C-7) to reflect current trails plans and provide policy direction to better facilitate trail construction and maintenance. Associated Area Plan items updated accordingly.
Update Circulation Element Figures, Tables, Policies and Text	Update these items to reflect current data. Includes revisions to Figure C-6 (Airport Influence Areas) and others. Corresponding Area Plan items changed as needed.
3. Safety Element	
Update Geological Data	Update Safety Element figures, tables, text and polices to reflect new available geological and seismic data, including Figure S-3 (Generalized Liquefaction) and Figure S-4 (Earthquake-Induced Slope Instability Map) which were revised per new information for the USGS Murrieta 7.5' quadrangle, as well as from other sources. Corresponding Area Plan items changed as needed.
Update Flood and Dam Inundation Data	Update Safety Element figures, tables, text and polices to reflect new available hydrological data from the U.S. Army Corps of Engineers and Riverside County Flood Control and Water Conservation District, including Figure S-9 (100-Year Flood Hazard Zones) and Figure S-10 (Dam Failure Inundation Zones), particularly in the Prado Basin, as well as from other sources. Corresponding Area Plan items changed as needed.
Update Fire Hazards Map and Policies	Update Safety Element figures, tables, text and polices to reflect new available fire hazard data from the California State and Riverside County Fire Department (CalFire), including Figure S-11 (Wildfire Susceptibility), as well as from other sources. Corresponding Area Plan items changed as needed.
Update Various Safety Element Figures, Tables, Policies and Text	Update these items to reflect current data. Includes Figure S-12 (Hospital Locations) through Figure S-22 (Rail Facilities and Pipeline Locations), among others. Corresponding Area Plan items changed as needed.
4. Multi-Purpose Open Space Element	
Energy Conservation Policies	Update to reflect current regulatory environment and policies regarding energy conservation and efficiency.
Water Conservation Policies	Revise/add policies to conserve water resources in Riverside County through new water-efficient landscaping practices (and Riverside County Ordinance No. 859).
Watershed and Arroyo Policies	Revise/add policies to protect arroyos and watersheds. Includes corresponding changes to the Land Use, Safety and Circulation Elements as well.

Proposed Project Component	Brief Description
Update Multi-Purpose Open Space Element Figures, Tables, Policies and Text	Update these items to reflect current data. Includes Figure OS-2 (Agricultural Resources) update per recent State of California farmland data, Figure OS-5 (Mineral Resources) to reflect latest mineral designations issued by the State of California, deletion of Figure OS-6 (Relative Archeological Sensitivity of Diverse Landscapes) and the addition of two new figures (OS-3a and OS-3b) depicting forestry resources. Corresponding Area Plan items changed as needed.
5. Air Quality Element	
Climate Action Plan and Greenhouse Gas Reduction	Add text and policies that address greenhouse gas reduction regulations and climate change in order to establish greenhouse gas reduction goals and provide coordination with the proposed Climate Action Plan (CAP).
Update Air Quality Element Figures, Tables, Policies and Text	Update these items to reflect current air data and regulations. Corresponding Area Plan items changed as needed.
6. Administration Element	
Revised Review Standards	Make revisions as necessary to reflect appropriate General Plan implementation.
7. General Plan Appendices	
Appendix A-1: Glossary of Terms and Acronyms	Update terms and acronyms.
Appendix B-1: General Planning Principals	Incorporate revisions to the General Planning Principals established by the 2003 General Plan update.
Appendix E-1: Buildout Assumptions & Methods	Revise and update land use build out assumptions used to develop build out data (population, housing, jobs, etc.) for the General Plan.
Appendix F-1: Population and Employment Forecasts	Revise population and employment forecast of Riverside County to reflect consistency with the SCAG model and provide data to make General Plan consistent.
Appendix I-1: Noise Element Data	Include technical noise data developed specifically for GPA No. 960.
Appendix K-1: Implementation Program	Update Implementation Program to reflect GPA No. 960 changes and additions.
Appendix L-1: Riverside County Airport Land Use Compatibility Plans	Include the current airport land use compatibility plans.
II. AREA PLANS	
Lake Elsinore Environs Policy Area (aka Lakeland Village) (Elsinore Area Plan)	Update mapped LUDs to reflect latest FEMA 100-year floodplain maps. Revise LUDs where necessary to eliminate split (two or more) LUDs on a single parcel.
El Cariso Rural Village Study Area (Elsinore Area Plan)	Delete existing study area as a result of the parcel-specific land use analysis made of the area. Region found not ripe for significant urbanization in near future.
Various Revisions to Land Use Plan, Policy Areas and Overlays within Area Plans	Revise mapped Land Use Designations, new city boundaries, policy area boundaries, overlays and make other land use changes within these Area Plans: Eastvale, Jurupa, Highgrove, Temescal Canyon, Elsinore, Lake Mathews/Woodcrest, Lakeview/Nuevo, Mead Valley, Southwest, Sun City/Menifee (mostly in City of Menifee now), Harvest Valley/Winchester, Reche Canyon /Badlands, San Jacinto Valley, Pass, REMAP, Western Coachella Valley, Eastern Coachella Valley, Desert Center, Palo Verde Valley and Figure LU-6 (Eastern Riverside County Desert Areas Land Use Plan).
Various Updates to Figures, Tables, Policies and Text (Various Area Plans)	Updates of various Area Plan figures (including hazard maps and resource maps), tables, policies and texts, as needed for consistency with changes made in the General Plan Elements (as described above).
III. PARCEL-SPECIFIC MAPPING (LUD) CHANGES	
Criteria 1 (R-M not warranted)	Correct technical mapping errors. Correctly designate mountainous areas and provide for missing land use designations.
Criteria 2 (OS-CH to other)	Open Space – Conservation Habitat designation applied to private properties
Criteria 3 (PF incorrect)	Public Facilities designation applied to non-public facility lands.
Criteria 4 (Remove OS-C)	Open Space – Conservation designation applied inaccurately.
Criteria 5 (Remove OS-R)	Open Space – Recreation designation applied inaccurately.
Criteria 6 (Private to OS or PF)	Parcels changed to Open Space or Public Facility designations to reflect uses.
Criteria 7 (Adjust minimum parcel sizes)	Applications in process prior to 2003 General Plan Adoption and approved in the first year.
Criteria 8 (Executive directives)	Changes being made as a result of executive direction.
RCA-Acquired (Conserved) Lands	Apply OS-CH to lands acquired by the Western Riverside Regional Conservation Authority.
ALUC Compatibility Adjustments	Proposed LUD changes to reflect adopted updates to ALUC plans.

Footnotes:

1. "LUD" stands for Land Use Designation, the General Plan's method of denoting acceptable land uses for parcels. Source: Riverside County Planning Department, project application materials, 2011.

SELECTED AMENDMENTS TO THE ELEMENTS OF THE RIVERSIDE COUNTY INTEGRATED PROJECT (RCIP) GENERAL PLAN

This is not inclusive of all amendments to the various General Plan elements, but only those amendments that could potentially affect airport land use compatibility.

- a. Provide proactive code enforcement activities.
- b. Promote programs and work with local service organizations and educational institutions to inform residential, commercial, and industrial property owners and tenants about property maintenance methods.
- c. Promote and support community and neighborhood based efforts for the maintenance, upkeep, and renovation of structures and sites.

LU 4.3 Create programs to ensure historic preservation. (AI 1)

LU 4.4 Encourage the appropriate interpretive use of historic or pre-historic resources for such things as educational kiosks, specially designed play equipment, or historical landscaping. ~~Such resources shall be incorporated into the project design, incorporating Tribal Design Consultation prior to implementation of pre-historic period resources.~~

LU 4.4.5 Permit historically significant buildings to vary from building and zoning codes in order to maintain the historical character of Riverside County; providing that the variations do not endanger human life and buildings comply with the State Historical *Building* Code. (AI 1)

LU 4.6 *Promote the availability of day care centers including locating such centers at or near work sites, within high density residential projects, and near transportation hubs.*



Refer to the
**Multipurpose Open
Space Element** for
additional Historic
Preservation Policies and
Discussion.

Infrastructure, Public Facilities and Service Provision

With the projected increase in population, demands on/for community facilities and infrastructure, such as roads, utilities, public safety and schools will increase. The challenge will be to correlate the provision of infrastructure, public facilities and services with these demands.

In order to ensure the correlation between growth and service provisions as well as to minimize capital and service costs, the RCIP Vision dictates that development should only occur where adequate public facilities and services are available or are planned for at the time of development. In addition, it is an expressed desire of Riverside County that those that benefit from these services and facilities bear a fair share of the cost of improvements, as illustrated in the RCIP Vision as follows:

“We know that community building involves significant costs. We seek sharing of benefits and costs in a proportional manner: the community should fund community-wide benefits and development related benefits should be funded by the development, all as part of an equitable overall financing strategy. We seek shared funding methods through partnerships that improve overall cost-effectiveness.”

Policies:

LU 5.1 Ensure that development does not exceed the ability to adequately provide supporting infrastructure and services, such as libraries, recreational facilities, educational and **child** day care

Chapter 3 Land Use Element

~~The County of Riverside strives to provide attractive, safe and well functioning communities which offer quality public services and facilities that provide a high quality of life for all residents. A key component towards achieving this vision is the balanced distribution of services and community facilities that meet the needs of the County's diverse and growing population.~~

~~The General Plan Land Use Element contains goals, policies, and implementation programs designed to shape the way new development will occur, as well as the ways existing resources will be preserved and/or revitalized.~~

~~Changes in demographics and lifestyles are making child care an increasingly critical issue for parents, children, society and the economy.~~

~~It is the policy of the County of Riverside that all child care development projects, including, but not limited to, child day care centers, Head Start centers and child development centers shall receive fast track processing as described in Board of Supervisors Policy A-32.~~

- LU 5.3 Review all projects for consistency with individual urban water management plans (AI 3 5)
- LU 5.4 Ensure that development and conservation land uses do not infringe upon existing *essential public facilities and* public utility corridors, ~~including which include~~ county *regional landfills*, fee owned rights-of-way and permanent easements, whose true land use is that of "public facilities". This policy will ensure that the "public facilities" designation governs over what otherwise may be inferred by the large-scale general plan maps. (AI 3)

Day Care Facilities and Services

The County of Riverside strives to provide attractive, safe and well functioning communities which offer quality public services and facilities that provide a high quality of life for all residents. A key component towards achieving this vision is the balanced distribution of services and community facilities that meet the needs of Riverside County's diverse and growing population, especially in the day care services sector. Changes in demographics and lifestyles are making day care an increasingly critical issue for parents, children, society and the economy in the county.

The intent of the following policies is to develop a comprehensive day care delivery system that builds day care services into the fabric of the local communities.

Policies:

- LU 6.1 Provide opportunities to develop a wide range of quality day care facilities, including large and small family day care homes and public and private day care facilities. (AI 126, 127, 128)
- Permit day care facilities where Riverside County usually permits single family residential uses except for areas designated Community Development-Heavy Industrial and Open Space - Mineral Resources, Conservation Habitat, Conservation, and Water.
 - When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments.



A Day Care Facility is a facility where children, the disabled, or seniors are supervised and cared for.

- c. *Promote in high-need locations, especially in conjunction with schools, parks, faith-based institutions, community centers and senior centers.*

LU 6.2 *Encourage cities to adopt day care facility policies that are consistent with Riverside County’s day care facility policies.*

Land Use Compatibility

One of the primary purposes of land use planning is to minimize the impacts certain uses have on adjacent areas. This has been traditionally accomplished by providing separation between sensitive uses and uses whose by-products may include noise, excessive traffic, odors, dust, or vibrations. For instance, a number of uses, including agriculture, industrial, commercial, landfills, mining operations, and transportation facilities, can have potentially adverse effects upon residential neighborhoods, sensitive habitat areas and schools. However, in order to achieve a more compact development pattern, improved accessibility between places of employment and residence, and improved access to transit as described in the RCIP Vision, a strict reliance on physical separations is not practical. Instead, Riverside County must require construction techniques and enforce use regulations (e.g., restrictions on hours of operations) to help mitigate these impacts and achieve these aspects of the Vision.

Compatibility is also associated with character. That is, the character of an area is often viewed in terms of the relationships between, and treatment of, the built and natural environment. The design of structures and their relationship to the surrounding natural and/or urban character plays a key role in creating the character or identity of a place.

The intent of these policies is to provide guidance regarding compatibility, including reducing negative impacts on adjacent uses and the sensitive siting and design of uses.

★

It is the intent of the General Plan that new and encroaching uses shall provide a mitigation or buffer between existing uses where potential adverse impacts could occur.

Policies:

- LU 6-47.1 Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)
- LU 6-27.2 Notwithstanding the Public Facilities designation, public facilities shall also be allowed in any other land use designation except for the Open Space- Conservation and Open Space-Conservation Habitat land use designations. For purposes of this policy, a public facility shall include all facilities operated by the federal government, the State of California, the County of Riverside, any special district governed by *or operating within* the County of Riverside or any city, and all facilities operated by any combination of these agencies.

~~Sponsor the inclusion of space for child day care centers in buildings that house government workforces, based on available funding.~~

~~The County shall serve as a model to local employers by maintaining personnel policies for its own employees which help to meet child care and family needs, and encourage other employers to establish such policies.~~

Chapter 3 Land Use Element

- LU ~~43-214.2~~ Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors. (AI 33, 41)
- LU ~~43-314.3~~ Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment. (AI 3, 32, 39)
- LU ~~43-414.4~~ Maintain at least a 50-foot setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways. (AI 3)
- LU ~~43-514.5~~ Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground. (AI 3, 32)
- LU ~~43-614.6~~ Prohibit offsite outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways. (AI ~~3,79~~ 6)
- LU ~~43-714.7~~ Require that the size, height, and type of on-premise signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible. (AI 3)
- LU ~~43-814.8~~ Avoid the blocking of public views by solid walls. (AI 3)



Please see the Multipurpose Open Space Element and the Circulation Element for additional policies regarding scenic corridors and highways.

Airports

Airports in Riverside County provide an important function for passengers as well as for local and regional economies. Future population increases will create an additional demand for air transportation. In order to ensure the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses, the State of California has adopted the Airport Land Use Law, Public Utilities Code Sections 21670-21679.5. This General Plan is intended to implement and be consistent with the purposes of the Airport Land Use Law.

The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC) and the adoption of airport land use compatibility plans by the Commission to assist the County of Riverside and affected cities in land use planning in the vicinity of public use airports located in the county. The Commission has adopted airport land use compatibility plans for airports in the County, and each of those plans, as presently adopted, is included in Appendix L-1 and incorporated by reference.

“

Airports serving the County are tied into the regional air transportation system and operate as an efficient and convenient transportation mode to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace.

”

-RCIP Vision

For a summary of those plans, refer to the appropriate Area Plan’s Airport Influence Area section for the airport in question (See Reference Table).

Policies:

- LU ~~4.4~~15.1 Allow airport facilities to continue operating in order to meet existing and future needs respecting potential noise and safety impacts.
- LU ~~4.2~~15.2 Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix ~~4I-1~~ and as summarized in the Area Plan's Airport Influence Area section for the airport in question. (AI 3)
- LU ~~4.3~~15.3 Review all subsequent amendments to any airport land use compatibility plan and either *amend the General Plan to be consistent with the compatibility plan* ~~adopt the plan as amended~~ or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3). (AI 3)
- LU ~~4.4~~15.4 Prior to the adoption or amendment of the General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the *Airport Influence Area* ~~planning boundary~~ of any airport land use compatibility plan, refer such proposed actions *to the ALUC* for *review* and determination as provided by the Airport Land Use Law. (AI 3)
- LU 15.5 *If the General Plan has not been found consistent with the applicable Airport Land Use Compatibility Plan (ALUCP), and the County of Riverside has not overruled the ALUC, refer all actions, regulations, or permits within the Airport Influence Area to the ALUC for review and determination as provided by the Airport Land Use Law.*
- LU 15.6 *If the General Plan has been found consistent with the applicable ALUCP, the County of Riverside may elect to voluntarily submit proposed actions, regulations, or permits to the ALUC for an advisory review if:*
 - a. There is a question as to the purpose, intent or interpretation of an ALUCP; or*
 - b. Assistance is needed in airport land use matters.*
- LU ~~4.5~~15.7 Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan. (AI 3)
- LU ~~4.6~~15.8 In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife that can be hazardous to aircraft operations in locations adjacent to airports. (AI 3)
- LU ~~4.7~~15.9 Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. (AI 3)
- ~~LU 14.8~~ ~~ADVISORY REVIEWS: The County may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:~~

- a. Clarification: If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or
- b. Advisory: If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.

~~LU-14.9 All development proposals within an Airport Influence Area will be submitted to the affected airport. (AI-3)~~

**Table LU-3
Relationship of ALUC Compatibility Plans to County Area Plans**

Riverside County General Plan	Compatibility Plan														
	Banning Municipal 1193 (Aries) 2004	Blythe 8102 (Coffman) 2004	Bermuda Dunes 5186 (ALLUC) 2004	Chino **11191 (Widat) 2008	Chiriaco Summit 2004 8192 (Coffman)	Corona Municipal 8193 (Aries) 2004	Desert Center 8192 (Coffman)	Jacqueline Cochran 2005 Desert-Resorts-Regional	Flabob 3184—Map only 2004	French Valley 12196 (Coffman) 2007	Hemet-Ryan 1992 (ALLUC)	March Joint ARB undated Map-only	Palm Springs International undated-study area 2005	Riverside Municipal 11193 (Aries) 2005	Perris Valley* Skyhawk-Airport 2011
Area Plans, Volume 1															
Eastvale				X										X	
Elsinore															X
Harvest Valley / Winchester											X	X			
Highgrove											X				
Jurupa									X					X	
Lake Mathews / Woodcrest												X			
Mead Valley												X			.
Southwest									X	X					.
Sun City / Menifee Valley															.
Temescal Canyon						X									
Area Plans, Volume 2															
Desert Center							X								
Eastern Coachella Valley					X			X							
Lakeview / Nuevo												X			
Palo Verde		X													
Reche Canyon / Badlands												X			
Riverside Extended Mountain															
San Jacinto Valley											X				
The Pass	X														
Western Coachella Valley			X										X		

*No unincorporated areas affected.

** Located in San Bernardino County, but affects portions of Riverside County.

Foundation Component	Area Plan Designation
Community Development	Estate Density Residential (2 acre min. lot size)
	Very Low Density Residential (1 acre min. lot size)
	Low Density Residential (one-half acre min. lot size)
	Medium Density Residential (2-5 units per acre)
	Medium High Density Residential (5-8 units per acre)
	High Density Residential (8-14 units per acre)
	Very High Density Residential (14-20 units per acre)
	Highest Density Residential (20+ units per acre)
	Commercial Retail
	Commercial Tourist
	Commercial Office
	Community Center
	Light Industrial
	Heavy Industrial
	Business Park
	Public Facilities
Mixed Use Planning Area	

The Land Use Designations Summary Table (Table LU-4) provides intensity/ density standards and allowable land uses for each land use category. A detailed description of the land use designations, associated policies and development standards follows this table. For land use designations permitting residential uses at densities at or less than 2 dwelling units per acre, typical representative minimum lot sizes are also displayed to provide the reader with a conceptual understanding of what types of lotting patterns can occur resulting from development in these designations. The table is not intended to imply that there is a minimum lot size requirement associated with any land use designation. However, minimum lot size requirements do apply in some circumstances elsewhere in the General Plan in conjunction with clustering policies, policy areas, etc.

All references to acreage or acres in this Element, unless otherwise specified, pertain to gross acreage.

Standards of population density for residential uses can be derived for each residential land use category by multiplying the maximum allowable number of dwelling units per gross acre (du/ac) for the category by the average number of persons per dwelling unit assumed for the residential designations (Table LU-5). The persons per dwelling unit standard used for *each area plan varies. western Riverside County (except REMAP) is 3.01. The persons per dwelling unit standard used for eastern Riverside County (and REMAP) is 2.97. The 2.97 persons per dwelling unit factor is applied to areas within REMAP, the Eastern Desert Land Use Plan, and the Western Coachella Valley, Eastern Coachella Valley, Desert Center, and Palo Verde Valley Area Plans. All other areas utilize the 3.01 persons per dwelling unit standard.* (These standards are described in Appendix E-1, Socioeconomic Buildout **Projections** Assumptions and Methodology.)

Standards of population density for nonresidential uses can be derived by multiplying one gross acre (43,560 square feet) by the net acreage factor of 0.75 (0.80 for *light* industrial uses); then by the applicable Floor Area Ratio (FAR, or gross building area of all floors divided by lot area); and then dividing by the assumed square foot per employee factor. The assumed average square footage of non-residential building floor area per employee varies among the non-residential land use designations, and is described in Appendix E-1, Socioeconomic Buildout **Projections** Assumptions and Methodology.

Chapter 3 Land Use Element

- LU ~~22.1~~ 28.1 Accommodate the development of single- and multi-family residential units in areas appropriately designated by the General Plan and area plan land use maps.

Community Design

- LU ~~22.2~~ 28.2 Accommodate higher density residential development near community centers, transportation centers, employment, and services areas.
- LU ~~22.3-28.3~~ 28.3 Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed residential land use. (AI 3)
- LU ~~22.4~~ 28.4 Accommodate the development of a variety of housing types, styles and densities that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- LU ~~22.5~~ 28.5 Integrate a continuous network of parks, plazas, public squares, bicycle trails, transit systems, and pedestrian paths *into new communities and developments* to provide both connections within each community and linkages with surrounding features and communities.
- LU ~~22.6~~ 28.6 Require setbacks and other design elements to buffer residential units to the extent possible from the impacts of abutting agricultural, roadway, commercial, and industrial uses. (AI 3)
- LU ~~22.7~~ 28.7 Allow for reduced street widths to minimize the influence of the automobile and improve the character of a neighborhood, in accordance with the Riverside County Fire Department.
- LU ~~22.8~~ 28.8 Establish activity centers within or near residential neighborhoods that contain services such as child or adult-care, recreation, public meeting rooms, convenience commercial uses, or similar facilities.
- LU ~~22.9~~ 28.9 Require residential projects to be designed to maximize integration with and connectivity to nearby community centers, rural villages, and neighborhood centers.



Please see the **Neighborhood Centers Overlay** section for discussion of neighborhood activity centers.

Project Design

- LU ~~22.10~~ 28.10 Require that residential units/projects be designed to consider their surroundings and to visually enhance, not degrade, the character of the immediate area. (AI 3)
- LU ~~22.11~~ 28.11 Require that special needs housing is designed to enhance, not visually degrade, the appearance of adjacent residential structures. (AI 3)
- LU 28.12 *Work proactively with residential developers to incorporate, where feasible, child care centers that serve families of all incomes and children of all ages where such facilities are lacking.*

Chapter 3 Land Use Element

Project Design

LU ~~24.8-30.8~~ Require that industrial development be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)

LU 30.9 *Floor to Area Ratio (FAR) is intended for planning purposes only. The Planning Director or his/her designee shall have the discretion to authorize the use of a FAR that is less intense in order to encourage good project design and efficient site utilization.*

Public Facility Area Plan Land Use Designation

Uses within the Public Facilities land use designation provide essential support services to the County of Riverside. These uses include airports, landfills, flood control facilities, utilities, schools, and other such facilities. Due to the intense nature of many of these activities, potential conflicts with surrounding land uses can thus occur. The intent of these policies is to provide for adequate public facilities within the county and to ensure compatibility with surrounding land uses.

~~Support development of child day care centers in all communities, at appropriate locations and with adequate safeguards, in order to provide a needed service for working parents and a benefit to the community.~~

Public Facility land uses within the Community Development category are grouped under the Public Facilities Area Plan land use designation.

Public Facilities (PF) - The Public Facilities land use designation provides for the development of various public, quasi-public, and private uses with similar characteristics, such as governmental facilities, utility facilities including public and private electric generating stations and corridors, landfills, airports, educational facilities, and maintenance yards. Privately held uses with public facility characteristics are not required to be designated as Public Facilities, but are eligible to be so designated based on site-specific reviews of the characteristics of the use in question. Due to the varied nature of this category, building intensity and design criteria for uses ~~with January 5, 2004~~ in this designation shall generally comply with those standards and policies most similar to the intended use. Airports, utility facilities, other than electric generating stations, and landfills generally have low FARs. Building intensities for civic uses such as Riverside County administrative buildings and schools, however, are comparable to other employment-generating land use designations. The maximum intensity allowed for civic uses within the Public Facilities designation is 0.60 FAR. Actual FAR will vary for other uses and the appropriate FAR will, therefore, be determined in the zoning ordinance.

Policies:

The following policies apply to Public Facility designated properties within the Community Development General Plan land use designation, as depicted on the area plan land use maps.

LU ~~25.1-31.1~~ Accommodate the development of public facilities in areas appropriately designated by the General Plan and area plan land use maps. (AI 1, 2, 6)

Community Design

LU ~~25.2-31.2~~ Protect major public facilities, such as landfill and solid waste ~~processing disposal~~ sites and airports, from the encroachment of incompatible uses. (AI 3)

- LU ~~25.3-31.3~~ Require that new public facilities protect sensitive uses, such as schools and residences, from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards. (AI 3)
- LU ~~25.4-31.4~~ Require that adequate and available circulation facilities, water resources, and sewer facilities exist to meet the demands of the proposed land use. (AI 3)

Project Design

- LU ~~25.5-31.5~~ Require that public facilities be designed to consider their surroundings and visually enhance, not degrade, the character of the surrounding area. (AI 3)
- LU ~~25.6-31.6~~ Ensure that development and conservation land uses do not infringe upon existing *essential public facilities and* public utility corridors, *including which include Riverside County regional landfills*, fee owned rights-of-way and permanent easements, whose true land use is that of Public Facilities. This policy will ensure that the ^Apublic facilities[®] designation governs over what otherwise may be inferred by the large-scale General Plan maps. (AI 3)
- LU ~~25.7-31.7~~ Due to the scale of General Plan and Area Plan maps and the size of the county, utility easements and linear rights-of-way that are narrow in width are not depicted on General Plan and Area Plan maps. These features need to be taken into consideration in the review of applications to develop land and proposals to preserve land for conservation.

Community Center Area Plan Land Use Designation

One of the central concepts of the RCIP Vision and General Planning Principles is the creation of community centers. As stated in the RCIP Vision:

“Our communities maintain their individual distinctive qualities and character, surrounded in most cases by open space or non-intensive uses to contribute to their sense of unique identity. Community centers, gathering places, and special focal points unique to each community also aid this identity.”

The purpose of these community centers is multi-faceted; accommodating future growth, establishing a new growth pattern for Riverside County, defining and enhancing communities, and achieving the other aspects of the RCIP Vision such as improved mobility and the protection/provision of open spaces. In essence, community centers are intended to accommodate increased densities and a more focused growth pattern in order to accommodate future growth and reduce sprawl. This in turn will help protect Riverside County's rural communities, character, and open spaces.

Community centers are purposefully designed to function differently from the typical patterns of individual, segregated land uses. Uses and activities are designed together in an integrated fashion to create a dynamic urban environment that acts as the center of activity for the surrounding area. The design and activity found in community centers helps in creating a strong “a sense of place.” Community centers accommodate a variety of residential densities, nonresidential intensities and public spaces that are integrated in a manner that promotes pedestrian activity and minimizes the dominance of the automobile. Public and quasi-public uses such as civic buildings, schools, open space, recreational and cultural facilities are also integral parts of community centers. Because of their more intense, compact nature of development, community centers accommodate and enhance the feasibility of providing transit service and other forms of transportation, including pedestrian and bicycle travel.

Policies:

The following policy applies to properties designated with the Closed Landfill *Policy Area Overlay* on an Area Plan Land Use Map:

- LU ~~30.4~~ **35.1** Require that proposed projects on properties designated with the Closed Landfill *Policy Area Overlay* be reviewed by the Department of Waste Management and the Department of Environmental Health to assure that future development is designed to protect public health and safety.

Eastern Riverside County Desert Areas (Non-Area Plan)


Most areas in the western half of Riverside County, plus portions of the county’s eastern half are located within a specific Area Plan boundary. However, there are some lands in the eastern portion of the county that are not located within an Area Plan. These portions of eastern Riverside County are shown in Figure LU-4, Area Plan Boundary Map, and are the focus of this section.

The portion of eastern Riverside County located easterly of the Coachella Valley is characterized by expansive, primarily undeveloped desert and mountainous areas. This vast sub-region consists of a variety of geographic features, including flat desert valleys, rolling sand dunes, stark hillside and mountain ranges, and lush riparian corridors along the Colorado River. The dramatic desert terrain of the Joshua Tree National Park can also be found here.

Some of the more prominent natural features and land uses located here include:

- Joshua Tree National Park;
- Several clustered mountain ranges, including the Orocopia, Chuckwalla, Little Chuckwalla, Mule, Arica, Little Maria, Palen, McCoy, Pinto, Big Maria and Riverside Mountains;
- Chuckwalla Valley, which is bisected by Interstate 10 east of the I-10/ SR-177 junction;
- Northern portion of the Chocolate Mountains ~~Naval Reservation and~~ Aerial Gunnery Range;
- Banks of the Colorado River;
- The Colorado River Aqueduct owned and operated by the Metropolitan Water District of Southern California.
- Several mining operations, including the small mining enclave of Midland; and
- Scattered rural residential uses.

Interstate 10, State Route 95, State Route 177, and State Route 62 are the primary highways providing vehicular access throughout this region. In addition, a substantial portion of the Desert Tortoise Reserve Area is located here.



For additional policies related to desert tortoise habitat, see the **CV-MSHCP**.

The intent of the land use plan shown in Figure LU-6 is to preserve the unique and spectacular open space character of this desert region, and to maintain those existing rural and mineral resource land uses scattered throughout the area. Table LU-6 below lists the land use acreage distribution and dwelling unit/population buildout potential for this portion of the county.

Policies:

- LU ~~31.1~~ 36.1 Preserve the character of the Eastern Riverside County Desert Areas through application of those land use designations reflected on Figure LU-6, Eastern Riverside County Desert Areas Land Use Plan.
- LU 36.2 *Development within two miles of the Chocolate Mountain Aerial Gunnery Range shall remain limited and compatible with the Open Space Foundation Component.*
- LU 36.3 *Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.*
- LU 36.4 *New development within 3 miles of the Chocolate Mountain Aerial Gunnery Range (CMAGR) outer boundary shall be required to disclose through recordation of an Environmental Constraints Note, aviation (or other) easement, or other instrument as deemed suitable, the potential for noise, vibrations or interference emanating from aviation activities and other military operations performed within or above the CMAGR.*

**Table LU-6
Eastern Riverside County Desert Areas Land Use Summary**


Land Use	Acres	Dwelling Units	Population
Rural Residential	05	04	02
Open Space-Rural ¹	1,302,365* 1,302,364	32,559	99,908 96,700
Open Space-Conservation Habitat	468,162 468,171	0	0
Open Space-Water	2,084	0	0
Indian Lands	2,740 2,741	N/A	N/A
Total	1,775,351 1,775,362	32,559 32,560	99,908 96,702

NOTES:

1 Includes 108,363 acres in the Chocolate Mountain Aerial Gunnery Range.

March Joint Air Reserve Base

The March *Joint* Air Reserve Base is located along Interstate 215, adjacent to the Cities of Riverside, Perris, and Moreno Valley. The former Air Force Base was established in 1918 and was continually used until 1993. In 1996, the land was converted from an Air Force Base to an Active Duty Reserve Base. A Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris, and Riverside, formed to address the use, reuse, and joint use of the realigned March *Joint* ARB. The JPA



For additional policies related to the March *Joint* ARB, see the **General Plan of the March Joint Powers Authority.**

Agreement created the March Joint Powers Commission (JPC), which is the governing body for the authority. The Commission is comprised of eight elected officials (two from each of the four jurisdictions) who are selected by the jurisdictions' respective governing bodies. The March JPA is recognized by the Department of Defense and the State of California as the official local land use and redevelopment agency for March *Joint* ARB - non-cantonment area.

Planning Area

~~The March JPA General Plan planning area includes the entire boundaries of the former March Air Force Base, an area approximately 6,500 acres in size. The planning area includes a cantonment area, which represents the area retained by the Department of Defense for the Air Force Reserves (AFRES). The cantonment area represents approximately one-third of the planning area and includes the airfield. A military component remains, with AFRES, Air National Guard, and other federal agency units remaining within the cantonment area. The non-cantonment area includes 4,400 acres of the total planning area. Nearly two-thirds of the planning area is undeveloped or underutilized, with a significant portion of vacant land located within the non-cantonment area.~~

~~Existing buildings and facilities are concentrated adjacent to the cantonment area and consist of several specific user types for reuse along with Green Acres, a historic district formerly used for housing.~~

Land Use

~~The land use designations of the March JPA General Plan Land Use Plan are divided into four general classifications, with a total of 13 distinct land use designations. These designations differ from those area plan and use designations in the County of Riverside General Plan.~~

~~Buildout of the March JPA Planning Area will account for 21.5 million square feet of commercial and industrial development, and upwards to 38,000 jobs. Estimates for buildout of the March JPA Planning Area are provided in the following Table LU-7, Buildout March JPA Planning Area, taken from the General Plan of the March JPA. It shows that approximately 21 million square feet of total structural area may exist within the planning area upon buildout. Buildout also reflects the preservation of the 111 units within the Historic District of Green Acres; however should the use of these structures change from residential to office/services, the additional non-residential square footage would increase by approximately 200,000 square feet. The floor area buildout assumes average intensity development within the planning area. Lot coverage, setbacks, aviation restrictions, building heights, parking provisions, natural features, and other development standards are expected to reduce this average further upon full buildout.~~

~~It is important to note that, in 1996, the Department of Defense offered the formation of a Joint-use airport,⁶ where the facilities that are owned and operated by the Air Force are made available for use by civil aviation. Subsequently, the March JPA formally approved a strategy of creating an Inland port⁶ concept at March ARB. This strategy recommended an aggressive business development campaign targeted at attracting private investment and development that would either be directly or indirectly related to air cargo carriers locating at a joint use airport. To implement this strategy, the Commission accepted the name of The March Inland Port as the civilian airport at the joint use facility. The name has since been changed to the Greater Los Angeles March Global Port and consists of 316 acres of surplus property at March ARB.~~

~~There are a number of policies and ordinances governing land uses and development within March ARB, including the General Plan of the March Joint Powers Authority, the March JPA Development Code, and the March JPA Building and Construction Code. Additionally, the County of Riverside Airport Land Use~~

Commission administers a comprehensive land use plan (CLUP) for the aviation field at March to ensure compatible land use planning in and around the airport.

**Table LU-7
Buildout March JPA Planning Area**

Land Use Designation ^a	Acres Gross	Density		Buildout Capacity(f)
		MAX.	AVG.	
INDUSTRY				
-Business Park	1,278	0.75	0.20	7,793,756 sf
-Industrial	433	0.60	0.15	1,980,455 sf
SUBTOTAL				9,744,210 sf
COMMERCE				
-Office	104	0.75	0.30	951,350 sf
-Mixed Use	360	0.60	0.25	2,744,280 sf
-Commercial	45	0.60	0.30	411,642 sf
-Destination Recreation	135	0.50	0.25	1,1029,105 sf
SUBTOTAL				5,136,377 sf
PUBLIC				
-Park/Recreation/Open Space	777	0.25	0.025	592,307 sf
-Public Facility	449	0.50	0.10	1,369,091 sf
SUBTOTAL				1,961,398 sf
SPECIAL				
-Military Operations	2,102	n/a	n/a	2,500,000 sf
-Aviation	316	0.40	0.15	1,446,321 sf
-Historic District	58	2-du/ac	2-du/ac	111 units
-AFVW Expansion	75	0.60	0.30	686,070 sf
-Cemetery Expansion	160	0.10	0.005	24,394 sf
SUBTOTAL				4,655,784 sf 111 units
TOTAL				21,527,769 sf 111 units

^a As designated in the March JPA General Plan.

NOTES:

a.-ac = acre

b.-sf = square feet

c.-du/ac = dwelling unit per acre

d.-AFVW = Air Force Village West

e.-FAR = floor area ratio

f.-based on average FAR, of net acre

Source: Table 1-1, General Plan of the March Joint Powers Authority (1997).

Figure LU-7, March ARB Land Use Plan, reflects the adopted March JPA General Plan land use plan for the March ARB using the County's area plan land use designation system. Please refer to the March JPA General Plan for information and policy direction related to the land use designations governing development on March ARB.

Policies:

- LU 32.1 — Adhere to the objectives and policies contained within the General Plan of the March Joint Powers Authority.
- LU 32.2 — Continue involvement with the March Joint Powers Authority in the development of the March ARB and the March Inland Port.

Chapter 4 Circulation Element

- C 6.2 Require all-weather access to all new development.
- C 6.3 Limit access points and intersections of streets and highways based upon the road's General Plan classification and function. *Require that access points ~~must be located a sufficient distance away from major intersections to allow for safe, efficient operation~~ located so that they comply with Riverside County's minimum intersection spacing standards. Under special circumstances the Transportation Department may consider exceptions to this requirement.* (AI 3)
- C 6.4 Discourage parcel access points taken directly off General Plan designated highways. Access may be permitted off of General Plan designated highways only if no local streets are present.
- C 6.5 Provide common access via shared driveways and/or reciprocal access easements whenever access must be taken directly off a General Plan designated highway. Parcels on opposite sides of a highway shall have access points located directly opposite each other, whenever possible, to allow for future street intersections and increased safety.
- C 6.6 Consider access implications associated with adjacent development and circulation plans; *and Promote efficient and safe access ~~improvements on~~ for* airport facilities.
- C 6.7 Require that the automobile and truck access of commercial and industrial land uses abutting residential parcels be located at the maximum practical distance from the nearest residential parcels to minimize noise impacts. (AI 105)

Local Agency and Property Owner Coordination

One of the major transportation goals of this General Plan is to provide a circulation (arterial highway) plan that is integrated with that of adjacent jurisdictions and with the development of land in the unincorporated area. To accomplish this goal, the County of Riverside must maintain a high level of inter-governmental and property owner coordination and citizen participation in the circulation and transportation planning process, and work with other agencies to assure that regional transportation plans are consistent with Riverside County's General Plan. The County of Riverside recognizes that the land use/transportation connection is a key part of the development process and that it will serve to reduce the number of vehicle trips compared to earlier patterns of development.

WRCOG/CVAG Transportation Plans

The Western Riverside Council of Governments (WRCOG) prepared a non-motorized transportation plan that assesses the need for non-motorized transportation facilities and programs. The Coachella Valley Association of Governments (CVAG) prepared a transportation element to collect, in one document, the existing conditions and needs, policies, standards, and recommendations on regional bicycle, trail and pedestrian facilities in Coachella Valley. Both of these documents can be used when developing non-motorized transportation systems within Riverside County.

CETAP Corridors

As part of their advisory role to the County of Riverside, the Community Environmental Transportation Acceptability Process (CETAP) committee made recommendations relating to transportation issues for the County of Riverside to consider during the General Plan development and review process. CETAP incorporated

extend service to Perris, was certified by Riverside County Transportation Commission (RCTC) on July 25, 2011. Construction is anticipated to start in 2012 with service expected to begin in 2013. Long-term plans call for an extension of the Riverside Transit Corridor, in accordance with performance standards, along the San Jacinto branch line to the City of Hemet.

Policies:

- C 13.1 Support continued development and implementation of the Riverside County Transportation Commission Rail Program including new rail lines and stations, the proposed California High Speed Rail System with at least two (2) stations in Riverside County, the Coachella Valley Commuter Rail Service, and the proposed Intercity Rail Corridor between Calexico and Los Angeles.
- C 13.2 Support continued improvements to AMTRAK and MetroLink rail passenger service within Riverside County and throughout the southern California region.
- C 13.3 Support implementation of the San Jacinto Branch Line to serve ~~planned industrial development~~ *commuter uses.*
- C 13.4 Construct new grade separations or reconstruct existing grade separations as necessary for the smooth flow of traffic within Riverside County consistent with plans developed by *RCTC*, WRCOG and CVAG.
- C 13.5 Provide additional *railroad* grade crossing improvements as determined by the California Public Utilities Commission and the County of Riverside. (AI 119)
- C 13.6 Reserve, where warranted, the future use of abandoned rail right-of-way for alternative transportation purposes so that an integrated and mutually supportive set of transportation projects may be defined for Riverside County.
- C 13.7 Dedicate right-of-way and land for future transit centers in community centers and/or major activity areas (high concentrations of employment and residential uses) and in areas that minimize noise impacts on surrounding residential and sensitive land uses.
- C 13.8 Work to reduce conflicts between rail and other modes of transportation, particularly the highway system.

“

Airports serving the County are tied into the regional air transportation system and operate as an efficient and convenient transportation mode to accommodate the traveling needs of the people and move selected goods quickly in the highly competitive international marketplace.

”

- RCIP Vision

Aviation System

The provision of general aviation facilities and services that meet the needs of the residents of Riverside County is an important component of Riverside County's transportation system. To meet these needs, Riverside County must facilitate coordination of Riverside County airport plans with aviation planning conducted by the State, the Riverside County Economic Development Agency, and local agencies related to transportation, land use, and financing. It will also be important for Riverside County to provide civilian airport facilities for general aviation and emergency purposes, and to protect

airports from encroachment of future development within areas that would be subject to extreme noise from aircraft as defined in the Noise Element. Airports used by Riverside County residents and businesses are tied into the regional air transportation system. These airports must continue to operate efficiently and provide convenient transportation to accommodate future traveling needs and the movement of goods.

Regional Aviation Facilities

There are ~~five-seven~~ major commercial airports in Southern California used for passenger service by residents of Riverside County, including: ~~Palm Springs International Airport, Ontario International Airport (San Bernardino County), Orange County—John Wayne Airport,~~ Los Angeles International Airport, *San Diego International Airport, Ontario International Airport (San Bernardino County), Palm Springs International Airport (Riverside County), John Wayne Airport (Orange County), Bob Hope Airport (Burbank), and Long Beach Airport, and ~~Lindbergh Field (San Diego County)~~. Of these, only Palm Springs International Airport is located in Riverside County. In addition to the regional air passenger airport facilities, the March Inland Port/*Joint* Air Reserve Base is located in Riverside ~~county-County~~ along Interstate 215 near Perris. This airport provides regional air cargo service and also continues to function as the Air Reserve Base in Riverside County.*

Local Aviation Facilities

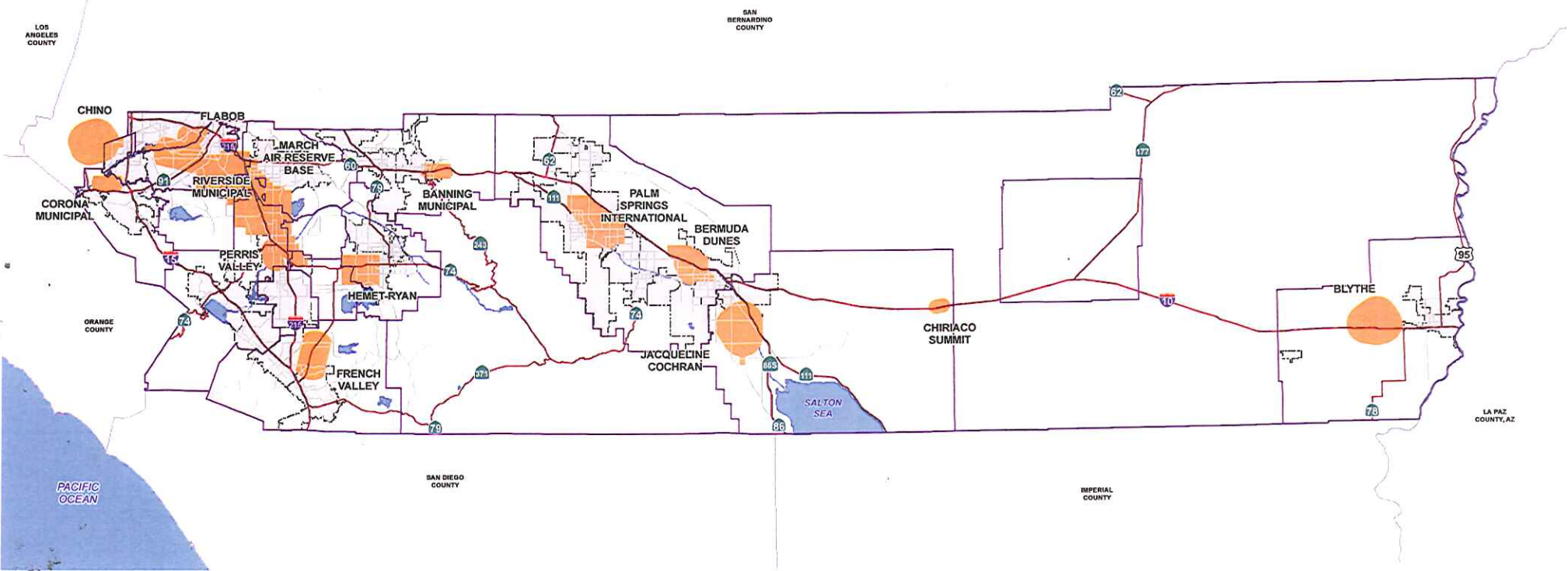
Twelve public-use airports are situated within the boundaries of Riverside County, and the County of Riverside owns six of these airports (Blythe, Chiriaco Summit, Desert Center, ~~Desert Resorts—Jacqueline Cochran~~ Regional, French Valley, and Hemet-Ryan). Six other airports (Banning Municipal, Bermuda Dunes, Corona Municipal, Flabob, Palm Springs International, and Riverside Municipal) are owned by cities or private entities. As defined by the Riverside County Airport Land Use Commission, the influence areas of all these airports except Palm Springs International, *Flabob, and Riverside Municipal* affect lands within unincorporated areas of the County of Riverside. Furthermore, ~~three-two~~ other airports, ~~Chino Airport in San Bernardino County,~~ March *Joint* Air Reserve Base, and private-use Skylark Airport also affect unincorporated lands. Figure C-6 identifies the Airport Influence Areas for each of the airports affecting land within unincorporated Riverside County. For more details, refer to the appropriate Area Plan's Airport Influence Area section for the airport in question.



Please see the **Land Use Element** and the **Noise Element** for additional policies related to Airports.

Policies:


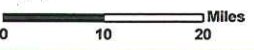
- C 14.1 Promote coordinated long-range planning between Riverside County airport authorities, businesses and the public to meet the County of Riverside and the region's aviation needs.
- C 14.2 Apply a variety of land use planning techniques to maintain the viability of Riverside County's airports. ~~(See Land Use Policy LU-14.6)~~
- C 14.3 Encourage the use of noise-reducing flight procedures for airplanes and helicopters, such as maintaining flight altitudes or using flight patterns that avoid noise-sensitive neighborhoods to the extent permitted by Federal Aviation Administration regulations.



Data Source: Riverside County ALUC (2010)

-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  City Boundary

Figure C-6

 December 16, 2013
 Miles
 0 10 20

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



AIRPORT INFLUENCE AREAS

Truck Industry

For the State of California, approximately 76% of all inbound and outbound freight is shipped by truck. In addition, trucks transport 98% of all finished goods to the final retail and wholesale destinations, according to the California Trucking Association. Current economies dictate that trucking will be used for the majority of surface traffic less than 800 miles, which encompasses most or all of California, Arizona, and Nevada. Although Riverside County generates a significant amount of truck traffic from agricultural and industrial uses, it also serves as a pass-through for truck traffic that ultimately serves other areas inside and outside of California.

Trucks comprise at least 15% of the daily traffic volume on some of the primary goods movement corridors in Riverside County, such as Interstate 15 from Temecula to Ontario, State Route 60 westward from Interstate 215, and Interstate 10 in the Coachella Valley and San Geronio Pass areas. As healthy industrial growth is expected within the County of Riverside, the scale of industrial-related truck traffic will continue to increase. It is anticipated that the region's truck volumes will increase by 40% through Year 2020.

Freight Rail

The Union Pacific (UP) and the Burlington Northern Santa Fe (BNSF) Railroads provide freight service in Riverside County, connecting Riverside County with major markets within California and other destinations north and east.

Air Cargo

Air cargo is the fastest growing method of transporting goods in and out of the southern California region, and is expected to continue to increase at a faster rate than passenger air service. The Los Angeles (LAX) and Ontario International Airports are the major cargo handling airports in Southern California. Both of these airports handle about 96% of all the air cargo movement, with LAX alone accounting for 79% of the air cargo traffic. Trucking, rail, and air cargo operations in this area make it one of the larger multi-modal freight management and distribution complexes in the nation. Land development is occurring in support of these functions, extending into the Mira Loma and Norco areas of Riverside County.

The March *Joint* Air Reserve Base is currently a joint use status land use. The Air Reserve Base will gradually reduce the military use of this facility and begin to increase the amount of goods and cargo that can be accommodated at this site. As the amount of goods transported into this area via the March *Joint* Air Reserve Base increases, so does the potential to establish viable land uses that can make use of this facility. This area can be used to accommodate the increased growth in goods movement, with the potential to become a passenger airport.

Policies:

- C 23.1 Implement street and highway projects to provide convenient and economical goods movement in areas where large concentrations of truck traffic exist. (AI 43)
- C 23.2 Implement roadway standards, where practicable, to accommodate large trucks where extensive truck travel involving regional movement of bulk goods is anticipated.
- C 23.3 Support continued operation of the regional freight rail system, which offers safe, convenient, and economical transport of commodities.

Renewable Energy

Conservation policies in this element direct the protection of Riverside County's physical resources as well as its energy resources, including renewable energy. This category of energy resources includes wind, solar, geothermal, and biomass resources. Although the current use of these resources is not wide-spread, they have considerable potential. Renewable energy can be developed as a substitute for oil, natural gas, and other limited energy supplies used for electricity generation, and to reduce consumption of these supplies. *See Figure OS-5 Renewable Energy Resources, for a map of Riverside County's renewable energy resources.* Also refer to the Energy Conservation policies in the Energy Resources section of this element.

Wind Energy

Wind energy generation installation, known also as Wind Energy Conversion Systems (WECS), are a well-established industry in the San Geronio Pass and Coachella Valley areas of Riverside County. General regulatory issues to be considered in relation to wind energy are aesthetics, safety, noise, air navigation interferences, land use, wildlife and general ecology, slopes and erosion, PM₁₀ and dust control, wind access and equity.

Policies:

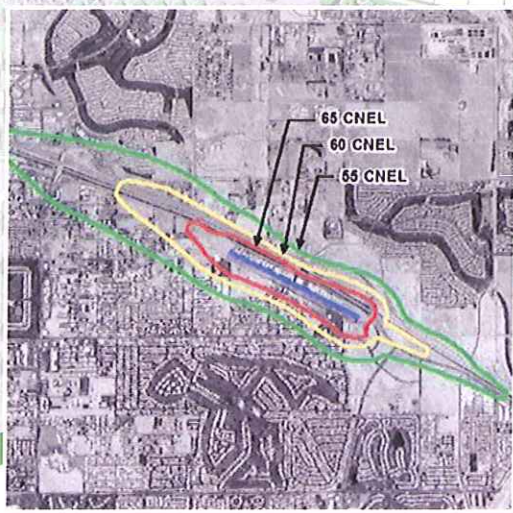
- OS 10.1 Provide for orderly and efficient wind energy development in a manner that maximizes beneficial uses of the wind resource and minimizes detrimental effects to the residents and the environment of Riverside County.
- OS 10.2 Continue Riverside County's Wind Implementation Monitoring Program (WIMP) in order to study the evolution of wind energy technology, identify means to solve environmental and community impacts, and provide for an ability to respond with changes in Riverside County's regulatory structure. (AI 72)

Solar Energy

Solar radiation in the form of sunlight can be utilized for energy production in two ways. Active solar systems involve the use of mechanical devices to convert solar energy to heat or electricity. Passive solar systems utilize natural heating and cooling from the sun through building orientation and building design techniques.

Policies:

- OS 11.1 Enforce the State Solar Shade Control Act, which promotes all feasible means of energy conservation and all feasible uses of alternative energy supply sources. (AI 62, 65, 66, 70)
- OS 11.2 Support and encourage voluntary efforts to provide active and passive solar access opportunities in new developments. (AI 63, 64)
- OS 11.3 Permit and encourage the use of passive solar devices and other state-of-the-art energy resources. (AI 62, 63, 64)
- OS 11.4 Encourage site-planning and building design that maximizes solar energy use/potential in future development applications. (AI 70)*



Noise Element

Draft General Plan Amendment No. 960

- N 6.3 Require commercial or industrial truck delivery hours be limited when adjacent to noise-sensitive land uses unless there is no feasible alternative or there are overriding transportation benefits. (AI 105, 107)
- N 6.4 Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles in areas of the county except where designated for that purpose. Enforce strict operating hours for these vehicles in order to minimize noise impacts on sensitive land uses adjacent to public trails and parks. (AI 105, 108)

Transportation



The following airports are located within or have a direct effect on Riverside County. Please see Appendix L-1 for a map with each airport's noise contours. Also see the area plans and airport land use plans for more specific airport-related policies:

- Banning Municipal Airport
- Bermuda Dunes Airport
- Blythe Airport
- Chino Airport
- Corona Municipal Airport
- Chiriaco Summit Airport
- ~~Desert Center Airport~~
- ~~Jacqueline Cochran Regional Desert Resorts Regional Airport~~
- Flabob Airport
- French Valley Airport
- Hemet-Ryan Airport
- March ~~Joint Air Reserve Base/March~~ Inland Port
- Palm Springs ~~International Regional Airport~~
- Perris Valley Airport
- Riverside Municipal Airport
- Skylark Airport

The most common mobile noise sources in Riverside County are transportation-related. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a higher sustained noise level in proximity to areas sensitive to noise exposure. Rail and aircraft operations, though less frequent, may generate extremely high noise levels that can be disruptive to daily activities. Though mass transit has not yet been developed within Riverside County, it is important to consider the noise that may be generated from transit service.

Airports

With the dynamic growth in aviation, aircraft noise will remain a challenging environmental problem and one that will affect an increasing number of people as air traffic routes and procedures change in the future. Aircraft noise appears to produce the greatest community anti-noise response, although the duration of the noise from a single airplane is much less, for example, than that from a freight train. There is great economic benefit to gain from airports of any size, although living in proximity to an airport ~~may bring about expected~~ will necessarily result in exposure to aircraft noise.

There are ~~fourteen public use or military 14 (fourteen)~~ 15 (fifteen) airports that are located within or have a direct effect on Riverside County. The land under the flight paths of each airport was monitored to determine the amount of noise emitted by common aircraft taking-off and landing at any given airport. Noise contours were created based on the measurements from the monitoring program. The CNEL noise contour(s) for the following airports have been depicted in the applicable Area Plan's Airport Influence Area section:

- Banning Municipal Airport
- Bermuda Dunes Airport
- Blythe Airport
- Chino Airport

Chapter 7 Noise Element

- Chiriaco Summit Airport
- Corona Municipal Airport
- ~~• Desert Center Airport~~
- *Jacqueline Cochran Regional Desert Resorts Regional* Airport
- Flabob Airport
- French Valley Airport
- Hemet-Ryan Airport
- *March Joint Air Reserve Base*
- Riverside Municipal Airport

~~An~~ Airport Land Use *Compatibility Plans have Plan has* been created for *most airports each airport* within Riverside County, and *they it* should be referenced for further information regarding airports. Helicopters and heliports are also potential sources of noise, but due to the relatively low frequency and short duration of their operation in most circumstances, these operations do not significantly affect average noise levels within Riverside County. The following general policies address the noise that comes from airports and the aircraft they service.

Policies:

- N 7.1 New land use development within Airport Influence Areas shall comply with airport land use noise compatibility criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix ~~HI-1~~ and summarized in the Policy Area section of the affected Area Plan.
- N 7.2 Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-32) and the Airport Influence Area sections of the corresponding Area Plans.
- N 7.3 Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix ~~HI-1~~, as well as in the applicable Area Plan's Airport Influence Area section.
- N 7.4 Check each development proposal to determine if it is located within an airport noise impact area as depicted in the applicable Area Plan's Policy Area section regarding Airport Influence Areas. Development proposals within a noise impact area shall comply with applicable airport land use noise compatibility criteria.
- ~~N 7.5 ———— Revise the Riverside County Zoning Code to reflect aircraft noise impacted areas around the County's major airports. (AI-109)~~

Chocolate Mountain Aerial Gunnery Range

A portion of the Chocolate Mountain Aerial Gunnery Range (CMAGR) is located in Riverside County, between the Eastern Coachella Valley Area Plan and East County Desert Areas. The CMAGR has served as a military aerial bombing and gunnery training range since the 1940s. It is a centerpiece in a much larger training complex, known as the Bob Stump Training Range Complex, that incorporates adjacent and nearby special use airspaces and ranges located in southeast California and southwest Arizona. This complex supports full-spectrum combat operations so that Marines can realistically train as they will fight. The CMAGR's desert mountain terrain is ideal for air-to-ground attack and air-to-air combat training. Tactical military exercises involve live explosives and large force-on-force aviation training. Noise emitting from training exercises may extend past the CMAGR boundaries.

Policies:

- N 8.1** *Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.*

Vehicular



Please see the **Circulation Element** for more in-depth information regarding Level of Service Standards, Average Daily Trips, and other information related to vehicular circulation.

Roadway traffic is one of the most pervasive sources of noise within Riverside County. Traffic noise varies in how it affects land uses depending upon the type of roadway, and the distance of the land use from that roadway. Some variables that affect the amount of noise emitted from a road are speed of traffic, flow of traffic, and type of traffic (e.g. tractor trailers versus cars). Another variable affecting the overall measure of noise is a perceived increase in sensitivity to vehicular noise at night. Appendix I-1 contains tables and figures that illustrate existing and forecasted noise from roadways throughout Riverside County. The existing noise measurements were obtained by measuring noise at different points adjacent to the roadway. The future noise contours along freeways and major highways, also located in Appendix I-1, were created from the results of traffic modeling to project the noise of major roadways in the future. The following policies address the issues of roadway traffic noise, and suggest methods to reduce the noise impact of roads on adjacent and nearby land uses.

Policies:

- N 8.1 9.1** Enforce all noise sections of the State Motor Vehicle Code.
- N 8.2 9.2** Ensure the inclusion of noise mitigation measures in the design of new roadway projects in Riverside County. (AI 105)
- N 8.3 9.3** Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures. (AI 106)
- N 8.4 9.4** Require that the loading and shipping facilities of commercial and industrial land uses, which abut residential parcels be located and designed to minimize the potential noise impacts upon residential parcels. (AI 105)

Development of Riverside County Climate Action Plan (CAP)



Climate Action Plan "CAP" - Provides a programmatic plan by which the County will address the actions necessary to achieve greenhouse gas emissions reductions across the various sectors under County jurisdiction.

The efforts toward reducing GHG emissions in the County are closely related to the way in which the County of Riverside operates, makes its land use decisions, and provides incentives to retrofit existing communities as mentioned above. To this end, the main components of Riverside County's vision for future decisions are founded in the General Plan policies and its programs. The General Plan provides direction to the County of Riverside decision-makers on managing their resources and how future development should occur. It includes policies and programs within various elements and technical appendices that reduce GHG emissions in Riverside County. The current Riverside County General Plan reduces GHG emissions through sound planning measures, such as limiting water consumption, reducing waste, managing growth in a manner that accommodates growing populations without allowing urban sprawl, by reducing vehicle miles travelled and subsequently, emissions from motorized vehicles.

The General Plan includes Riverside County's Climate Action Plan (CAP), which contains further guidance on Riverside County's GHG inventory reduction goals, thresholds, policies, guidelines, and implementation programs. In particular, the CAP elaborates on the General Plan goals and policies relative to GHG emissions and provides a specific implementation tool to guide future decisions of the County of Riverside.

Through the CAP, the County of Riverside has made commitment to be in compliance with the changing GHG emissions reduction regulations of the federal and state governments. Following the state's AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the General Plan land use projections, are 10,268,937MT CO_{2e}. In order to reach the reduction target, Riverside County must offset this growth in emissions and reduce community-wide emissions to 6,036,971 MT CO_{2e} by the year 2020.

However, it is also important to note that in addition to the CAP, other existing state regulations will contribute to achieving GHG emissions reductions in Riverside County by the year 2020. Some of these regulations include updated building codes for energy efficiency, the low carbon fuel standard, Pavley I and II vehicle emissions standards, and the Renewable Portfolio Standard for utility companies. By supporting the State of California in the implementation of these measures, Riverside County will experience substantial GHG emissions reductions as well.

To be effective, the Riverside County CAP has addressed, and will continue implementation of, the following milestones and achieve the associated results, as outlined in the following policies:

Policies:

- AQ 18.1** ***Baseline emissions inventory and forecast.** Riverside County CAP has included baseline emissions inventory, with data from the County's CO_{2e} emissions, for specific sectors and specific years. The carbon inventory greatly aids the process of determining the type, scope and number of GHG reduction policies needed. It also facilitates the tracking of policy implementation and effectiveness. The carbon inventory for Riverside County consists of two distinct components; one inventory is for Riverside County as a whole, as defined by its geographical borders and the other inventory is for the emissions resulting from Riverside County's municipal operations.*
- AQ 18.2** ***Adopt GHG emissions reduction targets.** Pursuant to the results of the Carbon Inventory and Greenhouse Gas Analysis for Riverside County, future development proposed as a discretionary project pursuant to the General Plan shall achieve a greenhouse gas emissions reduction of 25% compared to Business As Usual (BAU) project in order to be found consistent with Riverside County's Climate Action Plan (CAP). (AI 26)*

- AQ 18.3* **Develop a Climate Action Plan for reducing GHG emissions.** *The Riverside County CAP has been developed to formalize the measure necessary to achieve County GHG emissions reduction targets. The CAP includes both the policies necessary to meet stated targets and objectives. These targets, objectives and Implementation Measures may be refined, superseded or supplemented as warranted in the future. (AI 146)*
- AQ 18.4* **Implement policies and measures to achieve reduction targets.** *The County of Riverside shall implement the greenhouse gas reduction policies and measures established under the Riverside County Climate Action Plan for all new discretionary development proposals. (AI 23, 147)*
- AQ 18.5* **Monitor and verify results.** *The County of Riverside shall monitor and verify the progress and results of the CAP periodically. When necessary, the CAPs “feedback” provisions shall be used to ensure that any changes needed to stay “on target” with stated goals are accomplished. (AI 26, 147)*

General Plan Policies and Climate Action Plan

As indicated above, the CAP is an independent document that elaborates on the General Plan goals and policies relative to GHG emission and provides a specific implementation tool to guide decisions regarding Riverside County operations, retrofit programs for existing communities, as well as land use decisions. However, since the General Plan is the blueprint for future growth in Riverside County, the following policies provides additional guidance in review and discretionary approval of private land use projects (such as residential, commercial and industrial development).

Policies:

- AQ 19.1* *Continue to coordinate with CARB, SCAQMD, and the State Attorney General’s office to ensure that the milestones and reduction strategies presented in the General Plan and the CAP adequately address Riverside County’s GHG emissions. (AI 110, 111, 113)*
- AQ 19.2* *Utilize Riverside County’s CAP as the guiding document for determining Riverside County’s GHG reduction thresholds and implementation programs. Implementation of the CAP and its monitoring program shall include the ability to expand upon, or where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes the GHG reduction targets. (AI 146)*
- AQ 19.3* *Require new development projects subject to County of Riverside discretionary approval to achieve the GHG reduction targets established in the CAP either through: (AI 147)*
- 1. Garnishing 100 points through the Implementation Measures found Riverside County’s CAP; or*
 - 2. Requiring quantification of project specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.*
- AQ 19.4* *All discretionary project proposals shall analyze their project-specific GHG reduction targets in comparison to the “business as usual” (BAU) scenario for the development’s operational life and the “operational life” of a new*

“

The general planning process presents a powerful opportunity to carefully consider and shape future land use patterns and ensure that development is consistent with AB 32. As the Air Resources Board noted in its recent AB 32 Scoping Plan, ‘local governments are essential partners in achieving California’s goals to reduce greenhouse gas emissions.’

”

California Attorney General, Edmund G. Brown

development shall be defined as a 30-year span. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. Alternatively, a project may use the CAP Screening Tables to show the attainment of the applicable number of points needed to ensure adequate GHG reductions and CAP compliance. (AI 47, 147)

GHG Emission Reduction Focus Areas

For regulatory purposes, the activities that contribute to GHG emissions can be divided up into eight categories: transportation, land use, energy use, water and biota use, waste generation, municipal (i.e., Riverside County) operations and existing uses not otherwise covered. These eight focus areas are key to achieving the General Plan and CAP milestones. It is helpful to look at GHG emissions based on these categories for two reasons. First, measures appropriate for one area may vary markedly from those of another area. Secondly, this allows reduction measures to be appropriately focused. For example, 100% of available resources would not be best spent if it only achieved reductions in an area responsible for 2% of the overall GHG emissions of the County of Riverside. Thus, for the eight focus areas, the following summary of the policy objectives are established on key areas for achieving GHG reductions.



Also see the following County Ordinances associated with Transportation-related greenhouse gas reductions:

Ordinance No. 706
"Mobile Source Air Pollution Reduction Programs (Funding)"

Ordinance No. 726
"Transportation Demand Management for New Development"

Ordinance No. 748
"Mitigation of Traffic Congestion through Signalization"

Ordinance No. 782 "Golf Cart Transportation Plan"

Ordinance No. 824
"Western Riverside County Traffic Uniform Mitigation Fee (TUMF) Program" (see also Ordinance No. 673)

1. Transportation-Related Objectives

The transportation sector is typically the largest single area of emissions in a given area. Within California, carbon emissions resulting from gasoline-powered vehicles produce roughly 38% of the state's total GHGs. Broadly, there are three ways to reduce GHG emissions from the transportation sector. One way is to implement policies that reduce dependence on personal motor vehicles and encourage alternative modes of transportation. Another way is to utilize vehicles that release fewer greenhouse gases, such as hybrids, more fuel efficient vehicles and vehicles that run on alternative fuels. Lastly, reducing VMT is largely a function of how communities are planned and developed. As such, this aspect of VMT reduction is addressed through the Land Use decisions made by the County of Riverside.

Reducing vehicle miles traveled, a substantial indicator of GHG production from transportation, is the basis for the following policy objectives and the related new development Implementation Measures presented in the CAP.

Policies:

AQ 20.1 Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments. (AI 47, 53, 146)

AQ 20.2 Reduce VMT by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation. (AI 47, 53, 146)

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- AQ 20.3 Reduce VMT and GHG emissions by improving circulation network efficiency. (AI 47, 53, 146)*
- AQ 20.4 Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles. (AI 47, 146)*
- AQ 20.5 Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations (AI 47, 53, 146)*
- AQ 20.6 Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.*

2. Land Use-Related Objectives

Land use patterns play a significant role in affecting the number of VMT within a community. Thus, in addition to the transportation-related measures discussed above, it is important to encourage policies that promote efficient land use development. Since the efficient use of land can serve to reduce the amount of vehicle travel that results from commuting to jobs, shopping, entertainment and other destinations, reducing vehicle miles traveled through planning and more efficient land use can greatly contribute to reducing GHG emissions in Riverside County.

Reducing VMT through improved land use coordination and other planning efforts is the basis for the following policy objectives.

Policies:

- AQ 20.7 Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities. (AI 47, 53, 117, 146)*
- AQ 20.8 Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby. (AI 115, 117, 146)*
- AQ 20.9 Reduce urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations, and to maximize protection of open space. (AI 26)*



Also see the following policies associated with Transportation-related greenhouse gas reductions:

Air Quality Element:

AQ 3.4, AQ 10.4, AQ 12.1-AQ 12.4, AQ 14.1, AQ 14.3

Circulation Element:

C 1.2, C 1.3, C 1.7, C 4.1-C 4.9, C 9.1, C 10.1, C 11.1-C 11.3, C 11.7, C 12.1-C 12.5, C 13.1-C 13.4, C 13.7, C 13.8, C 15.1-C 15.3, C 15.5, C 15.6, C 16.1-16.4, C 17.1-C 17.4, C 18.1, C 20.14

Healthy Communities Element:

HC 2.1, HC 6.1, HC 7.1, HC 13.2

Land Use Element:

LU 11.4, LU 13.3, LU 13.4, LU 13.7, LU 28.5

Multipurpose Open Space Element:

OS 16.3, OS 16.8



Also see the following County Ordinance associated with Land Use-related greenhouse gas reductions:

Ordinance No. 659 "Development Impact Fee (DIF) Program for Residential Development)"



Also see the following policies associated with Land Use -related greenhouse gas reductions:

Air Quality Element: AQ 8.1-AQ 8.9

Circulation Element: C 12.6

Healthy Communities Element:

HC 2.2, HC 3.1, HC 4.2, HC 5.1- HC 5.3, HC 5.6, HC 9.1, HC 9.3, HC 9.4, HC 14.2

Land Use Element:

LU 2.1, LU 3.1, LU 3.4, LU 4.1, LU 8.1, 8.4, LU 8.8- LU 8.10, LU 8.12, LU 9.3, LU 11.1, LU 11.3, LU 13.1, LU 13.2, LU 20.2, LU 21.2, LU 21.4, LU 21.6, LU 21.7, LU 28.2, LU 32.1, LU 32.9

Multipurpose Open Space Element: OS 1.1

3. Energy Efficiency and Energy Conservation Objectives

Energy used in homes and business, such as for heating, cooling and lighting, is one of the largest sources of a community’s GHG emissions. Most of the GHG emissions from energy use come from the combustion of fossil fuels, such as coal, oil and natural gas, for electricity generation. Thus, increasing energy efficiency has potential to reduce GHG.

Reducing GHG emissions through improved energy efficiency and energy conservation is the basis for the following policy objectives.

Policies:



Also see the following County Ordinance associated with Wind Energy Efficiency and Energy Conservation-related greenhouse gas reductions:

Ordinance No. 655
“Regulating Light Pollution”

AQ 20.10

Reduce energy consumption of the new developments (residential, commercial and industrial) through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. (AI 147)

AQ 20.11

Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipments. (AI 147)

AQ 20.12

Support programs to assist in the energy-efficient retrofitting of older affordable housing units, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect. (AI 147)



Also see the following policies associated with Wind Energy Efficiency and Energy Conservation-related greenhouse gas reductions:

Air Quality Element Policies: AQ 4.2, AQ 5.3, AQ 5.4

Housing Element Policies: H 2.1, H 5.1

Multipurpose Open Space Element: OS 11.1, OS 16.1, OS 16.2, OS 16.5-OS 16.7

4. Water Conservation and Biota Conservation Objectives

Roughly 40% of a typical electric energy budget is used to transport (pump), treat and deliver potable water to serve communities. Substantial amounts of energy are also used for the treatment of wastewater, as well as for electricity generation itself. Thus, water conservation forms an essential element in both energy conservation and, ultimately, GHG emission reductions.

Conserving vegetative lands, particularly forest lands, facilitates biological carbon sequestration. When it comes to agricultural lands, their value in providing carbon sequestration must be weighed against the carbon releasing activities also associated with agricultural uses, such as livestock (which produce methane in their digestive systems), manure management (particularly for intensive uses like dairies), operation of agricultural equipment, fertilizer application and soil tillage (which release nitrous oxide), as well as emissions associated with the harvesting, processing and distribution of crops.

The need to reduce energy use through water conservation and the carbon sequestration benefits of biota preservation form the basis for the following policy objectives.

Policies:

- AQ 20.13 Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities. (AI 147)*
- AQ 20.14 Reduce the amount of water used for landscaping irrigation through implementation of Riverside County Ordinance No. 859 and increase use of non-potable water.*
- AQ 20.15 Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.*
- AQ 20.16 Preserve and promote forest lands and other suitable natural and artificial vegetation areas to maintain and increase the carbon sequestration capacity of such areas within the County of Riverside. Artificial vegetation could include urban forestry and reforestation, development of parks and recreation areas, and preserving unique farmlands that provide additional carbon sequestration potential.*
- AQ 20.17 Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires.*



Also see the following County Ordinances associated with greenhouse gas reductions from Water Conservation and Biota Conservation:

Ordinance No. 559 "Regulating the Removal of Trees"

Ordinance No. 625 "Agricultural Activities, Nuisance Defense ("Right to Farm Ordinance")"

Ordinance No. 663 "Riverside County Stephens' Kangaroo Rat Habitat Conservation Plan and Mitigation Fees"

Ordinance No. 695 "Requiring the Abatement of Hazardous Vegetation"

Ordinance No 754 "Stormwater/Urban Runoff Management and Discharge Control"

Ordinance No. 810 "Establishing an Interim Open Space Mitigation Fee"

Ordinance No. 859 "Establishing Water Efficient Landscaping Standards"

Ordinance No. 875 "Establishing Mitigation Fees for Coachella Valley Multi-Species Habitat Conservation Plan"



Also see the following policies associated with greenhouse gas reductions from Water Conservation and Biota Conservation:

Air Quality Element: AQ 2.4

Circulation Element: C 5.2, C 20.1, C 20.10

Healthy Communities Element: HC 4.1

Land Use Element: LU 9.1, LU 9.4, LU 18.1-18.6, LU 20.1, LU 20.4-LU 20.7, LU 20.9, LU 24.1

Multipurpose Open Space Element:

OS 1.4, OS 2.1-OS 2.5, OS 3.3, OS 3.3, OS 3.6, OS 3.7, OS 4.3, OS 4.5-OS 4.7, OS 4.9, OS 5.5, OS 5.6, OS 6.2, OS 7.3, OS 7.5, OS 8.1, OS 8.2, OS 9.3, OS 9.4, OS 18.1, OS 18.4, OS 20.1, OS 20.2

Safety Element: S 4.22



Also see the following policies associated with Alternative Energy Sources:

Land Use Element Policies:

LU 16.1

Multipurpose Open Space Element:

OS 11.1-OS 11.3, OS 12.1, OS 12.4, OS 13.1, OS 15.2, OS 16.9, OS 16.10

5. Alternative Energy Objectives

Currently available sources of renewable energy amenable to development within Riverside County include solar, wind, water, biomass and geothermal. Renewable energy sources offer the potential for a clean, decentralized energy source that can significantly impact Riverside County's GHG emissions.

Increasing the use of alternative energy sources to reduce the amount of GHG is the basis for the following policy objectives.

Policies:

AQ 20.18 Encourage the installation of solar panels and other energy-efficient improvements and facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.). (AI 147)

AQ 20.19 Facilitate development and siting of renewable energy facilities and transmission lines in appropriate locations. (AI 147)

6. Waste Reduction Objectives

Although responsible for a relatively small portion of total community GHG emissions, solid waste management programs are important for GHG reduction. First, programs to increase the amount of solid waste that is "reduced, recycled or reused" decrease the number of truck trips necessary to dispose of such waste. Secondly, reducing the amount of solid waste entering a landfill expands the life of the facility. These result in less GHG emissions from the construction equipment used to build landfill sites. And, lastly, recycling and waste prevention programs make a significant contribution to reducing the energy and transportation needed to manufacture and ship virgin products and packaging.

Reducing the amount of waste generated, which indirectly reduces the overconsumption of a variety of natural resources, is the basis for the following policy objectives.

Policies:

AQ 20.20 Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at Riverside County landfills. (AI 146)

7. Education, Coordination and Outreach Objectives

Although outside the realm of direct Riverside County control, existing uses, such as homes and businesses, represent a large area of ongoing GHG emissions. Unlike new discretionary permits and internal Riverside County operations, efforts to reduce emissions for these existing uses are mainly voluntary. Thus, education, community outreach and even incentive programs necessarily form an important element of the overall GHG reduction efforts of Riverside County.

The following policy objectives are based on efforts to indirectly reduce GHG emissions through voluntary efforts by the public and through programs developed in coordination with other agencies.

Policies:

AQ 20.21 Provide homeowner education programs on the various voluntary ways in which they may reduce their homes' GHG emissions, e.g., improving home insulation, adding solar energy capabilities, and providing information on energy saving landscaping techniques. (AI 147)

AQ 20.22 Develop motorist education programs on reducing VMT, idling and vehicle maintenance, while increasing carpooling and public transit usage. (AI 147)

AQ 20.23 Develop education programs about green purchasing and waste reduction measures, e.g., use of sustainable materials, recycling, and composting. (AI 147)

AQ 20.24 Develop programs to improve job-housing balances, such as through small business development, for areas that are housing rich but jobs poor. (AI 146)

AQ 20.25 Coordinate Riverside County GHG emissions reduction efforts with those of other regional agencies and plans, i.e., SCAG's Compass Blueprint, Regional Transportation Plan (RTP) and SCAQMD's Air Quality Management Plans. In addition, coordinate with cities and sub-regional planning agencies, particularly WRCOG and CVAG, on efforts that jointly affect the County of Riverside and the cities. Also, coordinate with utility and service providers to develop programs to improve energy efficiency, water efficiency and delivery or



Also see the following policies and County Ordinances related to reducing greenhouse gas emissions through waste reduction:

Air Quality Element:

AQ 5.1

County Ordinances:

Ordinance No. 657
"Regulating Collection and Removal of Solid Waste"

Ordinance No. 718
"Medical Waste - Generation, Storage, Transportation"

Ordinance No. 745
"Comprehensive Collection and Disposal of Solid Waste"



Also see the following policies associated with greenhouse gas reductions through education, outreach and coordination:

Air Quality Element:

AQ 3.2, AQ 3.3, AQ 7.1- AQ 7.5, AQ 17.6

Circulation Element:

C 11.4

Healthy Communities Element:

HC 1 4.3

Land Use Element:

LU 8.6, LU 20.11

Multipurpose Open Space Element:

OS 1.3, OS 2.4, OS1 6.11, OS 18.2

structural improvements to reduce demand or better coordinate infrastructure development, as appropriate. (AI 111, 146)

AQ 20.26 Voluntary GHG reduction objectives for the community sector shall be achieved through development and implementation of specific implementation measures, as determined appropriate and feasible by the County of Riverside. (AI 147)

8. Municipal Operational Objectives

Built environment improvements include designing greater energy efficiency into new Riverside County buildings and retrofitting older facilities with upgrades to improve energy efficiency, such as additional insulation, low-emissive glass, cool roofs and programmable thermostats. Development of alternative energy sources powering Riverside County facilities can include solar collectors and, at Riverside County landfills, methane capture. Infrastructure improvements can include more efficient street and traffic signal lighting, use of low-emission surfacing materials and paints, and more energy efficient pumps and treatment plants. Water-efficient landscaping can be incorporated along roadways and Riverside County buildings, and urban runoff can be controlled through site design and the use of bioswales. And, in the transportation sector, the County of Riverside can directly reduce vehicle GHG emissions by transitioning its fleet to more fuel efficient vehicles, including the use of hybrid or other alternate fuels.

The various ways in which the County of Riverside can directly control the emission of GHG resulting from Riverside County operations form the basis for the following policy objectives.

Policies:



Also see the following General Plan and County Board policies related to county operational greenhouse gas reductions:

Multipurpose Open Space Element:
OS 16.4, OS 16.12, OS 16.13

Board of Supervisors-Board Policies:
BOS A-64 "Environmental Purchasing"
BOS H-4 "Energy Conservation"
BOS H-25 "Water-Efficient Landscaping"
BOS H-29 "Sustainable

AQ 20.27 Increase the average fuel efficiency of Riverside County-owned vehicles powered by gasoline and diesel through fleet transitioning programs. Also, reduce total vehicle miles traveled by Riverside County employees, both commuting to work sites and travel for the conduction of Riverside County activities. (AI 118, 146)

AQ 20.28 Increase the energy efficiency of all existing and new Riverside County buildings and infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.). Also, decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on Riverside County facilities where feasible and appropriate. (AI 146)

AQ 20.29 Establish purchasing and procurement policies that support the use of green products and services, minimize waste, and promote sustainability. (AI 146)

AQ 20.30 Reduce potable water use, wastewater and solid waste generation, and urban runoff at both new and existing Riverside County facilities and operations. Also, increase the amount of materials recycled from Riverside County facilities. (AI146)

- AQ 21.1 The County of Riverside shall require new development projects subject to Riverside County discretionary approval to incorporate measures to achieve 100 points through incorporation of the Implementation Measures (IMs) found in the Screening Tables within the Riverside County Climate Action Plan. One hundred points represent a project's fare-share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP Reduction Target. (AI 147)*
- a. This reduction shall be measured in comparison to the "business as usual" (BAU) scenario for the development's operational life. The BAU scenario shall be consistent with the General Plan buildout assumptions detailed in Appendix E-1 of the General Plan.*
 - b. For the purposes of this policy, the "operational life" of a new development shall be defined as a 30-year span with construction emissions amortized over the 30 years.*
 - c. For the purposes of this policy, "new development" refers to private development occurring pursuant to a discretionary land use approval issued by the County of Riverside and subject to binding Conditions of Approval. This definition generally corresponds to projects found non-exempt pursuant to the California Environmental Quality Act (CEQA), but is nevertheless subject to the sole discretion of the County of Riverside as lead agency.*
 - d. Other methods for calculating BAU and showing GHG emissions reductions may be used provided such methods are both scientifically defensible and show actual emission reduction measures incorporated into project design, mitigation or alternative selection. That is, reductions must not be illusory "paper" reductions achieved merely through baseline manipulation.*
 - e. Nothing in this policy shall be construed as accepting any proposed discretionary project from any legally applicable CEQA requirements or explicitly limiting the scope any analyses required to show CEQA compliance.*
- AQ 21.2 Implementation Measures found necessary for a given project pursuant to the CAP Screening Tables shall be incorporated into a project's Conditions of Approval issued by the County of Riverside to ensure the measures are implemented appropriately. (AI 147)*
- AQ 21.3 Discretionary Measures - Because of the varied nature of the private development proposals reviewed by the County of Riverside, in some cases, the Implementing Measures in the CAP may not provide the most appropriate means for achieving the required Interim GHG reductions. In such cases, the following alternate measures may be utilized, at Riverside County's discretion:*
- a. For large-scale developments, such as specific plans, business parks, industrial centers, and those triggering a full Environmental Impact Report, a custom GHG analyses may be warranted to both assure compliance with the applicable targets herein and to provide a customized array of appropriate reduction measures.*
 - b. In such cases, the resultant GHG analysis may be used to develop customized GHG reduction measures in place of the CAP's Implementing Measures, provided they achieve the stated targets or implement all feasible mitigation short of achieving the applicable targets.*
 - c. Project-specific analysis may be particularly valuable when assessing large-scale mixed use developments. In such developments, significant energy efficiencies and VMT reductions can result from smart growth design features, such as provision of housing, jobs, services and recreation within a 5- to 10-minute walking radius.*

Project-specific analysis in these cases may result in the need for fewer add-on Implementing Measures and potentially yield substantial savings on construction costs.

AQ 21.4 Implementation of the Climate Action Plan (CAP) and monitoring progress toward the CAP reduction targets shall include the ability to expand upon or, where appropriate, update or replace the Implementation Measures established herein such that the implementation of the CAP accomplishes Riverside County's GHG reduction targets. (AI 146)

AQ 22.1 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with transportation (AI 110, 111, 120, 146, 147):

- a. Reduce vehicle miles traveled by providing or requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes.*
- b. Reduce vehicle miles traveled by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.*
- c. Improve connectivity by requiring pedestrian linkages between developments and transportation facilities, as well as between residential and commercial, recreational and other adjacent land uses.*
- d. Reduce air pollution and greenhouse gas emissions by improving circulation network efficiency.*
- e. Reduce traffic through programs that increase carpooling and public transit use, decrease trips and commute times and increase use of alternative-fuel vehicles.*
- f. Preserve transportation corridors for renewable energy transmission lines and for new transit lines, where appropriate.*

AQ 23.1 The County of Riverside shall implement programs and requirements to achieve the following objective related to reducing greenhouse gas emissions associated with land use patterns (AI 147):

- a. Reduce vehicle miles travelled (VMT) through increased densities in urban centers and emphasis on mixed use to provide localized residential, commercial and employment opportunities in closer proximity to each other.*
- b. Prevent urban sprawl in order to minimize energy costs associated with infrastructure construction and transmission to distant locations and to maximize protection of open space, particularly forests, which provide carbon sequestration potential.*
- c. Conserve energy by increasing the efficiency of delivery of services through the adoption and implementation of smart growth principles and policies.*
- d. Reduce vehicle miles travelled by commuters through implementation of planning measures that provide appropriate jobs-housing balances within communities.*
- e. Reduce vehicle miles travelled by increasing options for nonvehicular access through urban design principles that promote higher residential densities in attractive forms with easily accessible parks and recreation opportunities nearby.*

- f. *Improve energy efficiency through implementation of standards for new residential and commercial buildings that achieve energy efficiencies beyond that required under Title 24 of the California Code of Regulations.*
- g. *Reduce vehicle miles travelled by identifying sites for affordable housing for workers close to employment centers and encouraging development of such sites.*

AQ 23.2 For discretionary actions, land use-related greenhouse gas reduction objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for individual future projects. Riverside County programs shall also be developed and implemented to address land use-related reductions for Riverside County operations and voluntary community efforts. (AI 147)

AQ 24.1 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions achieved through improving energy efficiency and increasing energy conservation (AI 146):

- a. *Require new development (residential, commercial and industrial) to reduce energy consumption through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design. Passive solar design addressed the innate heating and cooling effects achieved through building design, such as selective use of deep eaves for shading, operable windows for cross-ventilation, reflective surfaces for heat reduction and expanses of brick for thermal mass (passive radiant heating).*
- b. *Require new development (residential, commercial and industrial) to design energy efficiency into the project through efficient use of utilities (water, electricity, natural gas) and infrastructure design.*
- c. *Require new development (residential, commercial and industrial) to reduce energy consumption through use of energy efficient mechanical systems and equipment.*
- d. *Establish or support programs to assist in the energy-efficient retrofitting of older affordable housing units.*
- e. *Actively seek out existing or develop new programs to achieve energy efficiency for existing structures, particularly residential units built prior to 1978 when Title 24 energy efficiency requirements went into effect.*
- f. *Balance additional upfront costs for energy efficiency and affordable housing economic considerations by providing or supporting programs to finance energy-efficient housing.*

AQ 24.2 For discretionary actions, energy efficiency and conservation objectives shall be achieved through development and implementation of the appropriate Implementation Measures of the Climate Action Plan for all new development approvals. Riverside County programs shall also be developed and implemented to address energy efficiency and conservation efforts for Riverside County operations and the community.

AQ 25.1 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through water conservation (AI 146):

- a. *Reduce water use in both new and existing housing, commercial and industrial uses.*
- b. *Reduce wastewater generation in both new and existing housing, commercial and industrial uses.*
- c. *Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance No. 859.*

- d. *Increase use of non-potable water where appropriate, such as for landscaping and agricultural uses.*
- e. *Encourage increased efficiency of water use for agricultural activities.*
- f. *Decrease energy costs associated with treatment of urban runoff water through greater use of bioswales and other biological systems.*

AQ 25.2

The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through biota conservation:

- a. *Conserve biota that provides carbon sequestration through implementation of the Multiple Species Habitat Conservation Plans for western and eastern Riverside County.*
- b. *Preserve forest lands and other suitable natural vegetation areas to maintain the carbon sequestration capacity of such areas within Riverside County.*
- c. *Promote establishment of vegetated recreational uses, such as local and regional parks, that provide carbon sequestration potential in addition to opportunities for healthy recreation.*
- d. *Promote urban forestry and reforestation, as feasible, to provide additional carbon sequestration potential.*
- e. *Promote the voluntary preservation of farmlands for carbon sequestration purposes. In particular, protect important farmlands and open space from conversion and encroachment by urban uses. Also, seek to retain large parcels of agricultural lands to enhance the viability of local agriculture and prevent the encroachment of sprawl into rural areas.*
- f. *Promote the voluntary preservation of areas of native vegetation that may contribute to biological carbon sequestration functions.*
- g. *Protect vegetation from increased fire risks associated with drought conditions to ensure biological carbon remains sequestered in vegetation and not released to the atmosphere through wildfires. In particular, prevent unnecessary intrusion of people, vehicles and development into natural open space areas to lessen risk of wildfire from human activities.*

AQ 25.3

For discretionary actions, greenhouse gas reduction objectives related to water and biota conservation shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. Riverside County programs shall also be developed and implemented to address conservation issues related to Riverside County operations and voluntary community efforts. (AI146)

AQ 26.1

The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions derived from energy generation (AI 146, 147):

- a. *Encourage the installation of solar panels and other energy-efficient improvements.*
- b. *Facilitate residential and commercial renewable energy facilities (solar array installations, individual wind energy generators, etc.).*
- c. *Facilitate development of renewable energy facilities and transmission lines in appropriate locations.*

- d. *Facilitate renewable energy facilities and transmission line siting.*
- e. *Provide incentives for development of local green technology businesses and locally-produced green products.*
- f. *Provide incentives for investment in residential and commercial energy efficiency improvements.*
- g. *Identify lands suitable for wind power generation or geothermal production and encourage development of these alternative energy sources.*

AQ 26.2 For discretionary actions, the objectives for greenhouse gas reduction through increased use of alternative energy sources shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan. Riverside County programs shall also be developed and implemented to address use of alternative energy for Riverside County operations and within the community. (AI 147)

AQ 27.1 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions associated with wastes (AI 146, 147):

- a. *Reduce the amount of solid waste generated.*
- b. *Increase the amount of solid waste recycled by maximizing waste diversion, composting and recycling for residential and commercial generators.*
- c. *Promote reductions in material consumption.*
- d. *Decrease wastewater generation.*
- e. *Reduce fugitive methane emissions and increase methane conversion to alternative energies at Riverside County landfills.*

AQ 27.2 Greenhouse gas reduction through the above waste reduction Objectives shall be achieved through development and implementation of the applicable Implementation Measures of the Climate Action Plan for new development. Riverside County programs shall also be developed and implemented to address waste reductions for Riverside County operations and voluntary community efforts. (AI 146)

AQ 28.1 The County of Riverside shall implement programs and requirements to achieve voluntary greenhouse gas emissions reductions through the following public education and outreach objectives (AI 147):

- a. *Provide homeowner education programs on the various voluntary ways in which they may reduce their homes' GHG emissions.*
- b. *Develop and implement motorist education programs on reducing vehicle miles travelled (VMT), idling, vehicle maintenance, etc.*
- c. *Develop and implement incentive programs for increasing carpooling, public transit use and other similar means.*
- d. *Develop and implement incentive programs for residential energy conservation, such as through retrofitting to improve insulation values, adding solar energy capabilities, planting deciduous trees to provide summer shade, etc.*

- e. *Develop and implement programs designed to decrease transportation emissions, such as hybrid vehicle rebates, alternate fuel discounts, carpooling incentives, van pools, etc.*
- f. *Develop and implement education programs about green purchasing and waste reduction measures, e.g., use of sustainable materials, composting and such.*
- g. *Develop and implement programs to improve job-housing balances, such as through small business development, for areas that are housing rich but jobs poor.*
- h. *Develop and implement programs to incentive recycling and other waste reduction programs.*

AQ 28.2 The County of Riverside shall implement programs and requirements to achieve greenhouse gas emissions reductions through the following interagency coordination objectives (AI 146):

- a. *Coordinate Riverside County regional GHG reduction efforts with those of other regional agencies and plans, i.e.:*
 - *SCAG Regional Blueprint Plan*
 - *SCAG Regional Transportation Plan (which will address SB375)*
 - *SCAQMD Air Quality Management Plans*
 - *SB 375 Coordination and “Sustainable Communities Strategies”*
- b. *Coordinate with constituent cities and sub-regional planning agencies, particularly WRCOG and CVAG, on GHG reduction efforts that jointly affect the County of Riverside and these cities.*
- c. *Coordinate with utility and service providers serving Riverside County to develop programs to improve energy efficiency, water efficiency and delivery or structural improvements to reduce demand or better coordinate infrastructure development, as appropriate.*
- d. *Coordinate with regional agencies responsible for developing utility corridors, particularly for electricity transmission, to ensure alternate energy sources available to Riverside County are used to their fullest extent.*

AQ 28.3 Voluntary greenhouse gas reduction objectives for the community sector shall be achieved through development and implementation of specific implementation measures, as determined appropriate and feasible by the County of Riverside.

AQ 29.1 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions from Riverside County transportation, such as fleet composition, construction equipment, employee commuting and travel on Riverside County business (AI 146):

- a. *Increase the average fuel efficiency of Riverside County-owned vehicles powered by gasoline and diesel.*
- b. *Increase use of alternative and lower carbon fuels in the Riverside County vehicle fleet.*
- c. *Reduce total vehicle miles traveled by Riverside County employees, both commuting to work sites and travel for the conduction of Riverside County activities.*

Chapter 9 Air Quality Element

- AQ 29.2 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through improving energy efficiency for Riverside County facilities and operations (AI 146)*
- a. Improve the energy efficiency of all existing and new Riverside County buildings.*
 - b. Improve the energy efficiency of Riverside County infrastructure operation (roads, water, waste disposal and treatment, buildings, etc.)*
 - c. Decrease energy use through incorporating renewable energy facilities (such as, solar array installations, individual wind energy generators, geothermal heat sources) on Riverside County facilities where feasible and appropriate.*
- AQ 29.3 The County of Riverside shall implement programs and requirements to achieve the following objectives related to reducing greenhouse gas emissions through achieving waste reduction and resource efficiency for Riverside County facilities and operations (AI 146):*
- a. Establish purchasing and procurement policies that support the use of green products and services, minimize waste and promote sustainability.*
 - b. Reduce potable water use at both new and existing Riverside County facilities and operations.*
 - c. Reduce wastewater generation and urban runoff in both new and existing Riverside County facilities and operations.*
 - d. Increase the amount of materials recycled from Riverside County facilities while decreasing the amount of solid waste generated by Riverside County facilities that requires landfill disposal.*
- AQ 29.4 Greenhouse gas emissions reduction objectives for Riverside County operations and facilities shall be achieved through development and implementation of enforceable and binding internal Riverside County policies, programs or similar means.*

version. Certain actions within the program may have an impact on project review, such as, for example, zone changes or zoning ordinance revisions that have recently occurred.

Two levels of implementation are expressed here, both of them in matrix format. The first is a summary of major implementation initiatives called Administration Activities/Programs that are central to achieving the potential represented by the General Plan. The second is a more extensive list of actions organized by General Plan Element, derived from the policies in each element. Taken together, these commitments respond to the intent of the California Government Code that implementation is a logical and necessary obligation of public policy.

The structure of this appendix sets up a process to be expanded and maintained by the County of Riverside. This process will require completion of the implementation matrices described above, dealing with target date(s) for completion, funding sources, designation of the entity with primary responsibility for carrying out the action, and identification of support responsibilities. The process also entails annually reviewing the Implementation Plan and updating it based on accomplishments achieved, work not yet completed, and new initiatives stimulated by changing conditions and circumstances.

The focus here is on initiatives to be taken by the County of Riverside in creating, updating or facilitating tools needed to enable the County of Riverside to achieve its Vision. This focus is predicated on the fact that most of the General Plan policies will be implemented on an incremental basis as part of the ongoing project review process for public and private development/preservation projects. In other words, these policies are designed to influence how development and preservation occur through the normal land use management procedures conducted by the County of Riverside.

Appendix L-1 Airport Land Use Compatibility Plans

This appendix ~~is available in electronic form on CD Rom and~~ contains the text of each of the airport land use compatibility plans for the public use airports within Riverside County whose influence areas affect Riverside County territory.

Appendix M Health Indicators

This appendix is a compilation of health, social and environmental indicators. The indicators are grouped into meaningful topic areas and are meant to provide support and justification for the policies of the Healthy Communities Element.

Appendix N Air Quality Study

The Air Quality Study presents the modeling data behind the Air Quality Element. The study lays out the modeling assumptions, provides a calculation summary of emissions by air quality management district, identifies the reduction calculations for both mobile source reductions and area source reductions, and provides the model output of the existing conditions and conditions at buildout.

Appendix O Major Investment Study

In addition to the corridors and study areas depicted in Figure C-1 of the Circulation Element, the Riverside County Transportation Commission completed a joint Major Investment Study (MIS) with the Orange County Transportation Authority (OCTA) for a Riverside County to Orange County corridor. This corridor has been identified as a mitigation measure for traffic impacts identified in the Draft EIR for this General Plan. The MIS identified a Locally Preferred Strategy (LPS) that was adopted by the RCTC and the OCTA.

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: June 12, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1012RG14 – Riverside County (Representative: Kristi Lovelady, Planning Department) – County Case No. GPA 00960 (General Plan Amendment). General Plan Amendment No. 960 includes revisions to the text of all General Plan Elements (except Housing), Area Plans, and mapped land use and/or overlay designations of parcels. As such, the proposal affects land in many of the County's Airport Influence Areas. The proposal also includes a Climate Action Plan. The proposal comprises a comprehensive review of, and necessary updates to, the Riverside County General Plan's policies, maps, and implementing directions, including changes to provide for consistency with the Blythe Airport Land Use Compatibility Plan. (Multiple affected Airport Influence Areas).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Kristi Lovelady of the Riverside County Planning Department, at (951) 955-0781.

ALUC Revenue 4-30-14

Val

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1012 RG14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application April 30, 2014
Property Owner See Agent Phone Number N/A
Mailing Address N/A

Agent (if any) Riverside County Planning Department Phone Number (951) 955-0781
Mailing Address ATTN: Kristi Lovelady, Project Manager
4080 Lemon Street, 12th Floor
Riverside, CA 92501

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address Countywide and Multiple Parcels, see attached list.

Assessor's Parcel No. Multiple Parcels, see attached list Parcel Size _____
Subdivision Name N/A (Appendix EIR-11, A2.) Zoning _____
Lot Number N/A Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) Multiple Parcels, see attached list (Appendix EIR-11, A2.)
Also see attached Executive Summary (DEIR 521, Section 1.0)

Proposed Land Use (describe) Multiple Parcels, see attached list (Appendix EIR-11, A2.)
Also see attached Executive Summary (DEIR 521, Section 1.0)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A
For Other Land Uses Hours of Use N/A
(See Appendix C) Number of People on Site Maximum Number N/A
Method of Calculation N/A

Height Data Height above Ground or Tallest Object (including antennas and trees) N/A ft.
Highest Elevation (above sea level) of Any Object or Terrain on Site N/A ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes No
If yes, describe N/A

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	<u>April 30, 2014</u>	Type of Project
Agency Name	<u>County of Riverside</u> <u>TLMA - Planning Department</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>Kristi Lovelady</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(951) 955-0781</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>GPA No. 960 / EIR No. 521 /</u> <u>Draft Climate Action Plan</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets . . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets . . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . . Gummed address labels of the referring agency.
- 1 Check for review–See Below



RIVERSIDE COUNTY PLANNING DEPARTMENT

Juan C. Perez
Interim Planning Director

April 28, 2014

Riverside County Airport Land Use Commission
4080 Lemon Street, 14th Floor
Riverside, CA 92501

RE: GPA No. 960 / Draft EIR No. 521 / Draft Climate Action Plan

Dear Mr. Guerin:


Please find enclosed an ALUC application for the County of Riverside's General Plan Update Project (General Plan Amendment No. 960), which includes the Draft Climate Action Plan, as noted, and Draft EIR No. 521. You will also have already received the documents on disk in conjunction with the issuance of the Draft EIR for public review starting May 1st. All three documents, as well as all associated appendices, are included in their entirety on the sets of CD-ROMs included with this application.

Due to the extremely lengthy nature of the documents at issue (over 5,500 pages), a full paper set has not been included with this application. A bound hardcopy of the Executive Summary of the DEIR is, however, included for your use and meets all of the public notice requirements of section 15087 of the CEQA Guidelines. Per your email dated April 28, 2014, the following items are also included in this application packet:

- ALUC application form
- One copy of EIR Appendix EIR-11, Section A, Item A2: List of Parcels and Changes included in Project Scenario; which lists by APN the roughly 12,000 individually-affected parcels addressed by GPA No. 960 and includes the existing use of land, as well as both existing and proposed General Plan land use designations (LUDs). These parcels are those subject to either an LUD change or the addition/deletion of a policy area or overlay under GPA No. 960. This includes proposed LUD changes for parcels surrounding the Blythe, Flabob and Riverside Municipal airports. See first column in the table for items changing.
- Gummed labels for County Planning (4) and people/entities on file as requesting notices (1 set).
- Nine sets of project CD-ROMs (which contain the redline/strike-out General Plan, Area Plans and Appendices on one disk, the Draft EIR and its technical appendices on one disk and a disk containing the draft Climate Action Plan)

GPA review fee (\$2,195) funds can be obtained via journal voucher from TLMA at: Fund: 10000, Dept ID: 3120100000, Account: 537280, Project code: ZRGPA2008. If there are any questions or other needs in conjunction with this submission, please do not hesitate to contact me by email at cthielma@rctlma.org or by phone at (951) 955-8632. Thank you for your efforts in the processing of this project.

Cordially,


Cindy A. Thielman-Braun
Urban / Regional Planner IV
Riverside County Planning Department

Enclosures: See bullet-point list, above.

Riverside Office • 4080 Lemon Street, 12th Floor
P.O. Box 1409, Riverside, California 92502-1409
(951) 955-3200 • Fax (951) 955-1811

Desert Office • 77-588 El Duna Court, Suite H
Palm Desert, California 92211
(760) 863-8277 • Fax (760) 863-7555

AGENDA ITEM 2.6: STAFF REPORT SUPPLEMENT A

SELECTED AMENDMENTS TO AREA PLAN TEXT AND MAPS PROPOSED BY GPA NO. 960

This is not inclusive of all amendments to the various Area Plan texts and maps, but only those amendments that could potentially affect airport land use compatibility.

Paper copies of Supplement A are not being provided to members of the Riverside County Airport Land Use Commission, as these documents duplicate information already included on the GPA No. 960 CDs provided to the Commission by mail in May.

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Center Area Plan policy shall be exempt from the eight-year general plan amendment cycle and other procedural requirements applicable to Foundation Component amendments associated with the General Plan Certainty System. Such amendments shall be deemed Entitlement/Policy amendments and be subject to the procedural requirements applicable to that category of amendments.

Policies:

- DCAP 2.1 Any general plan amendment application filed within the Desert Center Policy Area shall be exempt from the eight-year general plan amendment cycle and other procedural requirements applicable to Foundation Component amendments associated with the General Plan Certainty System. Such amendments shall be deemed Entitlement/Policy amendments and be subject to the procedural requirements applicable to that category of amendments.
- DCAP 2.2 Provide for a balance of housing, services and employment uses such that Desert Center and Lake Tamarisk residents and/or employees can access necessary services or facilities such as health care, housing, employment, food, recreational, and entertainment facilities.
- DCAP 2.3 Assure that the design of new land uses subject to discretionary review visually enhances, and does not degrade, the character of the Desert Center region.

Desert Center Airport Influence Area

~~The boundary of the Desert Center Airport Influence Area is shown in Figure 4, Policy Areas. There are number of safety zones associated with the Airport Influence Area. These safety zones are shown in Figure 5, Desert Center Airport Influence Policy Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L and are summarized in Table 4, Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports. For more information on these zones and additional airport policies, refer to Appendix L and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~

Policies:

- ~~DCAP 3.1 To provide for the orderly development of Desert Center Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Desert Center Airport as fully set forth in Appendix L and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land-Use
ETZ—Emergency-Touchdown-Zone	0-1	0-1	No significant obstructions-2
ISZ—Inner-	0-1	0-1	No petroleum or explosive

Desert Center Area Plan

Safety Zone			No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC—Extended Runway Centerline Zone	3 du/net acre Uses in structures ³ : 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area of 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁴
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area of 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ^{4,5}

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light or flashing light or 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) 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.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone:

1. No structures permitted in ETZ or ISZ.

2. Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

3. A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

4. This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

5. Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.

Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

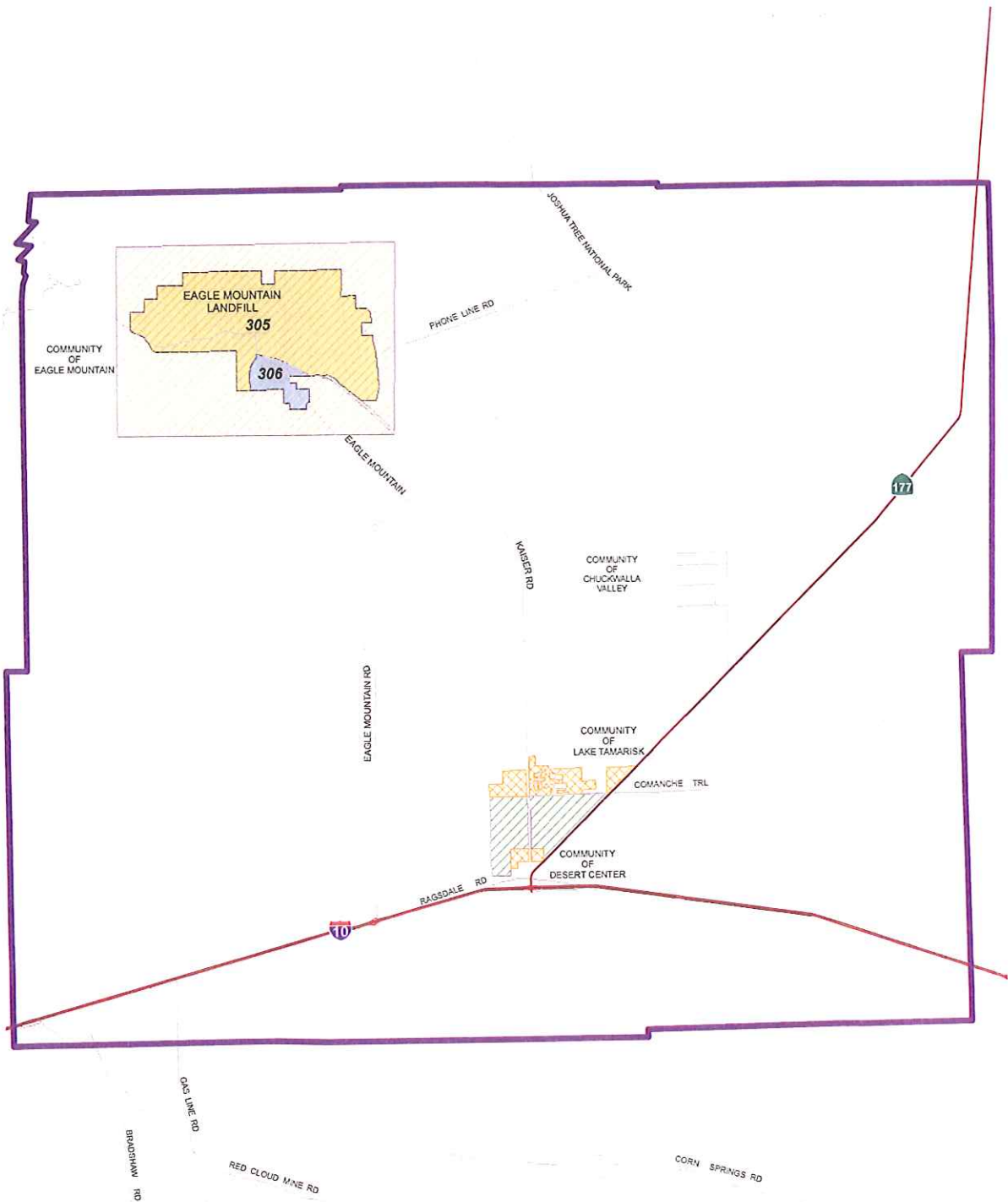
Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects, in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.



Data Source: Riverside County Planning

-  Community Development Overlay
-  Highways
-  Desert Center Policy Area
-  Area Plan Boundary
-  Eagle Mountain Policy Area
-  Specific Plans

Figure 4

Figure 5: Desert Center Airport Influence Policy Area

Light Pollution

One of the attractions for residents in less developed areas of the County of Riverside is the brilliance of the nighttime sky on clear nights, unencumbered by lighting scattered over a large urban area. Wildlife habitat areas can also be negatively impacted by artificial lighting. As development continues to encroach into rural and open space areas, the effect of nighttime lighting on star-gazing and open space areas will become more pronounced. The following policy is intended to limit light leakage and spillage that may obstruct or hinder the night sky view.

Policies:

DCAP ~~5.4~~ 4.1 When outdoor lighting is used, require the use of fixtures that would minimize effects on the nighttime sky and wildlife habitat areas, except as necessary for security reasons.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, and automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to Desert Center, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of this area plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Desert Center Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

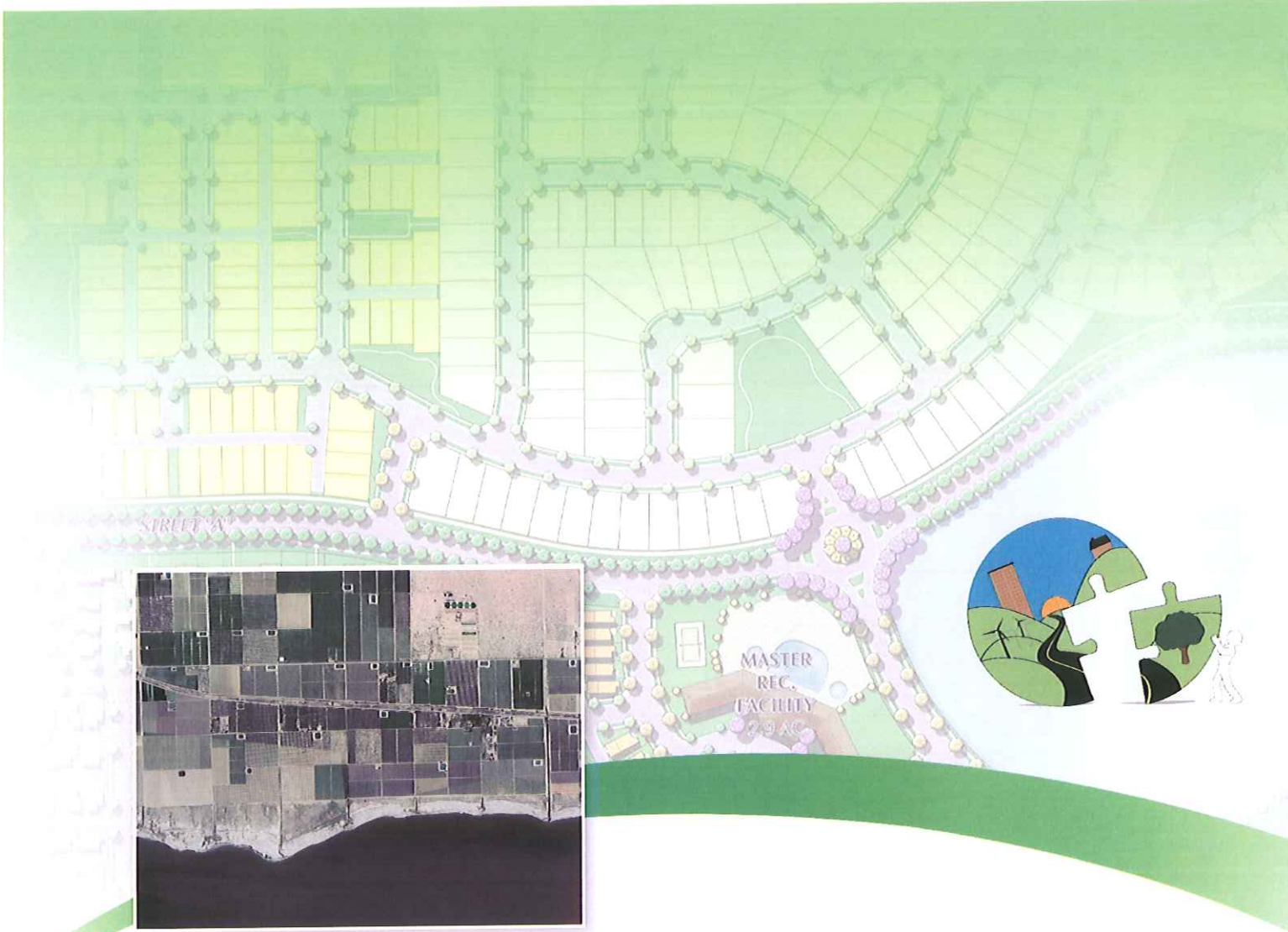
The fundamental purpose of the circulation system in Desert Center is to support the mobility needs of the residents, visitors, and businesses in this area while accommodating travelers on Interstate 10.

“

Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents.

”

- RCIP Vision



Eastern Coachella Valley Area Plan

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Dos Palmas Preserve

The Dos Palmas Preserve is located east of the Salton Sea Recreation Area and, together with the Salt Creek Area of Critical Environmental Concern, encompasses over 20,000 acres. The Preserve is managed by the Bureau of Land Management. Management and ownership of the Salt Creek Area of Critical Environmental Concern is shared with the Center for Natural Land Management, the California Department of Fish and *Wildlife Game*, and the California Department of Parks and Recreation.

Joshua Tree National Park

Joshua Tree National Park encompasses 794,000 acres in north-central Riverside County. Joshua Tree, proclaimed a National Monument in 1936 and designated a National Park in 1994, spans the transition between the Mojave and Colorado deserts in Southern California. The park has a rich human history and a pristine natural environment. Visitor activities within the park include hiking, rock climbing, picnicking, wildflower viewing, birding, interpretive walks and talks, and camping.

Agriculture

The majority of the planning area within the Salton Trough, surrounding the Salton Sea to the west and stretching north toward the City of Coachella, is devoted to agriculture and planted in such crops as date palms, grapes, citrus and seasonal row crops. The Eastern Coachella Valley is one of California's most important agricultural producing areas. In 1999, the annual value of Coachella Valley crops increased from \$398.2 million to \$427.6 million. Riverside County was the ninth largest agricultural producing county in the state in 1999, according to Riverside County's Agricultural Commissioner. The residential uses within the area primarily provide housing for the agricultural workers in the valley.

Chocolate Mountain Aerial Gunnery Range

Nearly 108,370 acres of the Chocolate Mountain Aerial Gunnery Range (CMAGR) is located in Riverside County. Of that amount, approximately 12,660 acres is located within the Eastern Coachella Valley Area Plan. Since its creation in World War II, the CMAGR continues to operate as a critical military training facility. The primary mission is to provide training in air-to-ground attack and air-to-air combat. Military exercises include training aircrews in flights of one, two, and four aircrafts, and training personnel in the use of conventional explosive and inert ordnance. CMAGR provides realistic terrain setting for air-to-ground targets, landing zones, observation posts and other sites for ground training. CMAGR also supports large force-on-force aviation training and hosts the Navy Seal desert training range.

The Coachella Canal and the Bradshaw Trail delineates its northern boundary between the Eastern Coachella Valley Area Plan and East County Desert Areas. The areas surrounding CMAGR has been identified as conservation areas per the Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP) and are designated as Open Space-Rural and Open Space-Conservation Habitat.

Eastern Coachella Valley Area Plan

Unique Communities

The Eastern Coachella Valley encompasses several small unincorporated communities:

Thermal

The community of Thermal is located west of State Route 111, south of the City of Coachella, and contains light industrial uses as well as some residential and commercial uses. The Riverside County-owned *Jacqueline Cochran Desert Resorts*-Regional Airport is located in the westerly part of Thermal.

Mecca

The small residential community of Mecca is located southeast of Thermal east of State Route 111, and predominantly houses permanent residents working in the Valley's agricultural sector. Areas are also set aside for light industrial and commercial uses.

North Shore

The North Shore resort community is located northeast of State Route 111 near the north shore of the Salton Sea. This area is largely undeveloped, with some pockets of residential and commercial tourist uses.

Vista Santa Rosa

The Vista Santa Rosa Community was recognized by Riverside County's Board of Supervisors in 2001. The community's boundaries extend from Avenue 50 on the north, to Monroe Street on the west, to State Route 86 (Harrison Street) on the east, and south to Avenue 66. The area is an important producer of date crops. Rural residential uses are also prevalent, with an emphasis on equestrian activities including polo facilities.

Valerie Jean

The community of Valerie Jean is located at the junction of State Route 86 and 66th Avenue. The area incorporates mobile and single family detached homes *and historic agricultural land uses*. The Coachella Valley Fish Traps, an archaeological site listed on the National Register of Historic Places, is also located west of this area. The site includes the scattered remains of prehistoric granite rock fish traps constructed by the Desert Cahuilla Indians, *as well as rock art, trails and artifacts that testify to their traditional use of the area. These archaeological resources are protected within a County of Riverside Park.*

Oasis

Oasis, another Valley agricultural community, is located along State Route 86 southeast of Valerie Jean. The community benefits from the realigned State Route 86 trade route to Mexico.



A Community of Interest (COI) is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an

Unincorporated Community (UC) within two years of status obtainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

Chiriaco Summit

A community of approximately 70 residents, Chiriaco Summit is located off of Interstate 10, about 30 miles east of Indio. The summit is the location of the General George S. Patton Museum, which was built to honor General George S. Patton and his establishment of the Desert Training Center in 1942. The Chiriaco Summit Airport, located within walking distance of the museum, serves *both the local community and visitors*. It is ~~Chiriaco Summit and Riverside County and is~~ owned by the County of Riverside. ~~Aviation Division.~~

Indian Lands

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 maintain reservations (~~10,046 approximately 14,500~~ acres total) throughout the area. Land uses on Indian Lands in this agricultural and desert area are low intensity, with the exception of a power generation plant northeast of Mecca and a tire recycling facility. Further, given the success of Indian gaming in the Valley immediately to the north of this area along Interstate 10, other entertainment uses of this type on reservation lands within the plan would not be impossible to imagine in the future. The Torres Martinez reservation in particular includes a significant amount of land owned by persons who are not Tribal members; however, the individual tribes retain land use jurisdiction over land within reservation boundaries.



A “sphere of influence” is the area outside of and adjacent to a city’s border that the city has identified as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

Incorporated Cities

City of Coachella

The City of Coachella was incorporated in 1946 at the southernmost end of the urbanized Coachella Valley. As of ~~2009~~1996, the city limits encompassed ~~nearly 29.024~~ square miles, not including the city’s sphere of influence. The City of Coachella is located in the northwest corner of the Eastern Coachella Valley, along its boundary with the Western Coachella Valley Area Plan. The city’s sphere of Influence *encompasses slightly more than 23 square miles and incorporates territory southward to Avenue 62, to the western Area Plan boundary, and eastward beyond State Route 111. Land uses within the city’s sphere of influence area include agriculture, open space rural, residential, industrial and conservation habitat. The eastern boundaries of the incorporated cities of La Quinta and Indio also border the western boundary of this area plan.*

Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Eastern Coachella Valley area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Eastern Coachella Valley Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this area. The Plan is organized around ~~30~~ 28 Area Plan land use designations ~~and five overlays~~. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses:

Eastern Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	4,009	42,484	198,570	37,502
Community Center Overlay ¹	474	2,182	10,201	5,471
<i>Total Area Subject to Overlays:^{4, 5}</i>	<i>4,484</i>	<i>44,666</i>	<i>208,771</i>	<i>42,973</i>
POLICY AREAS⁶				
Vista Santa Rosa	5,615	---	---	---
Jacqueline Cochran Airport Influence Area	19,278	---	---	---
Chiriaco Summit Airport Influence Area	2,950	---	---	---
Planning Community Policy Area	674	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>28,517</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷		33,001		

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation *and* a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed *instead of* the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, *in addition to* the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 8 *218.57 acres is under Community Development Overlay (55th Vista Santa Rosa) which has an assumption of 2 du/ac*
- 9 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- 10 *Including 12,655 acres of the Chocolate Mountain Aerial Gunnery Range.*

Table 2: Statistical Summary of the Eastern Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	53,438	2,672	7,936	2,672
<i>Agriculture Foundation Component Sub-Total</i>	<i>53,438</i>	<i>2,672</i>	<i>7,936</i>	<i>2,672</i>
Rural Foundation Component				
Rural Residential (RR)	894	134	398	NA
Rural Mountainous (RM)	0	0	0	NA
Rural Desert (RD)	4,772	239	709	NA
<i>Rural Foundation Component Sub-Total</i>	<i>5,666</i>	<i>373</i>	<i>1,107</i>	<i>0</i>
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	306	107	318	NA
Very Low Density Residential (RC-VLDR)	8	6	18	NA
Low Density Residential (RC-LDR)	163	245	726	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>477</i>	<i>358</i>	<i>1,062</i>	<i>0</i>
Open Space Foundation Component				
Open Space Conservation (OS-C)	447	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	200,103	NA	NA	NA

Eastern Coachella Valley Area Plan

Table 2: Statistical Summary of the Eastern Coachella Valley Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
TOTAL AREA WITHIN SUPPLEMENTALS ⁷	43,979			

FOOTNOTES:

1. Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
2. For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
3. Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
4. Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
5. Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
6. Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
7. A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. Policy Area locations and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

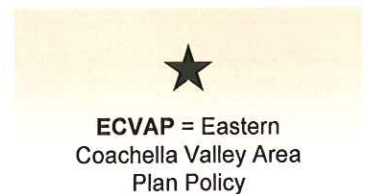
Policy Areas

Vista Santa Rosa Community

The Vista Santa Rosa community was recognized by the *Riverside* County Board of Supervisors in 2001. The community's boundaries extend from Avenue 50 on the north, to Monroe Street on the west, to State Route 86 (Harrison Street) on the east, and south to Avenue 66. The community is adjacent to the cities of Coachella, Indio, and La Quinta; *Jacqueline Cochran Regional Thermal* Airport; and major polo facilities, *and includes portions of the Torres-Martinez Indian Reservation*. It is also connected, via trails, to Lake Cahuilla, *and Torres-Martinez Tribal lands*. Vista Santa Rosa is a special community where country club and residential development interface with agricultural and rural, equestrian-oriented lifestyles. In order to ensure that the community develops in a harmonious manner that protects and enhances its value to area residents and landowners and Riverside County, the County of Riverside has begun the preparation of a detailed Vista Santa Rosa community land use plan that will be incorporated into the Eastern Coachella Valley Area Plan. The area is an important producer of date crops. Rural Residential and Rural Community uses are also prevalent, with an emphasis on equestrian lifestyles.

Policies:

- ECVAP 1.1
 - a. Prepare a detailed land use plan, with community development policies, for the Vista Santa Rosa Community that will: provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community.



- b. Establish an Incentive Program to encourage development to occur that is consistent with the plan.
- c. Within the Vista Santa Rosa Policy Area, the minimum lot size in the Agriculture designation is 5 acres, not 10 acres, and the allowable intensity of land use is 0.2 dwelling units per acre, not 0.1 dwelling units per acre.
- d. Several portions of the Vista Santa Rosa community, including a large area generally between Avenue 55 and Avenue 62, and smaller areas located along Avenue 66, Harrison Street, and Van Buren Street, are designated as Agriculture, 5-acre minimum parcel size, with a Community Development Overlay. It is the intent of these designations to encourage agricultural uses to remain in the area as long as area landowners desire, while providing for a gradual, orderly transition to other land use types.

When conversion of farmland to other uses occurs, adequate buffering shall be incorporated into development proposals to ensure that there will be adequate land use compatibility protection for other nearby landowners who desire to continue farming indefinitely. The overall density range of the Community Development Overlay area shall be 1-3 dwelling units per acre. Continuous buffer areas of minimum one-acre, rural residential lifestyle parcels shall be provided within all residential development proposals located within the Community Development Overlay area, where such development proposals would be adjacent to areas located outside the Community Development Overlay area and designated Agriculture, Rural Residential, or Estate Density Residential, in the following locations: 1) the east side of Monroe Street, between Avenues 55 and 62, 2) Avenue 55 between Monroe Street and a point located one-quarterly mile west of Van Buren Street, and protrusions of the Community Development Overlay located to the north of this segment along the west side of Jackson Street and between Jackson and Calhoun Streets, and 3) Avenues 60 and 62, Calhoun Street between Avenues 60 and 61, and the north-south midsection line of Section 35, Township 6 South, Range 7 East, between Avenues 60 and 62, all of which are located between Monroe and Harrison Streets.

Except where significant environmental effects would occur due to road noise, and no other feasible mitigation measures are available, walls, earthen berms, and similar types of project elements that present barriers to a general open, rural-in-character view into a development when the development is viewed from the street, shall not be permitted along the following roads where they are classified by a Circulation Element designation: Airport Boulevard, Avenues 50, 52, 54, 58, 60, 62, and 66, and Monroe, Jackson, Van Buren, and Harrison Streets. Split-rail fences and other edge features that allow for an open view and evoke a rural character are encouraged.

- e. All development proposals within the Vista Santa Rosa Policy Area shall include multi-purpose recreational trails and shall provide for potential linkages of such trails to Riverside County's planned trail system as shown in the *Non-motorized Transportation section of the* Circulation Element.

Eastern Coachella Valley Area Plan

procedural requirements applicable to Foundation Component amendments as provided above, provided that:

- a. Planned community proposals may have urban characteristics with thematic elements (i.e., golf, equestrian opportunities, etc.), but also will have a rigid and permanent urban boundary.
- b. The plan must include a comprehensive water service program that addresses the long-term requirements of the project, conservation, and reliability.
- c. The proposed community must be located within a district that provides water and sewer services or a water and sewer district has agreed to annex and serve the project; and there is an agreement that such services will not be expanded beyond the limits of the proposed community.
- d. The proposed community must provide for all relevant public facilities and services, including public protection, road maintenance, library services, education facilities, and waste disposal; and, it must be demonstrated that such service can be efficiently delivered within the proposed community.
- e. The proposed community must provide a full range of parks and if necessary, parks large enough to accommodate organized sports activities.
- f. The proposed community must be consistent with, and advance the goals of, the Riverside County Housing Element and provide for a range of housing opportunities including low and moderate-income housing.
- g. At least 50% of the proposed community must be devoted to open space and recreation.
- h. The proposed community must be compatible with the achievement of the goals of the Coachella Valley *Multiple* Species Habitat Conservation Plan, as determined by the County of Riverside in consultation with the Coachella Valley Association of Governments, the California Department of Fish and *Wildlife Game*, and the United States Fish and Wildlife Service, ~~if this habitat conservation plan has been adopted by the County.~~
- i. The plan must be based on “new urbanism” principles, and include elements that facilitate internal transit programs and encourage pedestrian mobility.
- j. The plan, to the extent feasible, must contain provisions for the use of innovative and state-of-the-art technology to reduce energy and resource consumption.

~~Jacqueline Cochran Desert Resorts~~-Regional Airport and Chiriaco Summit Airport Influence Areas

~~Jacqueline Cochran Desert Resorts~~ Regional Airport (formerly known as Thermal *or Desert Resorts Regional* Airport) is operated by the County of Riverside. The airport is located near the community of Thermal, south of the City of Coachella. Additionally, the Chiriaco Summit Airport, which serves Chiriaco Summit and Riverside County, is owned by the County of Riverside. The boundaries of the ~~Jacqueline Cochran Desert Resorts~~ Regional Airport and

Chiriaco Summit Airport Influence Areas are shown in Figure 4, *Overlays and Policy Areas*. There are a number of *Compatibility Zones safety-zones* associated with the Airport Influence Areas. These *Compatibility Zones safety-zones* are shown in Figure 5, *Jacqueline Cochran Desert-Resorts Regional Airport Influence Policy Area*, and in Figure 6, *Chiriaco Summit Airport Influence Policy Area*. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise.

~~Within the Chiriaco Summit Airport Influence Area, dwelling units are prohibited within the Emergency Touchdown Zone, the Inner Safety Zone and the Outer Safety Zone. Structures are prohibited within the Inner Safety Zone and the Emergency Touchdown Zone, except where such structures now exist. Any expansion of existing development within the Inner Safety Zone or the Emergency Touchdown Zone beyond what currently exists would be inconsistent with the Airport Land Use Compatibility Plan for Chiriaco Summit Airport. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria Guidelines for Riverside County (Applicable to Jacqueline Cochran Regional Airport) Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airport and Table 5, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chiriaco Summit Airport). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~

Policies:

ECVAP 3.1 To provide for the orderly development of *Jacqueline Cochran Desert-Resorts Regional Airport* and Chiriaco Summit Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plans for *Jacqueline Cochran Desert-Resorts Regional Airport* and Chiriaco Summit Airport as fully set forth in Appendix L-1 and as summarized in Tables 4 and 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

ECVAP 3.2 Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Chiriaco Summit Airport, the County of Riverside Planning Department shall consult with the Riverside County Airport Land Use Commission if the projected elevation at the top point of said structure would exceed 1,670 feet above mean sea level, in order to allow for a determination as to whether review by Federal Aviation Administration (FAA) through the Form-7460-1 review process is required. In such situation, no building permit shall be granted until the FAA has issued a determination of "No Hazard to Air Navigation."

Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The three specific plans located in the Eastern Coachella Valley planning area are listed in Table 3, Adopted Specific Plans in Eastern Coachella Valley Area Plan. ~~Specific Plan No. 218 (Coral Mountain) and Specific Plan No. 303 (Kohl Ranch) is are~~ determined to be *a* Community Development Specific Plans.

Eastern Coachella Valley Area Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Jacqueline Cochran Regional Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >70 feet tall¹⁵ Deed notice required

Eastern Coachella Valley Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ^{19,20}	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹⁵ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks¹⁸
□	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
17. Discouraged uses should generally not be permitted unless no feasible alternative is available.
18. Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
19. Residential densities in *Compatibility Zone D* shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.
20. Maximum Average Residential Lot Size in *Zone D* Areas Southerly of Avenue 64: Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the “higher intensity option” for *Zone D* if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.

Table 5: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chiriaco Summit Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Storage of hazardous materials • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Bldgs with >2 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses¹⁰ • Aboveground bulk storage of hazardous materials¹¹ • Critical community infrastructure facilities¹² • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ • Airspace review required for objects >35 feet tall¹⁴ • Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> • Same as Zone B1 	<ul style="list-style-type: none"> • Locate structures maximum distance from runway • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ • Airspace review required for objects >35 feet tall¹⁴ • Avigation easement dedication

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Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks ¹⁸
E	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.

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9. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
10. Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
11. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
12. Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
13. NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
14. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for Zone D apply to both options.
17. Discouraged uses should generally not be permitted unless no feasible alternative is available.
18. Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.
19. Residential densities in Compatibility Zone D shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ—Emergency-Touchdown Zone	0 ¹	0 ¹	No significant obstructions ²
ISZ—Inner Safety Zone	0 ¹	0 ¹	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC—Extended Runway Centerline Zone	3 du/net acre Uses in structures ³ : 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁴
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁶ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ^{4,5}

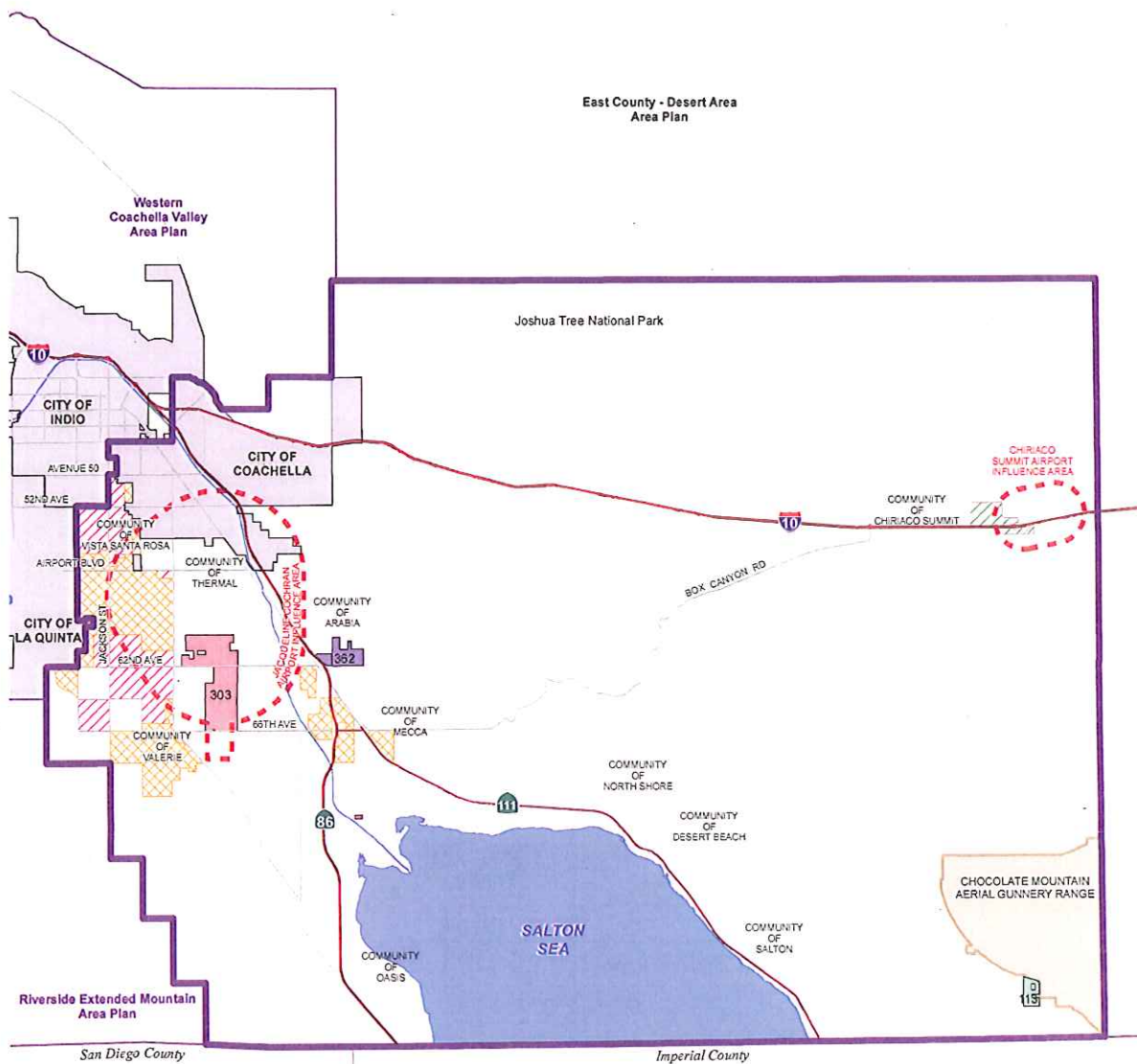
NOTES:

A. ——— The following uses shall be prohibited in all airport safety zones:

(1) ——— 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

Eastern Coachella Valley Area Plan

- ~~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.~~
- ~~(2) Any use which would cause sunlight to be reflected 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.~~
- ~~(3) 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.~~
- ~~(4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.~~
- ~~B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.~~
-
- ~~1 No structures permitted in ETZ or ISZ.~~
- ~~2 Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.~~
- ~~3 A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
- ~~4 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- ~~5 Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility. Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.~~
- ~~Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan~~



Data Source: Riverside County Planning

-  Closed Landfill Policy Area
-  Planned Communities Policy Area - Chiriaco Summit
-  Vista Santa Rosa Policy Area
-  Community Development Overlay
-  Specific Plans
-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4



December 16, 2013



Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content, the source or other third party's accuracy, timeliness, or completeness of any of the data provided and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.



**EASTERN COACHELLA VALLEY
AREA PLAN
OVERLAYS AND POLICY AREAS**

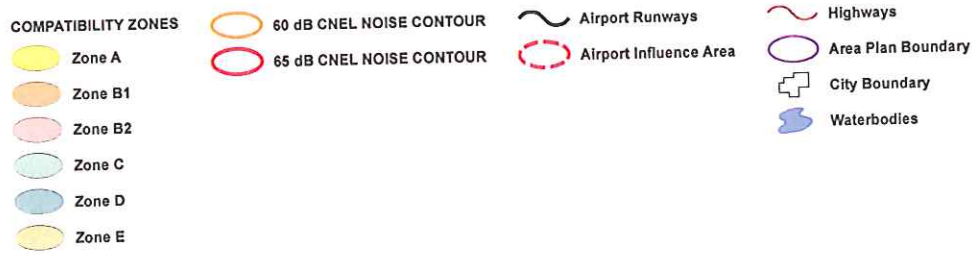
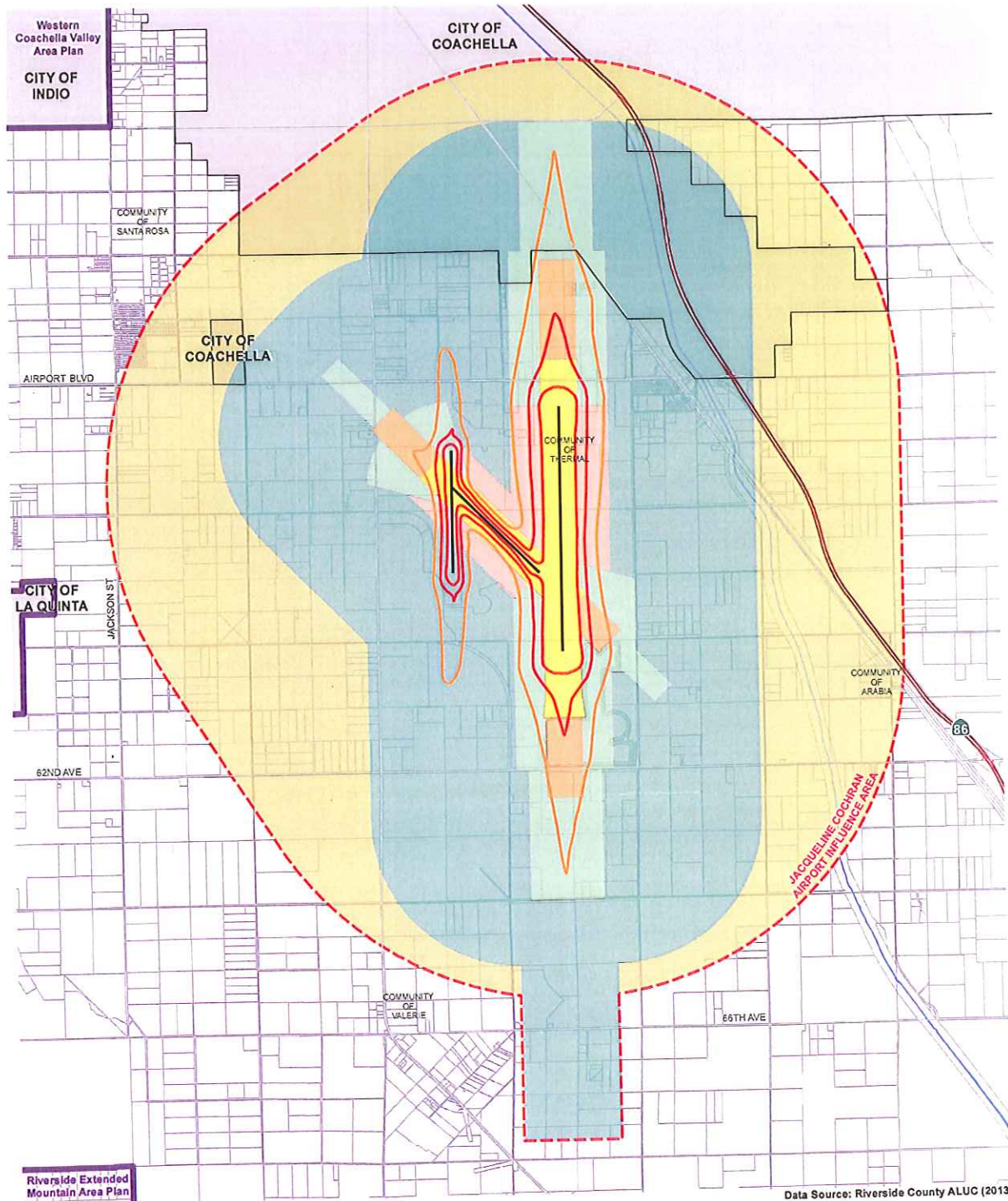


Figure 5

- ECVAP 8.3 Discourage industrial uses which use large quantities of water in manufacturing or cooling processes and result in subsequent effluent discharges.
- ECVAP 8.4 Discourage industrial uses which produce significant quantities of toxic emissions into the air.
- ECVAP 8.5 Encourage industrial uses that can best utilize the transportation facilities of the *Jacqueline Cochran Desert Resorts* Regional Airport.
- ECVAP 8.6 Encourage industrial uses related to aviation to locate in the vicinity of the *Jacqueline Cochran Desert Resorts* Regional Airport.

Watershed/Water Supply

“

There is an adequate supply and quality of critical water resource essential to support development, agriculture, wildlife, and open space.

”

- RCIP Vision

The west basin of the Colorado River, the watershed containing the Eastern Coachella Valley, drains primarily into the Salton Sea trough. The west basin is the driest watershed area in California. Groundwater resources cannot meet local demand in this area, so water is imported from the Colorado River to meet local community and agricultural demand.

Policies:

- ECVAP 9.1 Conserve and protect watersheds and water supply through adherence to policies contained in the Open Space, Habitat and Natural Resource Preservation and Land Use Designation Policies sections found in the General Plan Land Use Element, and the Water Resources section of the General Plan Multipurpose Open Space Element.

Signage

The scenic qualities of the Coachella Valley are widely cherished by residents and visitors alike. Effective regulation of outdoor advertising is one important component of preserving the Valley’s visual character, particularly in the face of expanding urbanization.

Policies:

- ECVAP 10.1 Adhere to the Advertising Regulations of the County of Riverside Land Use Ordinance, Section 19, regarding outdoor advertising for all development within the Eastern Coachella Valley.
- ECVAP 10.2 Prohibit the placement of billboards within the Eastern Coachella Valley.
- ECVAP 10.3 For premises adjacent to the right-of-way of scenic corridors, single support free-standing signs for onsite advertising shall be prohibited. A sign affixed to buildings, a free-standing monument sign, or a free-standing sheathed-support sign which has minimal impact on the

Eastern Coachella Valley Area Plan

- (2) Notwithstanding the other provisions of this policy, a single-business sheathed-support sign or a multiple-business sheathed-support sign shall not be erected along a highway scenic corridor.
- (3) A sign affixed to a building, advertising the business contained therein, shall not exceed 10% of the surface area of the building wall facing the highway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10% of the surface area of the building wall facing the highway.

Chocolate Mountain Aerial Gunnery Range

The Chocolate Mountain Aerial Gunnery Range (CMAGR) provides support training that is essential to the readiness of the nation's Marine Corps and Naval Air Forces. Land use compatibility with the CMAGR is essential to the operations of CMAGR and the safety of surrounding communities.

Policies:

- ECVAP 11.1 Development within two miles of the CMAGR shall remain limited and compatible with the Open Space Foundation Component.*
- ECVAP 11.2 Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range.*
- ECVAP 11.3 New development within 3 miles of the Chocolate Mountain Aerial Gunnery Range (CMAGR) outer boundary shall be required to disclose through recordation of an Environmental Constraints Note, avigation (or other) easement, or other instrument as deemed suitable, the potential for noise, vibrations or interference emanating from aviation activities and other military operations performed within or above the CMAGR.*

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian and equestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.



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Eastvale Area Plan

NOTE: The City of Eastvale officially incorporated on October 1, 2010 and now comprises the majority of the Eastvale Area Plan west of Interstate 15 to the San Bernardino County line and south to the City of Norco. Similarly, the City of Jurupa Valley incorporated on July 1, 2011 and spans that portion of the Area Plan east of Interstate 15 (Figure 1). With the incorporation of the two cities, only 16 acres remain within the unincorporated area of Riverside County and therefore under the County's jurisdiction. Since both incorporations occurred well after the baseline established for GPA No. 960, the information presented in this Area Plan remains unaltered however, it has extremely limited application. The County does not have jurisdiction over lands governed by the cities.

Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of Eastvale as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, "fast forward" yourself to 2020 and here is what it will be like.

"Riverside County is a family of special communities in a remarkable environmental setting."

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through ~~the~~ Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;

Proposed uses represent a full spectrum of designations that relate the natural characteristics of the land and economic potential to a range of permitted uses. Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community ~~and~~-Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the *Western Riverside County* Multiple Species Habitat Conservation Plan (*WRM* MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Eastvale Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population and employment capacities.

Land Use Concept

The unincorporated Eastvale area ranges in character from urban development to agricultural and open space uses. Recognizing that dairy activities are not likely to be viable long-term uses in Eastvale, the Eastvale Area Plan Land Use Plan seeks to provide new areas for development throughout the planning area, while preserving the open space character of the Santa Ana River corridor. Figure 3, Land Use Plan, shows the geographic distribution of land uses for Eastvale.

The Eastvale Area Plan Land Use Plan consists primarily of Community Development land uses, with Medium Density Residential being the predominant land use designation. Commercial Retail, Commercial Office, Business Park, Light Industrial, and residential uses ranging from Low Density Residential to High Density Residential, are depicted on the Plan. It allows for up to two Community Centers, providing activity centers with a mix of employment, civic and residential uses.

The Santa Ana River corridor contains a mix of Open Space-Conservation, Open Space-Recreation, Open Space-Water, and Low Density Residential uses. Agriculture uses are designated in the southwest corner of the planning area, north of the Prado Dam Basin. Light Industrial uses are designated in the northwest corner of Eastvale, reflecting appropriate uses allowed within *applicable the* Chino Airport *Compatibility Safety* Zones.

Community Centers



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the General Plan Land Use Element.

The Eastvale Area Plan Land Use Plan identifies two potential Community Centers in strategically located sites. Community Centers provide for both a horizontal and vertical mix of employment, commercial and housing opportunities within a unified project area, in close proximity to transit and other major transportation facilities. Both sites are designated with the Community Center Overlay.

Areas denoted with the Community Center Overlays, *shown in Figure 4, Overlays and Policy Areas*, can develop in one of two ways. They are allowed to develop to the standards of the Community Center land use designation, as described in the General Plan Land Use Element. However, should future

Eastvale Area Plan

Table 2: Statistical Summary of the Eastvale Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Equestrian Sphere	4	—	—	—
<i>Total Area Within Policy Areas⁶</i>	<i>5,148</i>			
TOTAL AREA WITHIN SUPPLEMENTALS⁷	5,608			

FOOTNOTES:

1. Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
2. For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
3. Note that "Community Center" is used both to describe a land-use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
4. Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
5. Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
6. Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
7. A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

Not all sectors within an area plan are the same. Depending on local conditions and patterns of opportunity areas, distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. Accordingly, a policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Three Policy Areas have been designated within Eastvale. One is an important feature that has special significance to the residents of Riverside County. The other two Policy Areas provide special policies to address the proximity of the Chino Airport to the northwest portion of this Area Plan. Their boundaries ~~are~~ shown on Figure 4, *Overlays and Policy Areas*. ~~are~~ *The boundaries of the Chino Airport Influence Area within Riverside County have been established by the Riverside County Airport Land Use Commission. The boundaries of the other Policy Areas are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.*

Santa Ana River Corridor

The Santa Ana River is an integral part of Riverside County's multipurpose open space system. It includes the Santa Ana River Trail, a national recreation trail designated within this corridor that, if completed, will incorporate 110 miles of trail system from San Bernardino County in the north to Orange County in the south. Beyond that, it is the centerpiece of a massive, 2,650-square mile watershed that involves major portions of three counties. The river drains southwest toward the Prado Dam, and serves as a prominent natural buffer between Eastvale and the City of Norco. Several natural and channelized drainage courses connect with the river. In addition to their fundamental water related functions, these watercourses provide corridors through developed land and link open spaces together. Among other things, this is what allows wildlife to move from one open space to another without passing through developed land. ~~Of particular relevance here is the fact that the proposal to increase the~~

Eastvale Area Plan

- EAP 1.13 Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.
- EAP 1.14 Prohibit recreational uses that restrict stream flows in the river in order that such flows will be adequate year round for the maintenance of fish and wildlife.
- EAP 1.15 Participate in the regional planning of the Santa Ana River through the Santa Ana River Watershed Planning Authority and the Santa Ana River Watershed Group.
- EAP 1.16 Require the replacement of ponds lost during development of dairy lands.

Chino Airport Influence Area

Chino Airport is located near the western boundary of the Eastvale area in unincorporated San Bernardino County. The boundary of the Chino Airport Influence Area *within Riverside County* is shown in Figure 4, *Overlays and Policy Areas*. *There are four Compatibility Zones associated with the portion of the Airport Influence Area within Riverside County. These Compatibility Zones are shown in Figure 5, Chino Airport Influence Area.* Properties within *these zones this area* are subject to regulations governing such issues as development intensity, density, and noise. These land use restrictions are *fully set forth Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chino Airport) Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports.* All *discretionary permits within this area should be submitted to the Riverside County Airport Land Use Commission for review.* For more information on *these zones and* airport policies, refer to the *Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan. (See Figure 5, Chino Airport Influence Policy Area.)*



Please see the **General Plan Noise Element** for more information **regarding** of the Chino Airport.

Policies:

- ~~EAP 2.1 Require property owners within the Airport Influence Area to obtain appropriate aviation easements consistent with Chino Airport regulations at the time development applications are obtained. To provide for the orderly development of Chino Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Chino Airport as set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~
- ~~EAP 2.2 Permit non-residential, employment-related uses within Chino Airport Safety Zone Area I. Allow limited commercial uses as well as public uses such as utilities and drainage channels. For a complete description, see Appendix L and for a summary of these land use requirements, refer to Table 4.~~
- ~~EAP 2.3 Prohibit schools or similar public assembly uses within Chino Airport Safety Zone Area I. For a complete description, see Appendix L and for a summary of these land use requirements, refer to Table 4.~~

~~EAP 2.4 — Enhance the safety of land uses within the Chino Airport Safety Zones by adhering to policies in the Airport sections of the Land Use and Noise Elements.~~


Archibald-Cloverdale

The Archibald/Cloverdale Policy Area is located easterly of Archibald Avenue, both northerly and southerly of its intersection with Cloverdale Road. The area has an underlying designation of Light Industrial, which ~~was is~~ primarily based on the recommendations of the County of San Bernardino’s Comprehensive Land Use Plan (CLUP) for Chino Airport. ~~The intent of this Policy Area is to provide guidance in selecting from a range of potential options for development in the event that the CLUP is amended in the future in accordance with the guidelines contained in the 2002 California Department of Transportation Aeronautics Planning Handbook. If this were to occur, Archibald Avenue would be a preferable boundary between areas designated for industrial development and areas designated for other land uses.~~ Commercial development ~~may could then~~ be considered at this location to support adjacent areas designated for residential development on the east. A general plan amendment would be required to change the mapped land use designations of land in this Policy Area.

Policies:

EAP 3.1 Commercial proposals may be considered within the Archibald-Cloverdale Policy Area and shall be consistent with the ~~Chino Airport Land Use Compatibility Plan as set forth in Appendix L-1. ; guidelines contained in the most recent California Department of Transportation, Aeronautics Planning Handbook as interpreted by the Riverside County Airport Land Use Commission, or overruled as indicated in policy LU 14.3.~~

Specific Plans



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The ~~three two~~ specific plans located in the Eastvale planning area are listed in Table 3, Adopted Specific Plans in Eastvale Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in Eastvale Area Plan

Specific Plan	Specific Plan #
Interstate 15 Corridor	266
Eastvale	300
<i>Enclave</i>	<i>331</i>

Source: Riverside County Planning Department.

Eastvale Area Plan

***Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports 1,2**

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0.3	0.3	No significant obstructions. ⁴ No petroleum or explosives No above grade powerlines
Area II	Uses in Structures: ⁵ 25 persons/ac. —————OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential- 2.5 Acre minimum lots Uses in Structures: ⁵ 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential- No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums- Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶

1. The following uses shall be prohibited in all airport safety zones:
 - 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.
 2. Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 3. No structures permitted in ETZ or ISZ.
 4. Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.
 5. A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.
 6. This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
- Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chino Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ^{2,22}			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	104	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

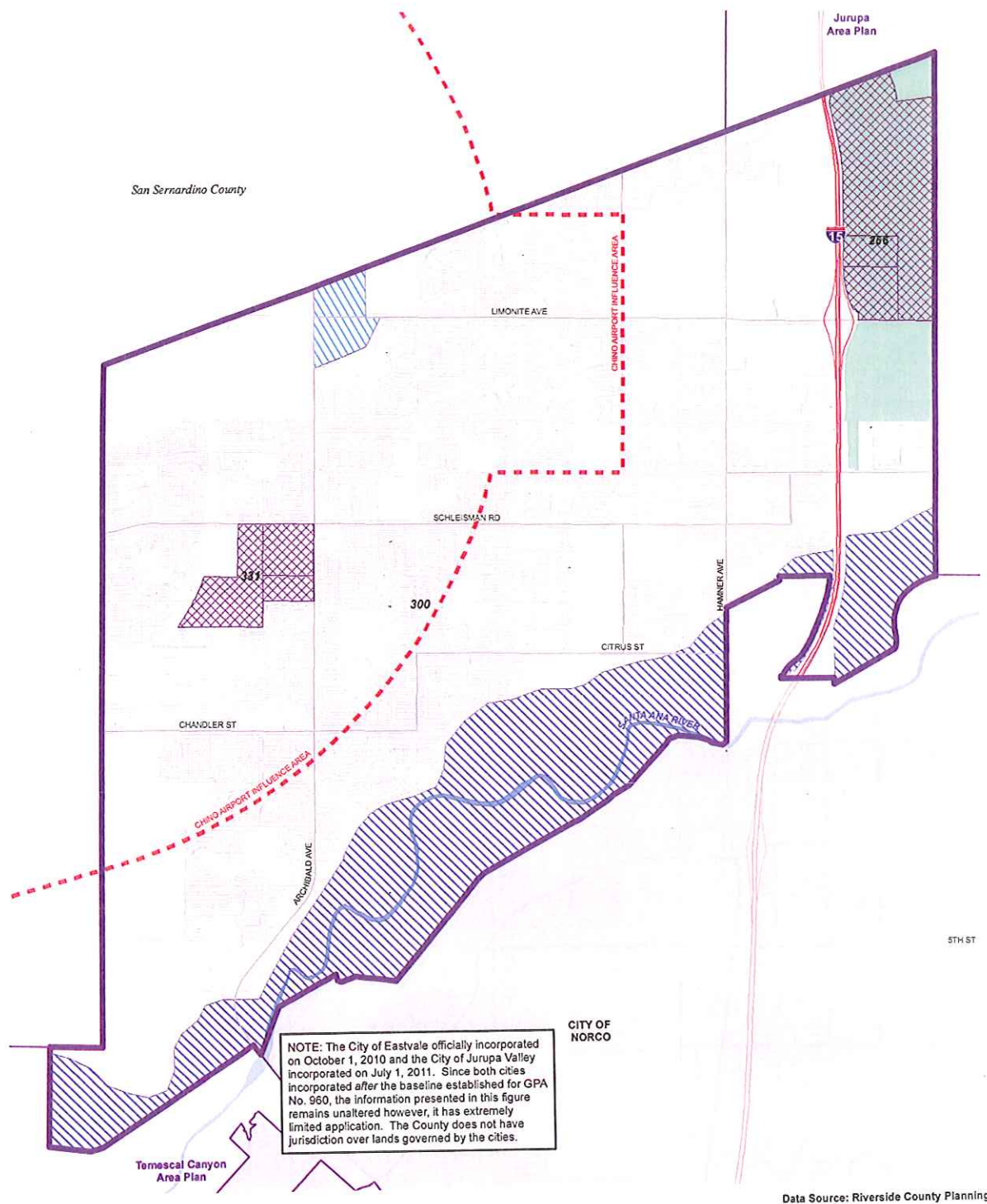
Eastvale Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ^{2,22}			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ^{19,20,21}	150	450	585	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁸
•	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

Notes:

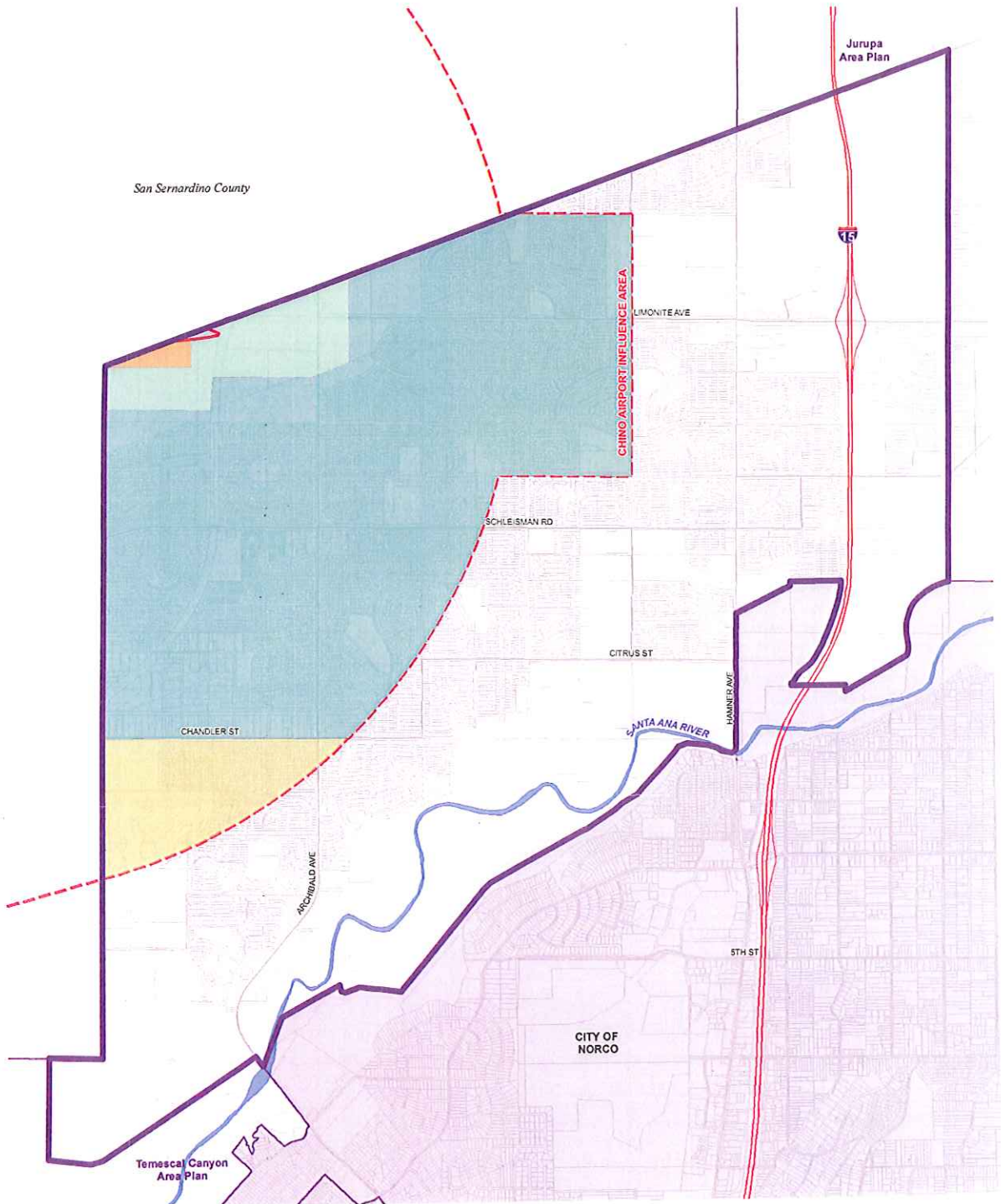
- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
17. Discouraged uses should generally not be permitted unless no feasible alternative is available.
18. Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
19. Residential densities in *Compatibility Zone D* shall be calculated on a net basis—the overall developable area of a project site exclusive of permanently dedicated open lands as defined in Policy 4.2.4 or other open space required for environmental purposes.
20. Residential densities greater than or equal to 1.0 dwelling units per acre, but less than or equal to 2.0 dwelling units per acre, may be permitted in those portions of *Compatibility Zone D* located not more than one-half mile northerly of Chandler Street and westerly of Archibald Avenue.
21. The Medium Density Residential designation shall be considered substantially consistent with the “higher intensity option” for *Compatibility Zone D* provided that it is not implemented through zoning which would require a minimum net residential lot size greater than 0.2 acre. Projects in *Compatibility Zone D* shall be considered to be “substantially consistent” with the “higher intensity option” for *Compatibility Zone D* if the average size of residential lots (excluding lots utilized as common areas, public facilities, recreational areas, drainage basins, and open space)—either the mean or median—is 8,712 square feet (0.2 acre) or less in area.
22. The provisions of Table C1 in Appendix C of the 2004 Riverside County Airport Land Use Compatibility Plan notwithstanding, retail sales and display areas or “showrooms” (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per square foot of one person per 115 square feet of gross floor area, without eligibility for the 50% reduction.



- Santa Ana River Policy Area
- Archibald-Cloverdale Policy Area
- Community Center Overlay
- Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 4



Data Source: Riverside County ALUC (2010)

- COMPATIBILITY ZONES**
- Zone B1
- Zone C
- Zone D
- Zone E
- 65 dB CNEL NOISE CONTOUR
- Airport Influence Area
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5

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Temescal Wash

Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Valley. The Wash also serves as an important component of the Western Riverside County MSHCP and has the potential for providing recreational amenities to serve the planning area. The preservation and enhancement of this feature is an important component of the Elsinore Area Plan land use plan. This policy area is synonymous with the 100 year flood zone for the Wash.

Policies:

- ELAP 2.1 Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the General Plan Safety Element; the *Trails Non-motorized Transportation* section of the Circulation Element; *the Multiple Species Habitat Conservation Plans and the Environmentally Sensitive Lands sections of the Multipurpose Open Space Element*; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.
- ELAP 2.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

~~Skylark Airport Influence Area~~

~~Skylark Airstrip is a small privately owned airstrip located in the southeastern portion of the City of Lake Elsinore. In order to provide safety buffers around airports, the Federal Aviation Administration and Riverside County impose restrictions on the uses and height of proposed development in the vicinity of airports. Increasing noise from the airport may adversely impact surrounding properties. There are three safety zones associated with the Skylark Airport Influence Area. These safety zones are shown in Figure 5, Skylark Airport Influence Policy Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L and summarized in Table 4, Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports, and land use proposals shall be evaluated for appropriateness within these safety zones. For more information on these zones and additional airport policies, refer to Appendix L and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~

~~Policies~~

- ~~ELAP 3.1 To provide for the orderly development of Skylark Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Skylark Airstrip as fully set forth in Appendix L and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.~~

Walker Canyon Policy Area

The Walker Canyon Policy Area consists of 1,250 acres of land located northerly of Interstate 15 in the vicinity of Walker Canyon Road. The site is designated Open Space-Rural on the Elsinore Area Plan. However, a preferable alternative to extremely large lot rural land sales would be the master planning of this area to provide

Table 3: Adopted Specific Plans in the Elsinore Area Plan

Specific Plan	Specific Plan #
The Farm	116
Horsethief Canyon Ranch	152
Toscana ¹	327
Oak Springs Ranch	340
Renaissance Ranch	333

Source: County of Riverside Planning Department.

¹ Portions of this specific plan extend into a neighboring Area Plan

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda-Dunes, Chino, and Skylark Airports^{1,2}

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0. ³	0. ³	No significant obstructions. ⁴ No petroleum or explosives No above-grade powerlines
Area II	Uses in Structures: ⁵ 25 persons/ac. —————OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5 Acre minimum lots Uses in Structures: ⁵ 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheatres, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶

¹ ————— The following uses shall be prohibited in all airport safety zones:

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.

² ————— Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

³ ————— No structures permitted in ETZ or ISZ.

⁴ ————— Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.

⁵ ————— A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheatres.

⁶ ————— This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan



Harvest Valley/ Winchester Area Plan

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Harvest Valley/Winchester Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREA				
OVERLAYS^{4,5}				
Community Center Overlay	457	1,701	4,703	28,354
<i>Total Area Subject to Overlays:^{4,5}</i>	457	1,701	4,703	28,354
POLICY AREAS⁶				
Green Acres	754	---	---	---
Highway 79	29,403	---	---	---
Winchester	287	---	---	---
Winchester/Newport Road	38	---	---	---
Diamond Valley Lake	7,911	---	---	---
Hemet-Ryan Airport Influence Area	2,564	---	---	---
March <i>Joint</i> Air Reserve Base Influence Area	933	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	41,890			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	42,347			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of the Highgrove Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND-USE PLANNING AREAS				
BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	0	0	0	0
Rural Foundation Component				
Rural Residential (RR)	1,408	211	636	NA
Rural Mountainous (RM)	3,396	170	511	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	4,804	381	1,147	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	1,732	606	1,825	NA
Very-Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	380	570	1,716	NA
<i>Rural Community Foundation Component Sub-Total</i>	2,112	1,176	3,541	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	840	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	3,011	NA	NA	NA
Open Space Water (OS-W)	2,705	NA	NA	NA
Open Space Recreation (OS-R)	1,706	NA	NA	256
Open Space Rural (OS-RUR)	0	0	0	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0

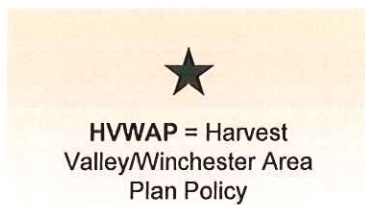
Policy Areas

~~Eight~~ *Seven* policy areas have been designated within the Harvest Valley/Winchester planning area. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Harvest Valley/Winchester planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. These boundaries, *other than the boundaries of the Airport Influence Areas*, are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Hemet-Ryan Airport Influence Area

~~The~~ Hemet-Ryan Airport is an active airport located just outside of the Harvest Valley/Winchester planning area in the City of Hemet. The northeastern section of the Harvest Valley/Winchester planning area is *within subject to* this airport's Airport Influence Area. The boundary of the Hemet-Ryan Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are a number of ~~safety-zones~~ *Compatibility Zones* associated with the Airport Influence Area. ~~safety-zones~~ *Compatibility Zones* are shown in Figure 5, Hemet-Ryan Airport Influence ~~Policy~~ Area. Properties within these zones are subject to regulations governing such issues as *land use*, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County Guidelines for Airport Safety-Zones for (Applicable to Hemet-Ryan Airport)*. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:



HVWAP 1.1 To provide for the orderly development of Hemet-Ryan Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

March Joint Air Reserve Base Airport Influence Area

~~The~~ March *Joint* Air Reserve Base is located northwest of the Harvest Valley/Winchester planning area. The former Air Force Base was established in 1918 and was continually used until 1993. In 1996, the land was converted from an Air Force Base to an Active Duty Reserve Base. A four-party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris, and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The *JPA's land use jurisdiction and March Joint* Air Reserve Base encompass 6,500 acres of land, including ~~the an~~ active cargo and military airport. There are ~~three a-number-of~~ *safety-zones Compatibility Zones* associated with the Airport Influence Area. These zones are shown in Figure 6, March *Joint* Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as *land use* development intensity, density, height of structures and noise. These land use restrictions are fully set forth in

Harvest Valley/Winchester Area Plan

Appendix L-1 and are summarized in Table 5, *Airport Land Use Compatibility Criteria Guidelines for Airport Safety Zones for Riverside County (Applicable to March Joint Air Reserve Base), Flabob, Bermuda Dunes, Chino, and Skylark Airports*. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

HVWAP 2.1 To provide for the orderly development of March *Joint* Air Reserve Base and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Winchester

The Winchester Policy Area centers on that community and coincides with the Winchester Community Center Overlay. The intent of this policy area is to help in creating a sense of place as well as an entrance to the Diamond Valley Recreation Area. This policy area has been created to capitalize on the proximity to Diamond Valley Lake by providing for uses that reinforce and support recreation activities. Potential transportation connections through implementation of the Transit Oasis Concept (defined in the Circulation Element) have been incorporated to link the Winchester area with other tourist attractions within Riverside County. The policy area is also intended to enhance opportunities for selective redevelopment where that can achieve the Area Plan's intent.

Building upon the existing community character, the Winchester Policy Area is envisioned as a Western-themed village with the core of the activity centered around Winchester and Simpson Roads. The Community Center Overlay accommodates commercial uses, dining, entertainment, lodging, higher intensity residential uses, and offices. The core of the policy area will be relatively dense, with a mixture of commercial and employment uses. The Community Center Overlay encourages a mixture of uses in the area, contrary to typical zoning.

Policies:

HVWAP 3.1 Encourage mixed land uses within the Winchester Policy area that promote the surrounding recreation, employment, and transit opportunities.

HVWAP 3.2 Recognize the community desire for future development projects within the Winchester Policy Area to reflect a Western design theme.

HVWAP 3.3 Prepare a master plan or a specific plan to guide the pattern and form of new development. The master plan or specific plan shall cover the development of the entire Community Center Overlay land use designation and address the Western design theme, development standards, street scene, access, the relationship to surrounding properties, signage, and parking.

HVWAP 3.4 Permit development to conform to the underlying land use designations as specified on Figure 3, Land Use Plan, until such time as the master plan or specific plan is adopted. Require a plot plan or use permit prior to new improvements not specifically permitted by right to guide the pattern and form of new development.

Harvest Valley/Winchester Area Plan

Table 3: Adopted Specific Plans in the Harvest Valley/Winchester Area Plan

Specific Plan	Specific Plan #
Menifee North	260
The Crossroads in Winchester	288
Winchester Hills	293
Menifee Ranch¹	304
BSA Properties	322
<i>Trailmark</i>	<i>344</i>
<i>Domenigoni/Barton Properties¹</i>	<i>310</i>

Source: County of Riverside Planning Department.

¹ Portions of this specific plan extend into a neighboring Area Plan or City

Table 4: Airport Land Use Compatibility Criteria for Riverside County Guidelines for Airport Safety Zones for (Applicable to Hemet-Ryan Airport)^{1, 2, 3}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	Residential with a 2½ acre minimum lot size, <i>but only at distances more than one mile from runway threshold.</i>	Not Applicable	The following uses are permitted: agriculture and open space. No high-risk land uses including: hazardous material facilities; institutional uses; places of assembly; critical facilities; and residential uses within one mile of the runway threshold. Discretionary review is required: commercial; industrial; and residential uses <i>larger smaller</i> than 2 ½ acre minimum lot size
Area II	Residential with a 2½ acre minimum lot size.	Not Applicable	The following uses are permitted: industrial, agriculture and residential uses with 2 ½ acre or greater lot sizes. Discretionary review is required: commercial uses. No public or private schools. No institutional uses. No places of assembly. No hazardous material facilities
Transition Area ³	20 dwelling units/acre	Not Applicable	The following uses are permitted: commercial; industrial; manufacturing; and agricultural uses. Discretionary review is required: residential dwelling units/multiple family dwelling units; institutional uses; places of assembly; public and private schools; and hazardous material facilities or activities involving hazardous materials. All structures shall be limited to 35 feet in height, or two stories, whichever is less.
Area III	Not Applicable	Not Applicable	A wide range of uses is permitted. Discretionary uses include: structures over 35 feet or two stories whichever is greater; institutional uses; places of assembly; hazardous materials; public and private schools

¹ The following uses shall be prohibited in all airport safety zones:

- 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.

² Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

³ The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary. If 50% or more of the project site is in the Transition Area, it is considered part of the Transition Area. The Transition Area does not extend beyond the outer boundary of Area III or extend into Area I.

Source: Extracted from [Riverside County Hemet-Ryan Airport Land Use Commission Comprehensive Airport Land Use Plan](#)

Harvest Valley/Winchester Area Plan

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
 - 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 - 3 ~~Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission. No structures permitted in ETZ or ISZ.~~
 - 4 ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
 - 5 ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
 - 6 ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- Source: Extracted from Riverside County Airport ~~Land Use Commission Comprehensive~~ Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Harvest Valley/Winchester planning area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides a host of policies to address these issues. These policies may reinforce Riverside County regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

Local Land Use Policies

Community Centers

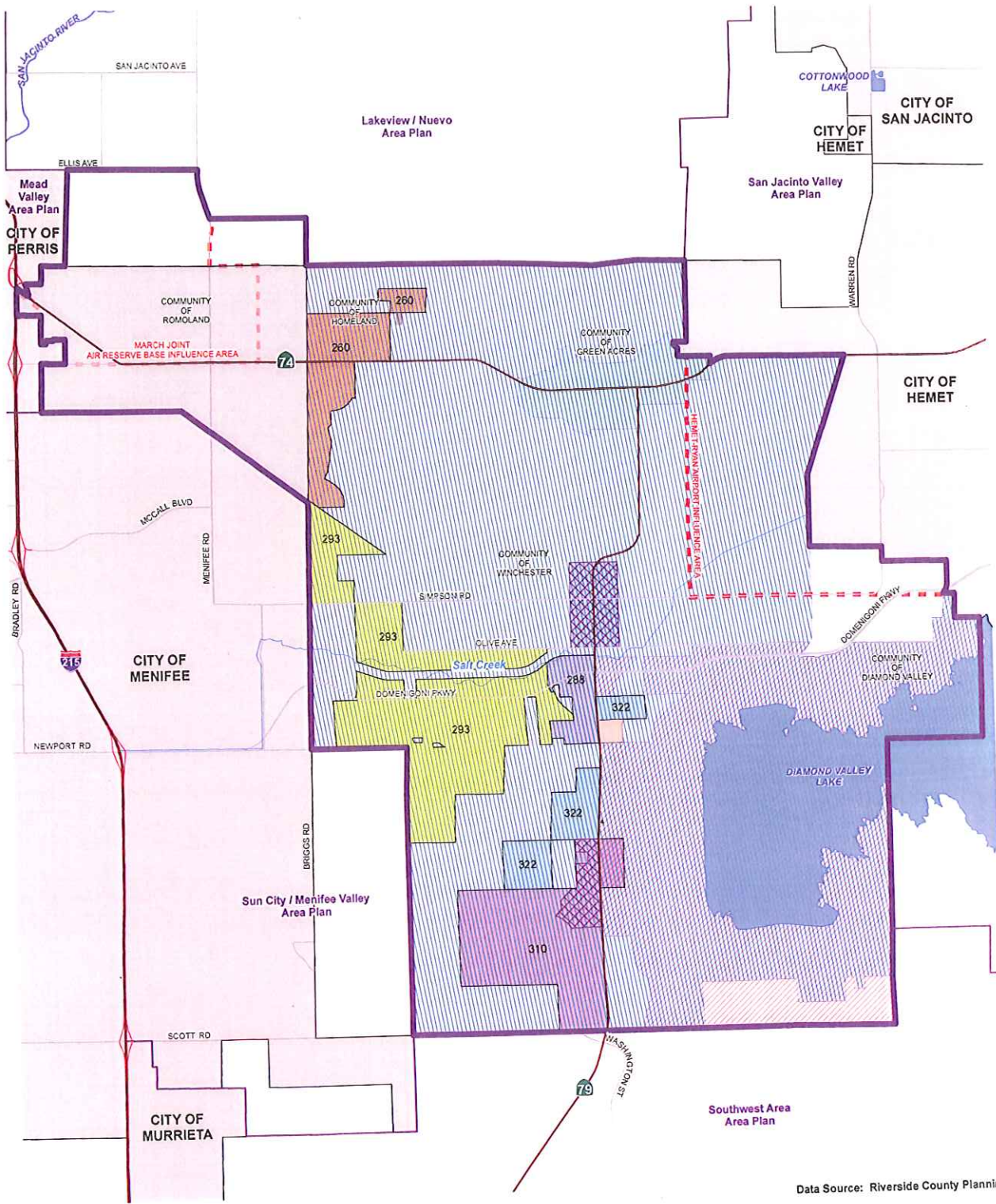
The Harvest Valley/Winchester Area Plan Land Use Plan identifies two Community Center Overlays within its planning area—as shown in *Figure 4, Overlays and Policy Areas*. The Community Center Overlay land use designations allow a unique mix of employment, commercial, public, and residential uses. In order to promote a compact mixing of these uses, voluntary incentives may be necessary. The Community Center Overlay also allows development to meet the standards of the underlying land use designation.

The first of the two Community Center Overlay land use designations is located in the community of Winchester. Given the transportation opportunities and the presence of the nearby Diamond Valley Lake, this land use designation allows the flexibility for this community to create a special place in western Riverside County.



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.

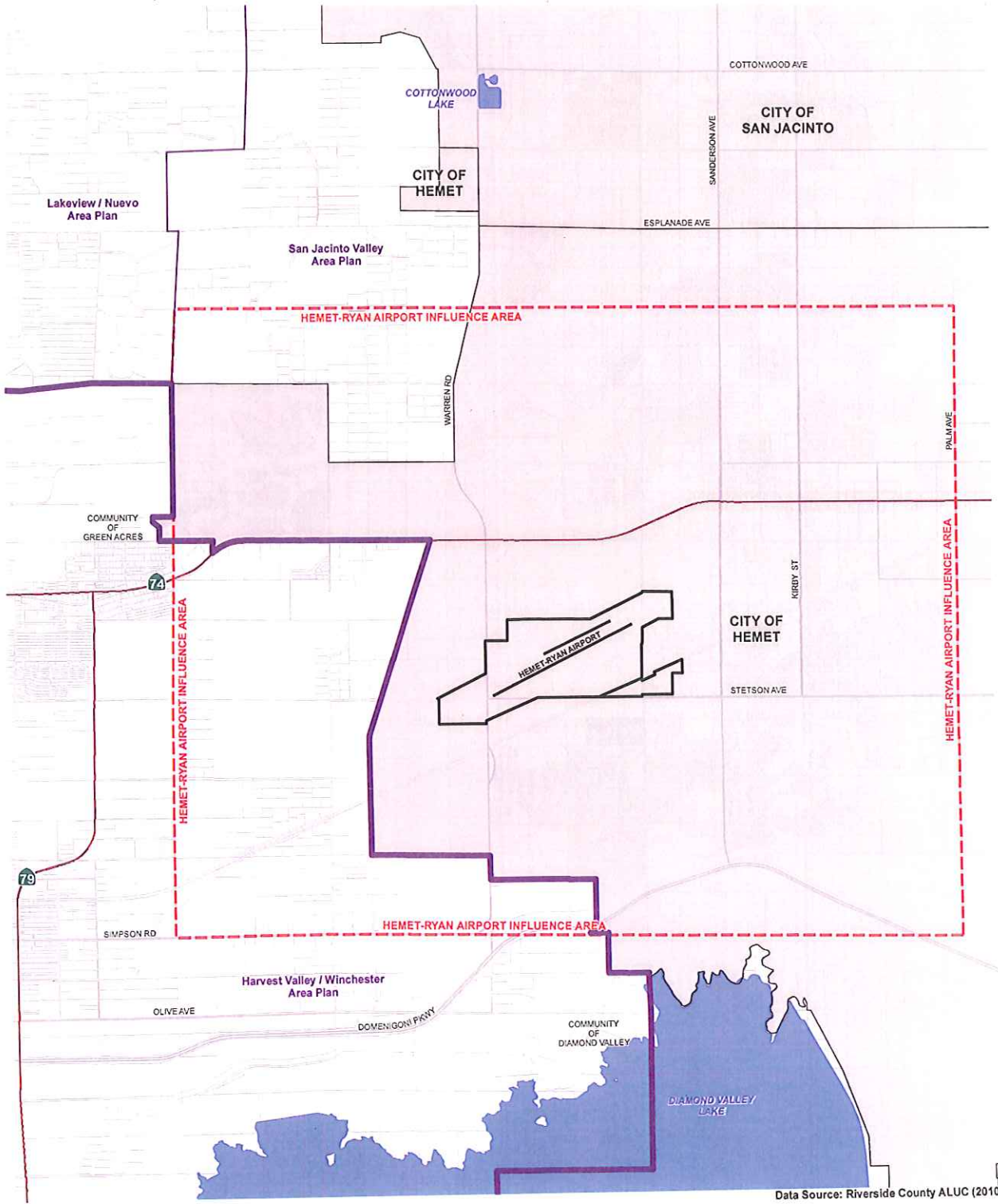
The Community Center Guidelines are located in Appendix J of the General Plan.



Data Source: Riverside County Planning

- Community Center Overlay
- Highway 79 Policy Area
- Airport Influence Areas
- Highways
- Diamond Valley Lake Policy Area
- Area Plan Boundary
- Green Acres Policy Area
- City Boundary
- Winchester Policy Area
- Waterbodies
- Winchester Rd/Newport Rd Policy Area
- Closed Landfill Policy Area
- Specific Plans

Figure 4



Data Source: Riverside County ALUC (2010)

Airport falls within city limits, please contact the City of Hemet and/or Riverside County Airport Land Use Commission for more info.







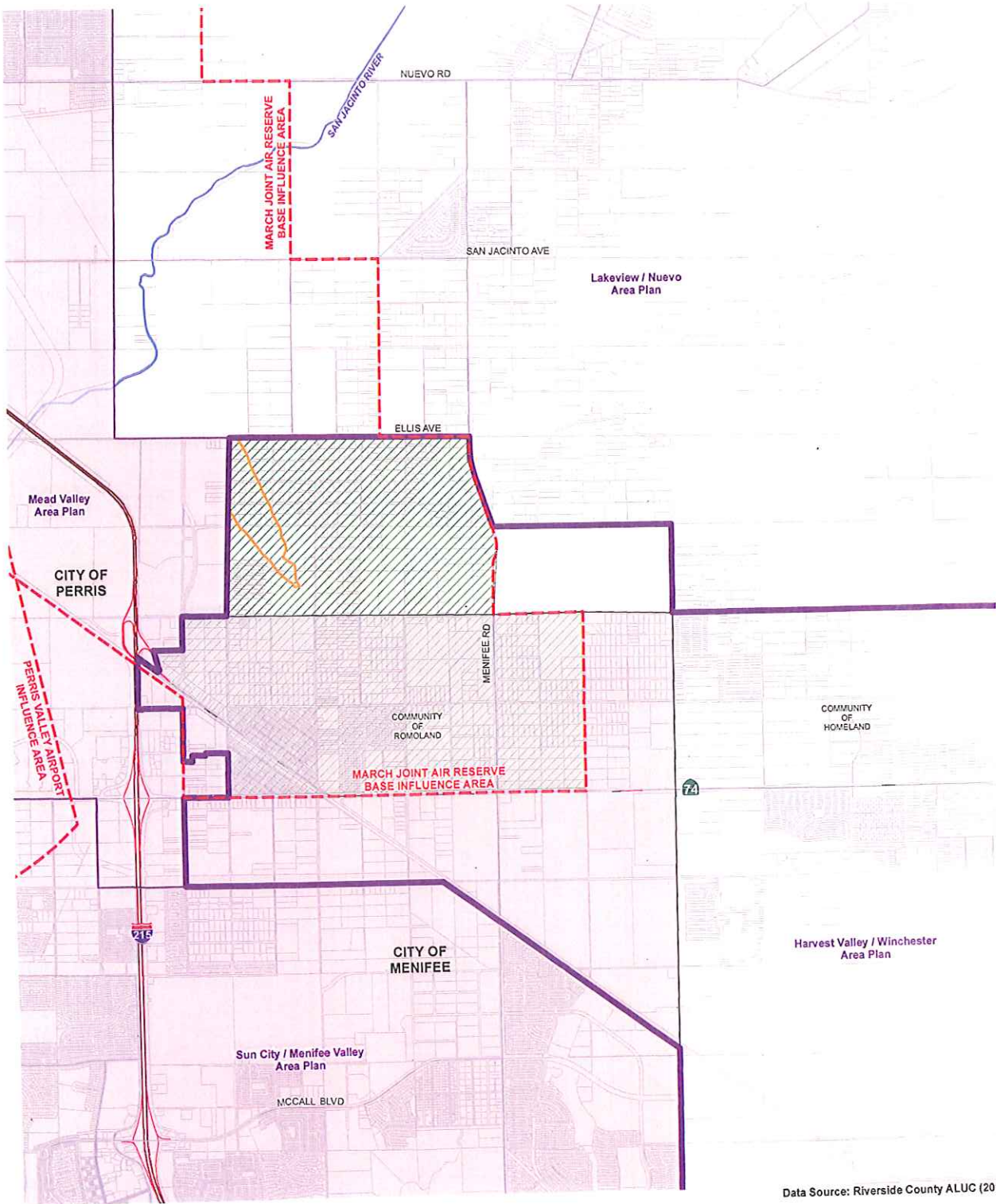
-  Airport Influence Area
-  Airport Runways
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 5



Data Source: Riverside County ALUC (2010)

SAFETY ZONES

-  Area 3
-  60 dB CNEL NOISE CONTOUR
-  Airport Influence Area
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 6

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Highgrove Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
Highgrove Community	2,533	---	---	---
City of Riverside Sphere of Influence	4,083	---	---	---
March <i>Joint</i> Air Reserve Base Influence Area	476	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	7,092			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	7,092			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of the Highgrove Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	2	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	2	0	0	0
Rural Foundation Component				
Rural Residential (RR)	40	6	18	NA
Rural Mountainous (RM)	509	25	77	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	549	31	95	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	0	0	0	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	0	0	0	NA
<i>Rural Community Foundation Component Sub-Total</i>	0	0	0	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	1,180	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	0	NA	NA	NA
Open Space Water (OS-W)	24	NA	NA	NA
Open Space Recreation (OS-R)	299	NA	NA	45
Open Space Rural (OS-RUR)	0	0	0	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	1,500	0	0	45
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	50	38	113	NA
Low Density Residential (LDR)	226	339	1,020	NA
Medium Density Residential (MDR)	1,179	4,127	12,421	NA
Medium-High Density Residential (MHDR)	5	33	98	NA
High Density Residential (HDR)	20	220	662	NA

Highgrove Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
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POLICY AREAS⁴				
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City of Riverside Sphere of Influence	4,083	---	---	---
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<i>Total Area Within Policy Areas:⁴</i>	7,092			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	7,092			

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- 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

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Rural Residential (RR)	40	6	18	NA
Rural Mountainous (RM)	509	25	77	NA
Rural Desert (RD)	0	0	0	NA
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Estate Density Residential (RC-EDR)	0	0	0	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	0	0	0	NA
<i>Rural Community Foundation Component Sub-Total</i>	0	0	0	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	1,180	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	0	NA	NA	NA
Open Space Water (OS-W)	24	NA	NA	NA
Open Space Recreation (OS-R)	299	NA	NA	45
Open Space Rural (OS-RUR)	0	0	0	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	1,500	0	0	45
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	50	38	113	NA
Low Density Residential (LDR)	226	339	1,020	NA
Medium Density Residential (MDR)	1,179	4,127	12,421	NA
Medium-High Density Residential (MHDR)	5	33	98	NA
High Density Residential (HDR)	20	220	662	NA

Table 2: Statistical Summary of the Highgrove Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Very High-Density Residential (VHDR)	15	255	768	NA
Highest-Density Residential (HHDR)	2	60	181	NA
Commercial-Retail (CR) 2	142	NA	NA	2,134
Commercial-Tourist (CT)	0	NA	NA	0
Commercial-Office (CO)	5	NA	NA	191
Light-Industrial (LI)	174	NA	NA	2,377
Heavy-Industrial (HI)	0	NA	NA	0
Business-Park (BP)	39	NA	NA	637
Public-Facilities (PF)	49	NA	NA	13
Community-Center (CC) 3	0	0	0	0
Mixed-Use-Planning-Area (MUPA)	0	0	0	0
<i>Community-Development-Foundation-Component-Sub-Total</i>	<i>1,906</i>	<i>5,072</i>	<i>15,263</i>	<i>5,352</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	3,957	5,103	15,358	5,396
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION-				
Cities	310			
Indian Lands	0			
Freeways	128			
<i>Other-Lands-Sub-Total</i>	<i>438</i>			
TOTAL FOR ALL BASE LANDS	4,395			
SUPPLEMENTAL LAND-USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community-Development-Overlay	0	0	0	0
Community-Center-Overlay	0	0	0	0
Rural-Village-Overlay	0	0	0	0
Rural-Village-Overlay-Study-Area	0	0	0	0
Specific-Community-Development-Designation-Overlays	0	0	0	0
<i>Total Area subject to Overlay^{4,5}</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
POLICY AREAS⁶				
Highgrove-Community	2,754	---	---	---
City-of-Riverside-Sphere-of-Influence	4,083	---	---	---
March-Air-Reserve-Base-Influence-Area	478	---	---	---
<i>Total Area Within Policy Areas⁶</i>	<i>7,315</i>	<i>---</i>	<i>---</i>	<i>---</i>
TOTAL AREA WITHIN SUPPLEMENTALS⁷	7,315	---	---	---

FOOTNOTES:

- 1 — Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 — For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 — Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 — Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 — Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 — Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 — A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A Policy Area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of these areas are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Two Policy Areas have been designated within the Highgrove area. These are the Highgrove Community Policy Area and the March *Joint Air Reserve Base* Airport Influence Policy Area. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of Highgrove than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, *are* shown on Figure 4, *Overlays and Policy Areas*. *The boundaries of the Highgrove Community Policy Area* are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Highgrove Community Policy Area

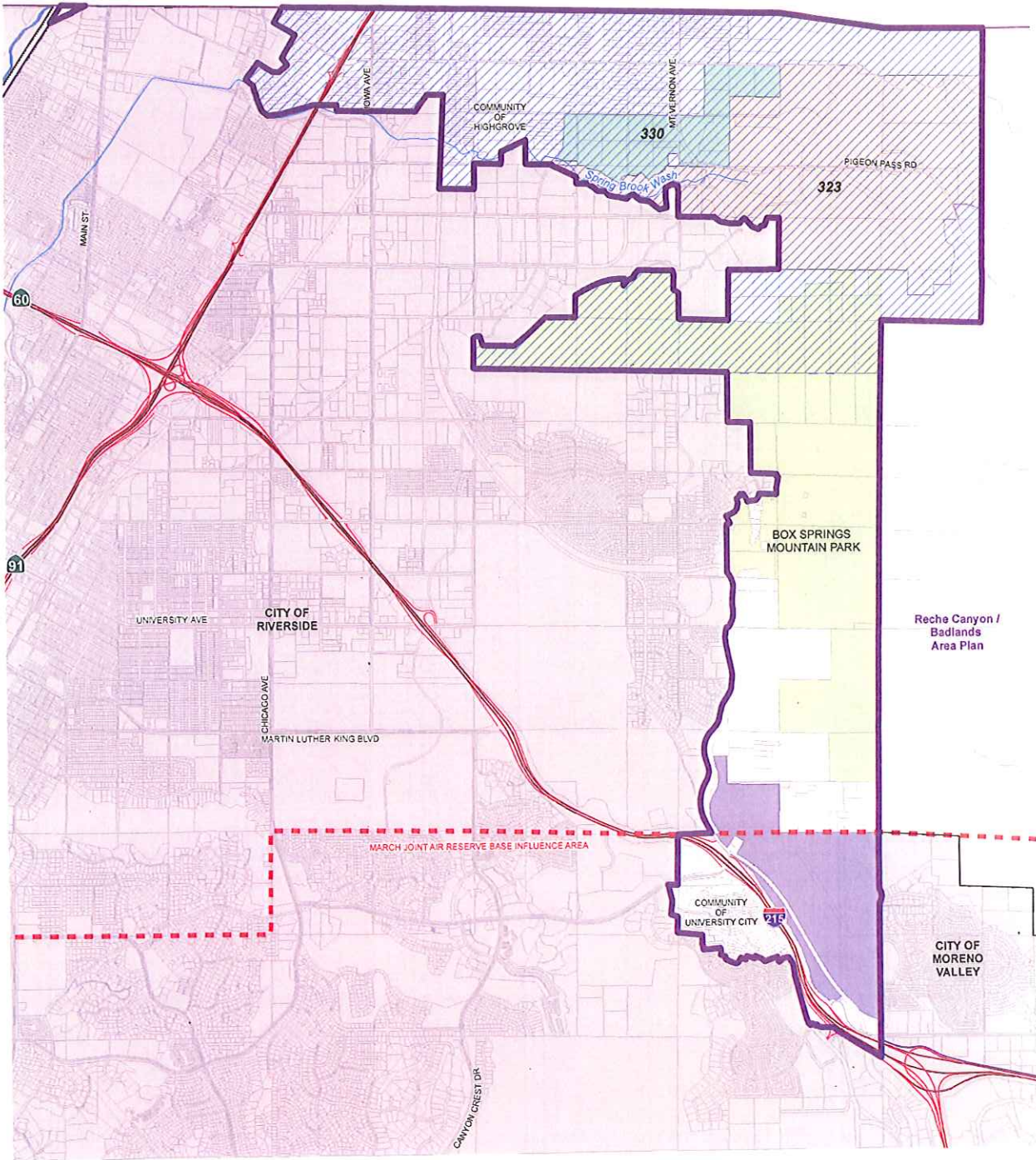
Prior to commencement of the Riverside County Integrated Project (RCIP) process in 1999, the County of Riverside had embarked on an update of the Highgrove Community Plan. After an extensive period of outreach and plan preparation, the County of Riverside adopted the Highgrove Community Plan in December 1999. Rather than duplicate efforts for the Highgrove area as part of the RCIP, the County of Riverside chose to incorporate the goals, issue statements, and policies as written in the Community Plan, within the Highgrove Area Plan document except as necessary to reflect the subsequent adoption of Specific Plan No. 323 (Spring Mountain Ranch). Some minor changes have been made to reflect consistency with Riverside County's General Plan and updated area plan land use designation system, though the essence and intent of the policy direction in the original Highgrove Community Plan remains. Policies pertaining specifically to Highgrove apply to the area denoted as the "Highgrove Community Policy Area" on Figure 4.

The Highgrove Community Policy Area applies to approximately 2,454 acres of unincorporated land located immediately south of the San Bernardino County line. The Highgrove area stretches eastward to the Box Springs Mountains and southward to the incorporated limits of the City of Riverside.

Community Concerns

The major concerns of Highgrove residents relate to the changing character of the community. Long a rural community whose economic focus was citrus production, Highgrove is today a community split between residents who want to keep the area rural, those who have sought to make more urban facilities and amenities available to residents to promote Highgrove's potential, and others who recognize that changes will occur to Highgrove, but are concerned about the effect of the changes on their lifestyles.

Development has intensified the conflict between orange cultivation and homes, an argument that makes continued citrus farming difficult. Recent increases in the cost of irrigation water have convinced many growers that citrus cultivation is no longer economically feasible. Many local landowners have sought to remove their agricultural land holdings from the Highgrove Agricultural Preserve #1 in order to render them eligible for development. If development moves eastward, agriculture would no longer be Highgrove's predominant lifestyle and economic focal point.



Data Source: Riverside County Planning

-  Highgrove Community Policy Area
-  Specific Plans
-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4

Table 3: Adopted Specific Plans in Highgrove Area Plan

Specific Plan	Specific Plan #
Gateway Center	250
Spring Mountain Ranch ¹	323
<i>Springbrook Estates</i>	<i>330</i>

Source: Riverside County Planning Department.

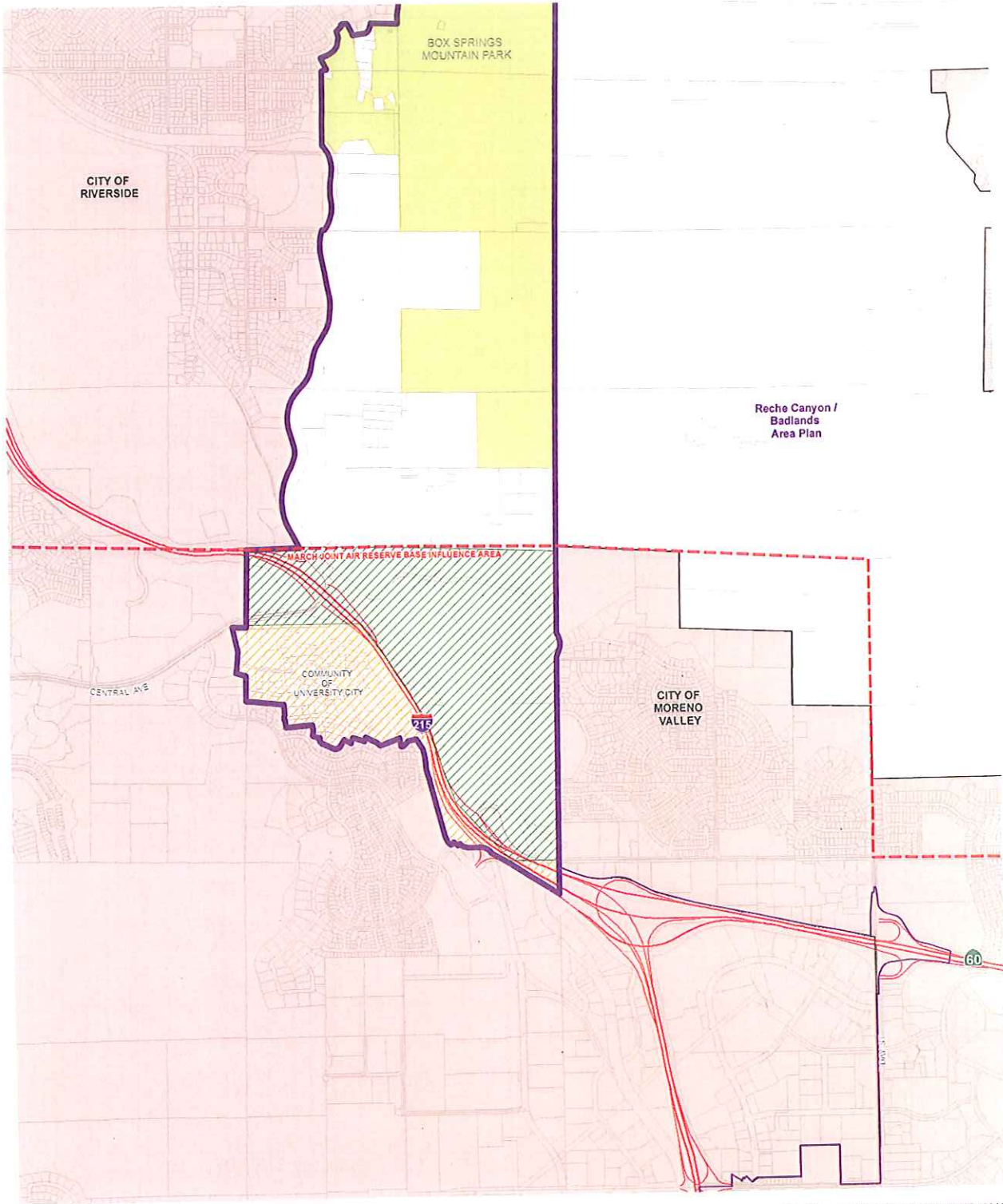
¹ Portions of this specific plan extend into a neighboring Area Plan

March Joint Air Reserve Base Influence Area

The former March Air Force Base is located southwest of the Highgrove area and has a significant impact on development in the southern portion of the Highgrove area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The *JPA's land use jurisdiction and March Joint Air Reserve Base* encompass 6,500 acres of land, including ~~the an~~ active cargo and military airport. The boundary of the March *Joint Air Reserve Base Airport Influence Area* is shown on Figure 4, *Overlays and Policy Areas*. There are ~~three Compatibility Zones a number of safety zones~~ associated with the Airport Influence Area. These ~~Compatibility Zones safety zones~~ are shown in Figure 5, March *Joint Air Reserve Base Airport Influence Policy Area*. Properties within these zones are subject to regulations governing such issues as *land use*, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria Guidelines for Airport Safety Zones for Riverside County (applicable to March Joint Air Reserve Base)*. ~~Flabob, Bermuda Dunes, Chino, and Skylark Airports~~. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

- HAP 12.1 To provide for the orderly development of March *Joint Air Reserve Base* and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.



Data Source: Riverside County ALUC (2010)

- SAFETY ZONES**
- Area 2
 - Area 3
 - Airport Influence Area
- Other Symbols:**
- Highways
 - Area Plan Boundary
 - City Boundary
 - Waterbodies

Figure 5

Highgrove Area Plan

Table 4: ~~Airport Land Use Compatibility Criteria Guidelines for Airport Safety Zones for Riverside County (Applicable to March Joint Air Reserve Base)~~^{1,2} ~~Flabob, Bermuda Dunes, Chino, and Skylark Airports~~^{4,2}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0-No Residential ³	0 ³	<p>No significant obstructions⁴</p> <p>No petroleum or explosives</p> <p>No above-grade powerlines</p> <p>No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities.</p> <ul style="list-style-type: none"> - Places of Assembly, such as churches, schools, and auditoriums. - Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. - High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. - Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. - Communication Facilities for use by emergency response and public information activities. - Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	<p>Uses in Structures: 5 25 persons/ac. —————OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p> <p>Uses not in structures: 50 persons/ac. Residential: 2.5 Acre minimum lots</p> <p>Uses in Structures: 5 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p>	25% of net area 50% of gross area or 65% of net area whichever is greater	<p>No residential</p> <p>No hotels, motels</p> <p>No restaurants, bars</p> <p>No schools, hospitals, government services</p> <p>No concert halls, auditoriums</p> <p>No stadiums, arenas</p> <p>No public utility stations, plants</p> <p>No Public communications facilities</p> <p>No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	<p>Discourage schools, auditoriums, amphitheaters, stadiums</p> <p>Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
 - 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 - 3 ~~Except at densities less than 0.4 DU/Acre within specified areas as designated by the Airport Land Use Commission. No structures permitted in ETZ or ISZ.~~
 - 4 ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
 - 5 ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
 - 6 ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- Source: Extracted from Riverside County Airport ~~Land Use Commission Comprehensive~~ Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Highgrove area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce Riverside County regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character, and features of this unique area. The Local Land Use Policies section provides a host of policies to address those land use issues relating specifically to the Highgrove planning area.

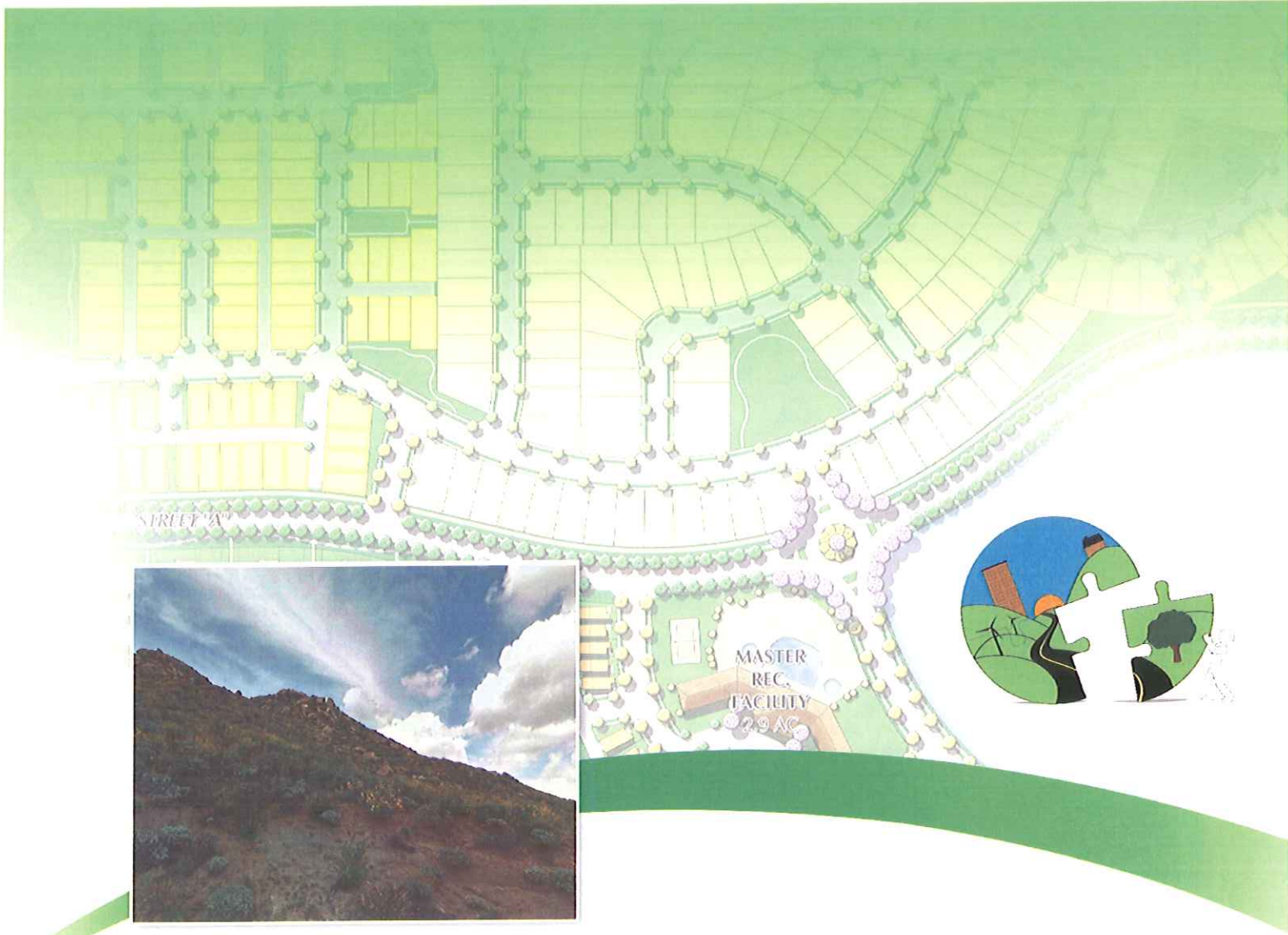
Local Land Use Policies

Design Guidelines

With increasing growth and development pressures facing many unincorporated areas in western Riverside County, the County of Riverside has previously identified the need to establish a set of specific design criteria for development in this area and throughout the Fifth Supervisorial District to ensure that quality development occurs in this portion of Riverside County. In 2001, the County of Riverside prepared and adopted the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.

Policies:

- HAP 13.1 Require development to adhere to standards detailed in the Design Standards and Guidelines for Development in the Third and Fifth Supervisorial Districts.



Jurupa Area Plan

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Jurupa Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4,5}				
Business Park Overlay	374	0	0	6,106
Commercial Retail Overlay	43	0	0	640
Community Development Overlay	450	265	927	4,423
Community Center Overlay ¹	275	1,266	4,428	3,175
<i>Total Area Subject to Overlays:^{4,5}</i>	<i>1,141</i>	<i>1,532</i>	<i>5,355</i>	<i>14,343</i>
POLICY AREAS⁶				
Mission Boulevard	475	---	---	---
Equestrian Sphere	8,775	---	---	---
Mira Loma Warehousing/Distribution Center	2,835	---	---	---
Business Park	1,677	---	---	---
Stringfellow Acid Pits/Pyrite Canyon	544	---	---	---
Limonite Avenue	10	---	---	---
Rubidoux Village	134	---	---	---
Santa Ana River	3,010	---	---	---
Jensen-Alvarado Ranch	30	---	---	---
Flabob Airport Influence Area	4,318	---	---	---
Riverside Municipal Airport Influence Area	3,561	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>25,369</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	26,510			

FOOTNOTES:

- ¹ Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- ² For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- ³ Note that "Community Center" is used both to describe a land use designation *and* a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- ⁴ Overlays provide alternate land uses that may be developed *instead* of the underlying base use designations.
- ⁵ Policy Areas indicate where additional policies or criteria apply, *in addition* to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- ⁶ Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- ⁷ A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- ⁸ Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of the Jurupa Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	20	4	3	4
<i>Agriculture Foundation Component Sub-Total</i>	<i>20</i>	<i>4</i>	<i>3</i>	<i>4</i>
Rural Foundation Component				
Rural Residential (RR)	97	15	44	NA
Rural Mountainous (RM)	0	0	0	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	<i>97</i>	<i>15</i>	<i>44</i>	<i>0</i>
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	0	0	0	NA
Very Low Density Residential (RC-VLDR)	0	0	0	NA
Low Density Residential (RC-LDR)	6,367	9,551	28,747	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>6,367</i>	<i>9,551</i>	<i>28,747</i>	<i>0</i>

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Open Space Foundation Component				
Open Space Conservation (OS-C)	646	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	1,442	NA	NA	NA
Open Space Water (OS-W)	1,243	NA	NA	NA
Open Space Recreation (OS-R)	1,347	NA	NA	202
Open Space Rural (OS-RUR)	1,248	31	94	NA
Open Space Mineral Resources (OS-MIN)	378	NA	NA	11
<i>Open Space Foundation Component Sub-Total</i>	<i>6,304</i>	<i>31</i>	<i>94</i>	<i>213</i>
Community Development Foundation Component				
Estate Density Residential (EDR)	363	127	382	NA
Very Low Density Residential (VLDR)	82	62	185	NA
Low Density Residential (LDR)	1,808	2,712	8,163	NA
Medium Density Residential (MDR)	3,649	12,772	38,442	NA
Medium-High Density Residential (MHDR)	845	5,493	16,532	NA
High Density Residential (HDR)	525	5,775	17,383	NA
Very High Density Residential (VHDR)	80	1,360	4,094	NA
Highest Density Residential (HHDR)	25	750	2,258	NA
Commercial-Retail (CR-c)	1,302	NA	NA	19,567
Commercial-Tourist (CT)	0	NA	NA	0
Commercial-Office (CO)	16	NA	NA	610
Light Industrial (LI)	3,801	NA	NA	51,922
Heavy Industrial (HI)	1,138	NA	NA	9,914
Business Park (BP)	1,270	NA	NA	20,745
Public Facilities (PF)	561	NA	NA	147
Community Center (CC)	0	0	0	0
Mixed-Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	<i>15,465</i>	<i>29,051</i>	<i>87,439</i>	<i>102,905</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	28,253	38,649	116,327	103,119
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION-				
Cities	1			
Indian Lands	0			
Freeways	625			
<i>Other Lands Sub-Total</i>	<i>626</i>			
TOTAL FOR ALL BASE LANDS	28,879			
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.</i>				
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	450	—	—	—
Community Center Overlay	276	1,609	4,843	2,152
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlay (Commercial Retail Overlay-CRO)	43	90	272	258
<i>Total Area Subject to Overlay^{4,5}</i>	<i>769</i>	<i>—</i>	<i>—</i>	<i>—</i>
POLICY AREAS⁶				
Mission Boulevard	475	—	—	—
Equestrian Sphere	8,775	—	—	—
Mira Loma Warehousing/Distribution Center	2,835	—	—	—
Business Park	374	—	—	6,109

Jurupa Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Stringfellow Acid Pits/Pyrite Canyon	544	---	---	---
Limonite Avenue	40	---	---	---
Rubidoux Village	134	---	---	---
Santa Ana River	3,011	---	---	---
Flabob Airport Influence Policy Area	4,319	---	---	---
Riverside Municipal Airport Influence Policy Area	3,561	---	---	---
Jensen Alverado Ranch	30	---	---	---
<i>Total Area Within Policy Area⁶</i>	<i>24,068</i>	---	---	---
TOTAL AREA WITHIN SUPPLEMENTALS⁷	24,837	---	---	---

FOOTNOTES:

1. Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
2. For calculation purposes, it is assumed that CR designated lands will build-out at 40% CR and 60% MDR.
3. Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
4. Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
5. Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
6. Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
7. A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

~~Eight–Eleven~~ policy areas have been designated within Jurupa. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Jurupa area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4, *Overlays and Policy Areas*, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Business Park

The Business Park Policy Area is intended to maintain the integrity of business park uses and protect the residential areas that surround these industrial and business park uses from the introduction of new incompatible industrial uses, industrial truck traffic and dangerous traffic congestion at railroad grade crossings. Besides ensuring compatibility between residential and industrial uses, the additional landscaping requirements for new development or expansion of existing uses are intended to enhance community identity within the area, particularly along Van Buren Boulevard, Bellegrave Avenue, Galena Street, Jurupa Road, Felspar Street, and Clay Street.

Jurupa Area Plan

Flabob Airport Influence ~~Policy~~-Area

Flabob Airport has enjoyed a long and storied history in the Jurupa area, and continues to serve an important role providing aviation services and community events for local residents. In order to minimize land use conflicts with adjacent uses, much of the remaining undeveloped area surrounding the airport is designated as Estate Density Residential.

Policies:

~~JURAP 8.1 — Should the airport discontinue flight operations, staff shall review the Flabob Airport Influence Policy Area to determine appropriate amendments to the Jurupa Area Plan Land Use Map.~~

JURAP 8.1 Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Flabob Airport, the Riverside County Planning Department shall consult with the Riverside County Airport Land Use Commission if the projected elevation at the top point of said structure would exceed 750 feet above mean sea level, in order to allow for a determination as to whether review by Federal Aviation Administration (FAA) through the Form 7460-1 review process is required. In such situation, no building permit shall be granted until the FAA has issued a determination of "No Hazard to Air Navigation."

JURAP 8.2 There are ~~six Compatibility Zones~~ *three safety-zones* and a Height Review Overlay Zone associated with the Flabob Airport Influence Area. These ~~Compatibility Zones~~ *safety-zones* are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence ~~Policy~~-Areas. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. ~~Within Flabob Airport imaginary approach surfaces and Areas of Additional Safety Concerns, residential lot sizes smaller than two and one-half acres are not allowed.~~ These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria Guidelines for Riverside County (Applicable to Flabob Airport)*. ~~Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports, and~~ Land use proposals shall be evaluated for appropriateness within these ~~safety~~ zones. For more information on ~~applicable these zones and additional~~ airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

JURAP 8.3 To provide for the orderly development of Flabob Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Flabob Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Riverside Municipal Airport Influence ~~Policy~~ Area


The boundary of the Riverside Municipal Airport Influence Area is shown on Figure 4, *Overlays and Policy Areas*. There are ~~six Compatibility Zones~~ *four safety-zones* associated with the Airport Influence Area. These ~~Compatibility Zones~~ *safety-zones* are shown in Figure 5, Riverside Municipal Airport and Flabob Airport Influence ~~Policy~~ Areas. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 5, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to Riverside Municipal Airport) Guidelines* for ~~Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports~~. For more information on ~~applicable these zones and~~

additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

JURAP 9.1 To provide for the orderly development of Riverside Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

The *five six* specific plans located in the Jurupa planning area are listed in Table 3, Adopted Specific Plans in Jurupa Area Plan. Specific Plan No. 123 (Mission de Anza), Specific Plan No. 210 (Agua Mansa), Specific Plan No. 243 (Rio Vista), *Specific Plan No. 335 (The Resort)* and Specific Plan No. 337 (Emerald Meadows Ranch) are determined to be Community Development Specific Plans. Specific Plan No. 125 (Sky Country) is determined to be a Rural Community Specific Plan.

Table 3: Adopted Specific Plans in Jurupa Area Plan

Specific Plan	Specific Plan #
Mission de Anza	123
<i>Ramona Ranchos (Sky Country)</i>	125
Agua Mansa	210
Rio Vista	243
Emerald Meadows Ranch	337
<i>The Resort</i>	<i>335</i>

Source: Riverside County Planning Department.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports^{1,2}

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	Q ³	Q ³	No significant obstructions ⁴ No petroleum or explosives No above-grade powerlines

Jurupa Area Plan

Area II	<p>Uses in Structures:⁵ 25 persons/ac. OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p> <p>Uses not in structures: 50 persons/ac. Residential 2.5 Acre minimum lots Uses in Structures:⁵ 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p>	25% of net area 50% of gross area or 65% of net area whichever is greater	<p>No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	<p>Discourage schools, auditoriums, amphitheaters, stadiums. Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>

- 1 The following uses shall be prohibited in all airport safety zones:
- 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.
- 2 Aviation easements shall be secured through dedication for all land uses permitted in any safety zones.
- 3 No structures permitted in ETZ or ISZ.
- 4 Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.
- 5 A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.
- 6 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
- Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Table 5: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ—Emergency Touchdown Zone	0 ¹	0 ¹	No significant obstructions ²
ISZ—Inner Safety Zone	0 ¹	0 ¹	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	<p>Uses in structures:³ 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p> <p>Uses not in structures: 50 persons/ac.</p>	25% of net area	<p>No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.</p>

ERC—Extended-Runway-Centerline-Zone	3-du/net-acre Uses in structures ³ : 100 persons/ac.(see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross-area or 65% of net-area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— ⁴
TPC—Traffic-Pattern-Zone	Not Applicable	50% of gross-area or 65% of net-area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— ^{4,5}

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light or flashing light or 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) Any use which would generate smoke or water vapor or which would attract large concentrations or birds, or which may otherwise affect safe air navigation within the area.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

1 No structures permitted in ETZ or ISZ.

2 Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

3 A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

4 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

5 Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility. Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Flabob Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹	Avigation easement dedication

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Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac.) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials ¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	Hazards to flight ⁹	Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
□	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication


Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- 2 Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- 10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for Zone D apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.
- 19 Residential densities in Compatibility Zone D shall be calculated on a "net" rather than "gross" acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

**Table 5: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Riverside Municipal Airport)**

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹	Avigation easement dedication

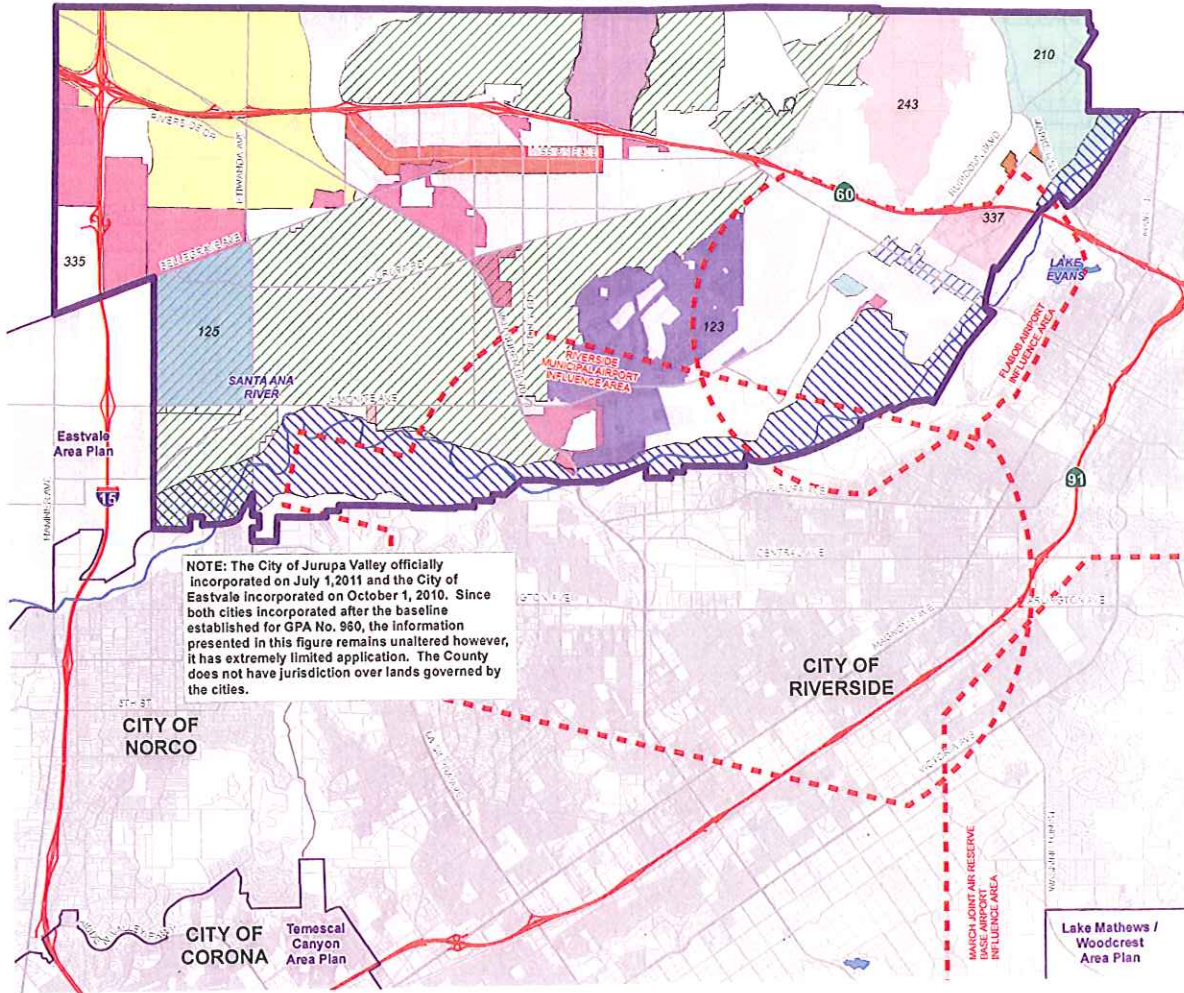
Jurupa Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials ¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1, except that nonresidential buildings may have up to three aboveground habitable floors, provided that no such building or attachments thereto shall penetrate the airspace protection surfaces defined for the airport in accordance with FAR Part 77.	Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) See Notes 19 and 20.	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹	Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	Hazards to flight ⁹	Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- 1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- 2 Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- 3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- 4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- 5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- 10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 *Expanded Buyer Awareness Measures*: In addition to the requirements for aviation easement dedication or deed notification as indicated herein, any new single-family or multi-family residential development proposed for construction anywhere within the Riverside Municipal Airport influence area, except for *Compatibility Zone E*, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property:
 - (a) During initial sales of properties within newly created subdivisions, large airport-related informational signs shall be installed and maintained by the developer. These signs shall be installed in conspicuous locations and shall clearly depict the proximity of the property to the airport and aircraft traffic patterns.
 - (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircrafts flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described (a large-scale illustration of Exhibit RI-7, *Compatibility Factors*, will suffice).
- 20 *Zone D Residential Densities*: The criteria set forth herein and in Countywide Policy 3.1.3(b) notwithstanding, the residential density criteria for that portion of *Compatibility Zone D* at Riverside Municipal Airport lying within the boundary of the City of Riverside shall be as follows:
 - (a) For all of the zone within the City of Riverside except west of Tyler Street, allow residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing (as of the adoption date of this [Compatibility] plan) residential development in nearby areas of the community. It is further noted that the intent of this policy and the high-density option for *Zone D* is not to encourage residential development densities higher than currently planned for the airport environs, only to enable the density of future development to be similar to what now is common in the area.
 - (b) For the area within the City of Riverside west of Tyler Street --- designated with a (1) on Map RI-1 --- no restrictions on residential densities shall apply.

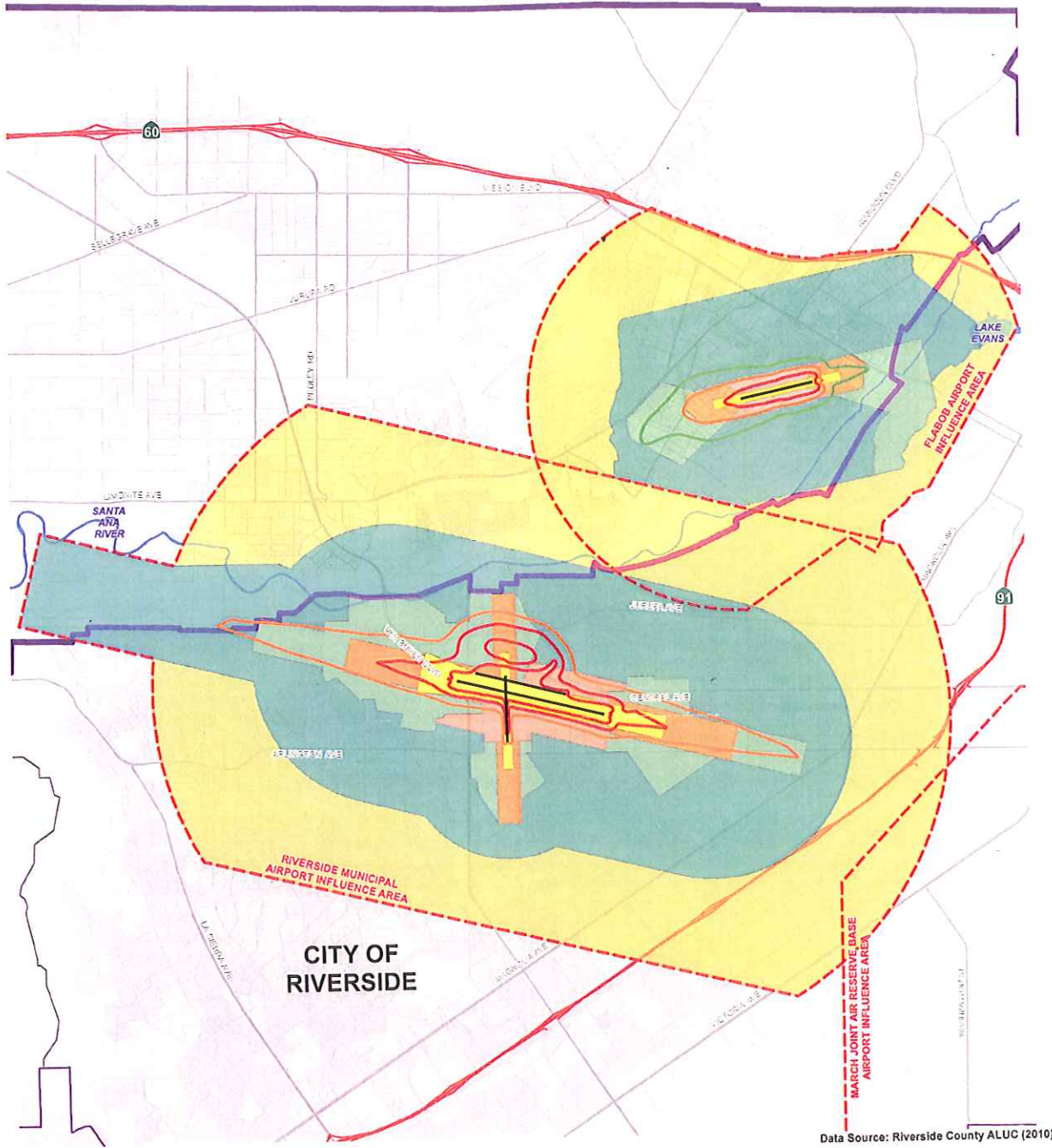
SAN BERNARDINO COUNTY



Data Source: Riverside County Planning

- | | | |
|---|-------------------------------|---------------------------------|
| Stringfellow Acid Pits/Pyrite Canyon | Limonite Avenue Policy Area | Supervisorial District Boundary |
| Santa Ana River Policy Area | Jensen-Alvarado Ranch | Specific Plans |
| Rubidoux Village Policy Area | Equestrian Sphere Policy Area | Airport Influence Areas |
| Mission Blvd Policy Area | Closed Landfill Policy Area | Area Plan Boundary |
| Mira Loma Warehousing/Distribution Center Policy Area | Business Park Policy Area | City Boundary |
| | | Waterbodies |
| | | Highways |

Figure 4



Data Source: Riverside County ALUC (2010)

Airport Compatibility Zone

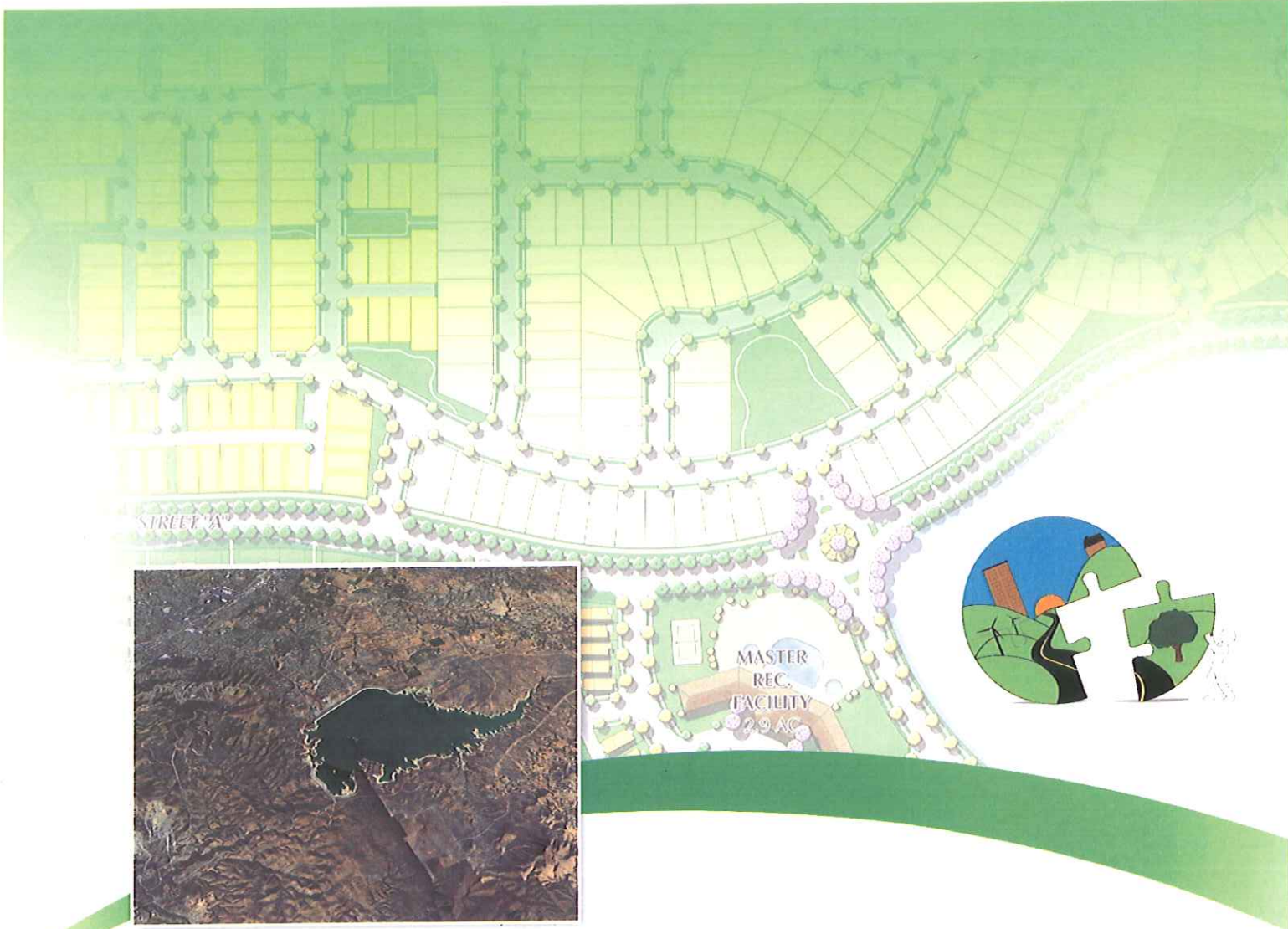
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

- 55 dB CNEL NOISE CONTOUR
- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR

- Airport Runways
- Airport Influence Area

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5



Lake Mathews/ Woodcrest Area Plan

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Lake Mathews/Woodcrest Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
Open Space-Water (OS-W)	2,805	NA	NA	NA
Open Space-Recreation (OS-R)	75	NA	NA	11
Open Space-Rural (OS-RUR)	1,101	28	87	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	15,595	28	87	11
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	18	13	43	NA
Low Density Residential (LDR)	1,097	1,646	5,221	NA
Medium Density Residential (MDR) ⁶	2,657	7,741	24,561	NA
Medium-High Density Residential (MHDR)	233	1,512	4,798	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	55	NA	NA	826
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	2	NA	NA	89
Light Industrial (LI)	140	NA	NA	1,800
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	2,331	NA	NA	2,331
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	6,533	10,912	34,623	5,046
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	49,702	22,699	72,023	5,059
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	0	---	---	---
Indian Lands	0	---	---	---
Freeways	1	---	---	---
<i>Other Lands Sub-Total:</i>	1			
TOTAL FOR ALL LANDS:	49,703	22,699	72,023	5,059
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
El Sobrante	1,560	---	---	---
Gavilan Hills	1,994	---	---	---
Cajalco Wood	908	---	---	---
March <i>Joint</i> Air Reserve Base Influence Area	2,769	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	7,231			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	7,231			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 6 1559.98 acres is under El Sobrante Policy Area which has an assumption of 2.5 du/ac.
- 7 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Lake Mathews/Woodcrest Area Plan

Table 2: Statistical Summary of the Lake Mathews/ Woodcrest Area Plan

LAND USE	STATISTICAL CALCULATIONS ¹			
	AREA Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	35	2	5	2
<i>Agriculture Foundation Component Sub-Total</i>	<i>35</i>	<i>2</i>	<i>5</i>	<i>2</i>
Rural Foundation Component				
Rural Residential (RR)	8,836	1,325	3,989	NA
Rural Mountainous (RM)	3,339	167	503	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	<i>12,175</i>	<i>1,492</i>	<i>4,492</i>	<i>0</i>
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	5,639	1,974	5,941	NA
Very Low Density Residential (RC-VLDR)	9,846	7,385	22,227	NA
Low Density Residential (RC-LDR)	1,403	2,105	6,335	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>16,888</i>	<i>11,464</i>	<i>34,503</i>	<i>0</i>
Open Space Foundation Component				
Open Space Conservation (OS-C)	1,796	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	9,755	NA	NA	NA
Open Space Water (OS-W)	2,805	NA	NA	NA
Open Space Recreation (OS-R)	75	NA	NA	11
Open Space Rural (OS-RUR)	1,101	28	83	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	<i>15,532</i>	<i>28</i>	<i>83</i>	<i>11</i>
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	47	35	106	NA
Low Density Residential (LDR)	1,097	1,646	4,953	NA
Medium Density Residential (MDR)	1,092	3,822	11,504	NA
Medium High Density Residential (MHDR)	233	1,515	4,559	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	149	NA	NA	2,239
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	5	NA	NA	191
Light Industrial (LI)	75	NA	NA	1,025
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	2,340	NA	NA	637
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	<i>5,038</i>	<i>7,018</i>	<i>21,122</i>	<i>4,092</i>
SUB-TOTAL FOR ALL FOUNDATION USES	49,668	20,004	60,205	4,105
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	1,633			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	<i>1,633</i>			
TOTAL FOR ALL BASE LANDS	51,301			
SUPPLEMENTAL LAND USE PLANNING AREAS				

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.

Lake Mathews/Woodcrest Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	0
Community Center Overlay	0	0	0	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlay	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	0	0	0	0
POLICY AREAS⁶				
El Sobrante	1,560	---	---	---
Gavilan Hills	1,994	---	---	---
Cajalco Wood	908	---	---	---
March Air Reserve Base Influence Area	3,681	---	---	---
<i>Total Area Within Policy Area⁶</i>	8,143	---	---	---
TOTAL AREA WITHIN SUPPLEMENTALS⁷				
	8,143	---	---	---

FOOTNOTES:

- 1— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2— For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3— Note that “Community Center” is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4— Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5— Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6— Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7— A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

Not all areas within an area plan are the same. Distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Four policy areas have been designated in the Lake Mathews/Woodcrest Area Plan. In some ways, these policies are even more critical to the sustained character of the area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Policy area boundaries, *are* shown on Figure 4. These boundaries, *other than the boundaries of the March Joint Air Reserve Base Airport Influence Area*, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.



Lake Mathews/Woodcrest Area Plan

- An equestrian under-crossing shall be provided under Cajalco Road.
- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/Woodcrest and Mead Valley Area Plans.
- Dwelling units may be transferred from the portion of the Policy Area within the WRC MSHCP criteria areas to portions of the Policy Area outside such areas, provided that the overall limit on number of dwelling units is not exceeded and the minimum lot size requirements specified herein are retained.
- A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the Policy Area. The remainder of the 80 acres shall be conserved in conformance with WRC MSHCP policies.

LMWAP 3.2 Notwithstanding the Rural Community foundation component of the Policy Area except for the area depicted as Commercial Retail located at the northeast corner of Cajalco Road and Wood Road and any provisions in the Land Use Element that would otherwise prohibit the establishment of Commercial Retail designations at new locations within Rural Community Specific Plans, the Commercial Retail designation may be relocated to any other location along the ultimate right-of-way of Cajalco Road or the future east-west transportation corridor provided that the total acreage of the Commercial Retail designation is not increased beyond the existing designated area of 15 acres.

March Joint Air Reserve Base Influence Area


The former March *Joint* Air Force Base is located east of the Area Plan and has a significant impact on development in portions of the Lake Mathews/Woodcrest area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The *JPA's land use jurisdiction and March Joint Air Reserve Base* encompass 6,500 acres of land, including *the* active cargo and military airport. The boundary of the March *Joint* Air Reserve Base Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are *three Compatibility Zones a number of safety zones* associated with the Airport Influence Area. These *Compatibility Zones safety zones* are shown in Figure 5, March *Joint* Air Reserve Base Airport Influence *Policy* Area.

Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base) Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports*. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

LMWAP 4.1 To provide for the orderly development of March *Joint* Air Reserve Base and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Specific Plans



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The Specific Plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.

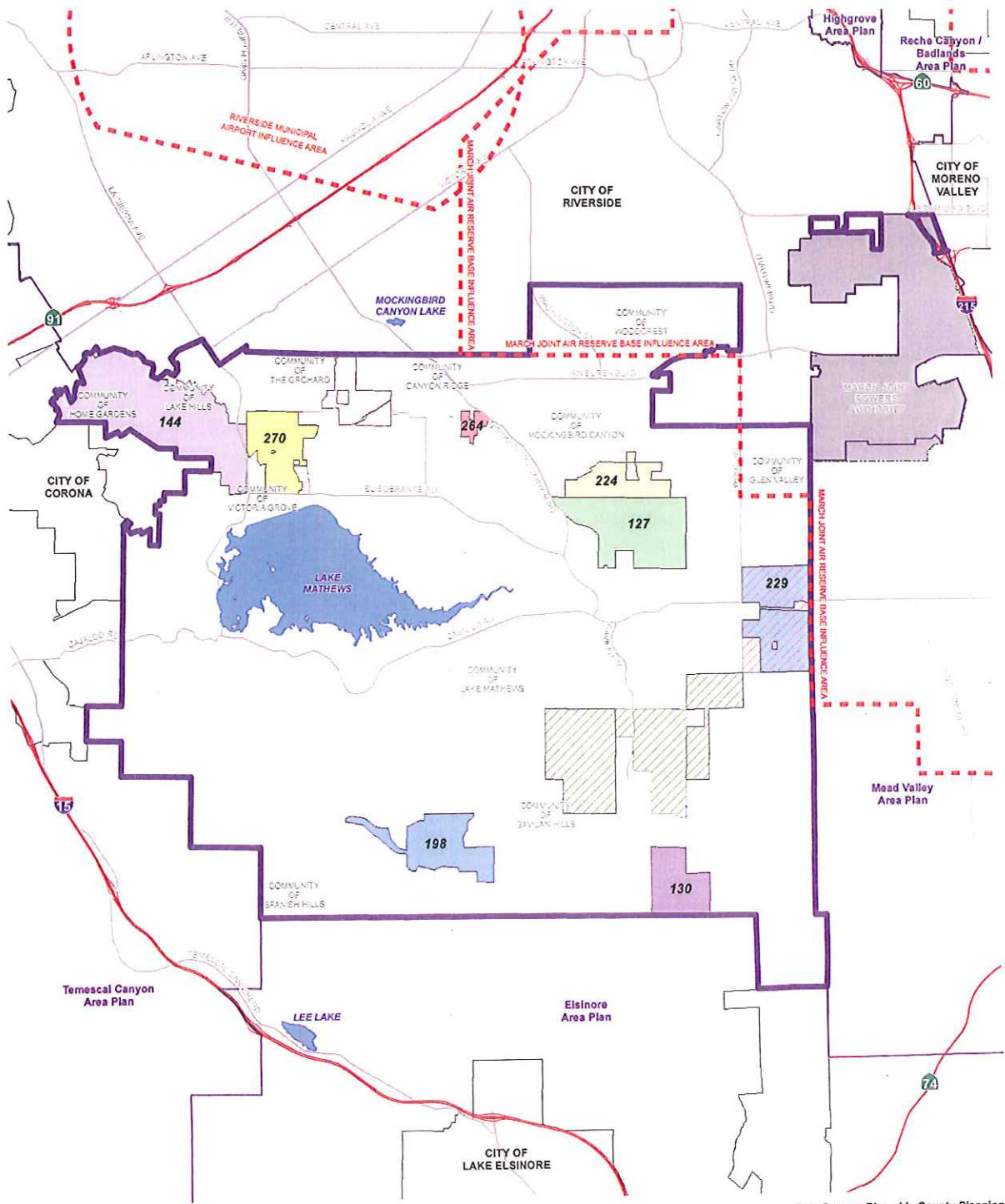
Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The ten specific plans located in the Lake Mathews/Woodcrest planning area are listed in Table 3, Adopted Specific Plans in the Lake Mathews/Woodcrest Area Plan.

Specific Plan No. 144 (Lake Hills Estates), Specific Plan No. 229 (~~HB Ranches–Boulder Springs~~), and Specific Plan No. 270 (Victoria Grove), and ~~Specific Plan No. 299 (Alta Cresta Ranch)~~ are determined to be Community Development Specific Plans. Specific Plan No. 127W (Republic), Specific Plan No. 130 (El Nido), Specific Plan No. 198 (Belle Meadows), Specific Plan No. 224 (Woodcrest Country Club/Three Sisters Estates), Specific Plan No. 264 (Arbor Creek Estates), and Specific Plan No. 308 (Gavilan Hills Golf Course) are determined to be Rural Community Specific Plans.

Table 3: Adopted Specific Plans in the Lake Mathews/Woodcrest Area Plan

Specific Plan	Specific Plan #
Republic	127W
El Nido	130
Lake Hills Estates	144
Belle Meadows	198
Woodcrest Country Club (Three Sisters Estates)	224
HB Ranches–Boulder Springs	229
Arbor Creek Estates	264
Victoria Grove	270
Alta Cresta Ranch	299
Gavilan Hills Golf Course	308
Lake Mathews Golf and Country Club	325

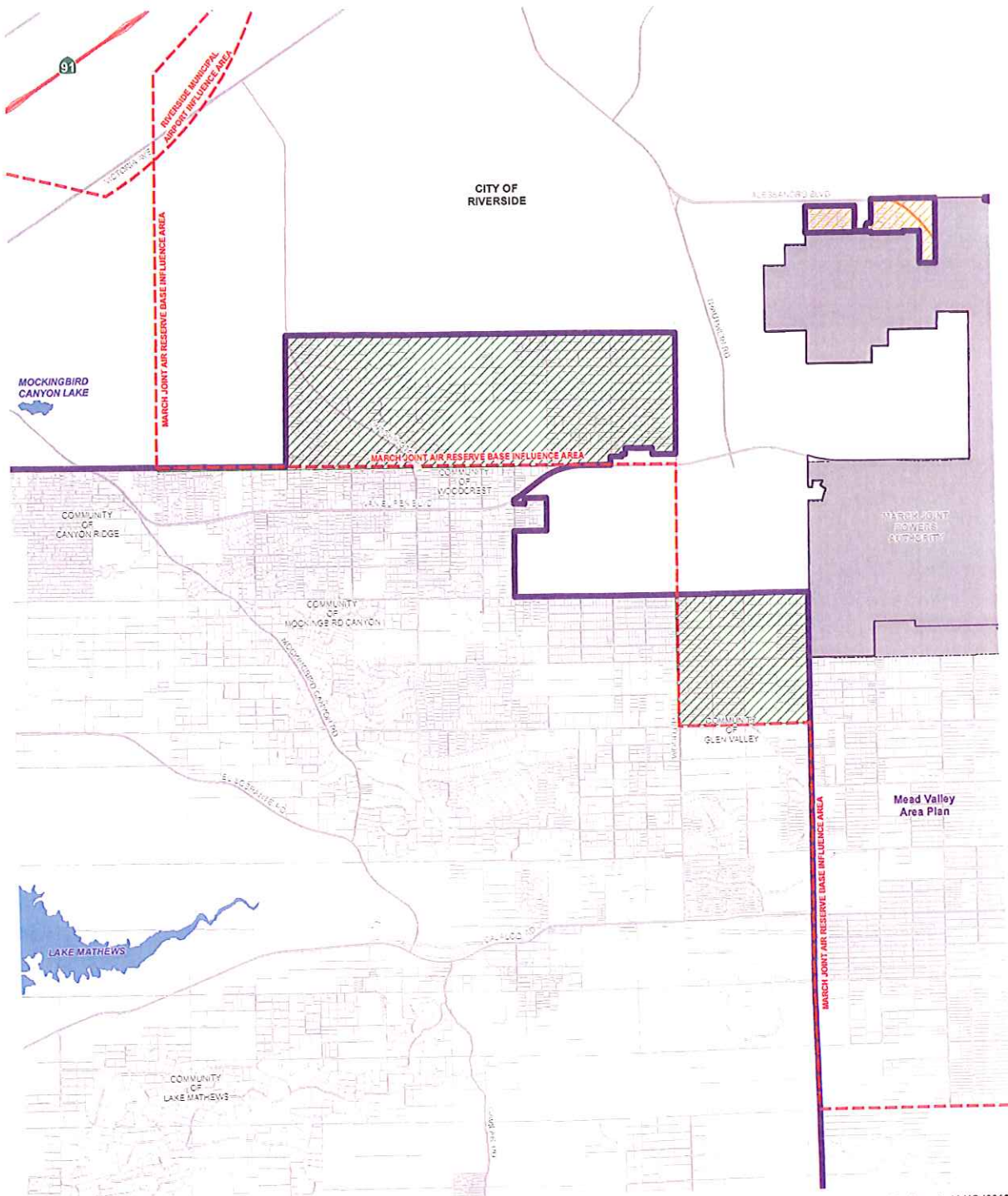
Source: Riverside County Planning Department.



Data Source: Riverside County Planning

- El Sobrante Policy Area
- Cajalco Wood Policy Area
- Gavilan Hills Policy Area
- Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies

Figure 4



Data Source: Riverside County ALUC (2010)

- SAFETY ZONES**
- Area 2
 - Area 3
 - 60 dB CNEL NOISE CONTOUR
 - Airport Influence Area
 - Highways
 - Area Plan Boundary
 - March Joint Powers Authority
 - City Boundary
 - Waterbodies

Figure 5

Lake Mathews/Woodcrest Area Plan

Table 4: *Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base)*^{1,2} - ~~Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports~~^{1,2}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0³ No residential³	0³	No significant obstructions⁴ No petroleum or explosives No above-grade powerlines No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities. - Places of Assembly, such as churches, schools, and auditoriums. - Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. - High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. - Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. - Communication Facilities for use by emergency response and public information activities. - Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	Uses in Structures: 5-25 persons/ac. OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5 acre minimum lots Uses in Structures: 5-75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential- No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.—⁶
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.—⁶

¹ The following uses shall be prohibited in all airport safety zones:

- 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.
2. Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 3. Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission ~~No structures permitted in ETZ or ISZ.~~
 4. ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
 5. ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
 6. ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- Source: Extracted from Riverside County Airport Land Use ~~Commission Comprehensive Land Use Plan~~

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Lake Mathews/Woodcrest, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides a host of policies to address those land use issues relating specifically to the Lake Mathews/Woodcrest area.

Local Land Use Policies

Agriculture

Agriculture has long been an established land use in the Lake Mathews/ Woodcrest area. However, with its abundance of relatively flat land with few safety hazards, proximity to the burgeoning Orange County employment region, and direct access to major transportation corridors, this area is a prime candidate for future urban growth. Not only does this put pressure on the rural character of the area, it also threatens the economic viability of agriculture here. The Lake Mathews/Woodcrest Area Plan, while accommodating this demand for urban development, also seeks to recognize existing and future agricultural activities as vital components of the local land use fabric. In this regard, it is important to note that agricultural uses are permitted in the Rural Residential designation.

Suburban residential uses and agriculture are inherently incompatible and often lead to complaints by local residents of offending odors, noise, flies and the like. Likewise, farmers and their land can be the targets of vandals, thieves and trespassers.

It is the intent of the Lake Mathews/Woodcrest Area Plan to recognize agriculture as an important economic activity in the region and to accommodate those agricultural owners who wish to continue their operations in the future.

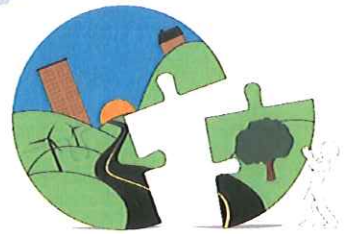
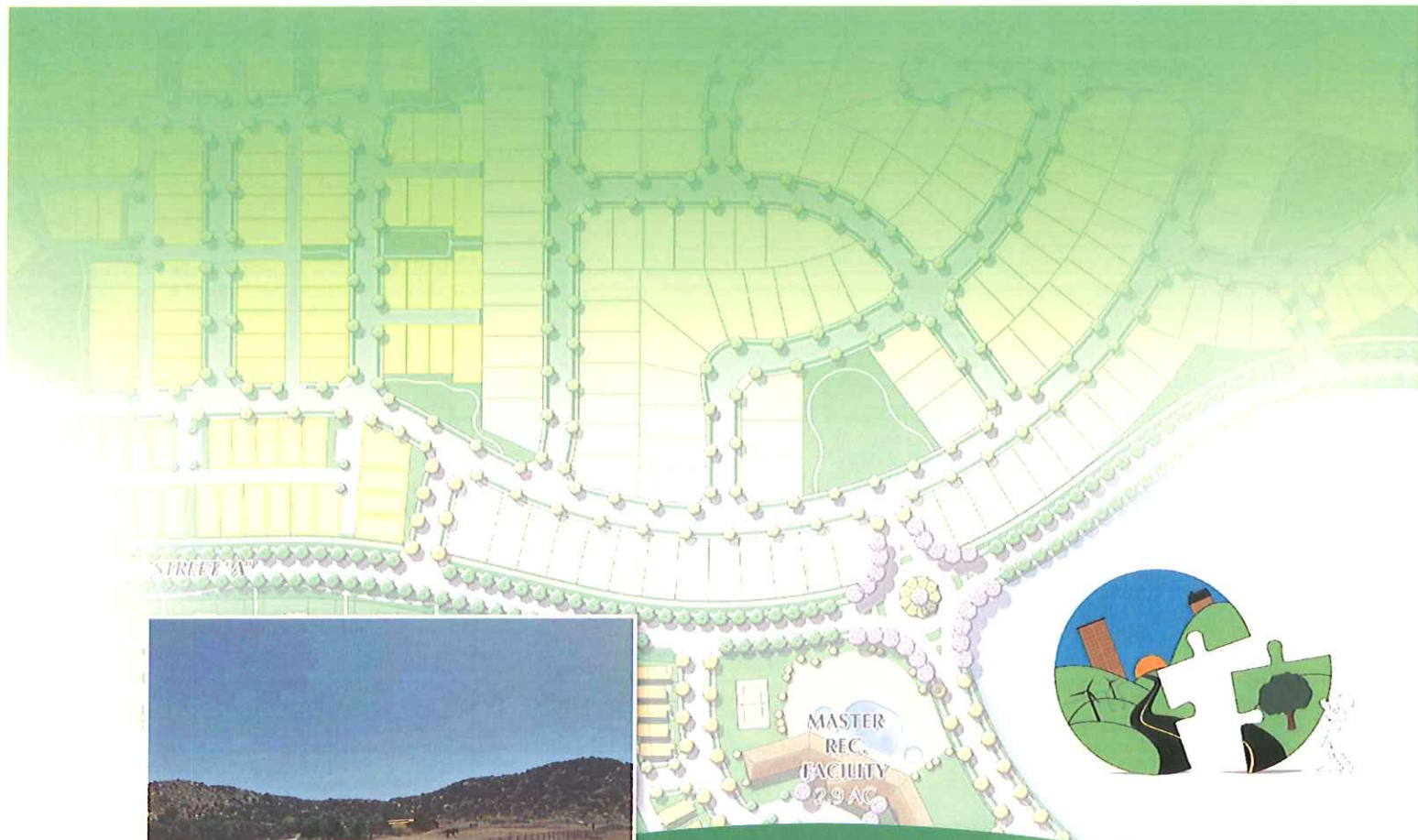


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Lakeview/Nuevo Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	80	60	182	NA
Low Density Residential (LDR)	558	836	2,550	NA
Medium Density Residential (MDR)	4,200	14,264	43,499	NA
Medium-High Density Residential (MHDR)	879	5,716	17,431	NA
High Density Residential (HDR)	407	4,473	13,642	NA
Very High Density Residential (VHDR)	278	4,720	14,395	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	164	NA	NA	2,458
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	746	NA	NA	9,591
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	232	NA	NA	3,798
Public Facilities (PF)	337	NA	NA	337
Community Center (CC) ³	131	681	2,078	1,497
Mixed Use Planning Area (MUPA)	361	3,100	9,453	826
<i>Community Development Foundation Sub-Total:</i>	<i>8,373</i>	<i>33,852</i>	<i>103,230</i>	<i>18,508</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	27,746	41,275	125,870	18,666
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	0	---	---	---
Indian Lands	0	---	---	---
Freeways	0	---	---	---
<i>Other Lands Sub-Total:</i>	<i>0</i>			
TOTAL FOR ALL LANDS:	27,746	41,275	125,870	18,666
SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	843	---	---	---
Northeast Business Park Overlay	232	---	---	3,798
<i>Total Area Subject to Overlays:^{4,5}</i>	<i>1,075</i>	<i>---</i>	<i>---</i>	<i>3,798</i>
POLICY AREAS⁶				
San Jacinto River	2,328	---	---	---
2-4 DU/AC	872	---	---	---
Juniper Flats	406	---	---	---
March <i>Joint</i> Air Reserve Base Influence Area	2,553	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>6,159</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:	7,234			3,798

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- 4 Overlay data represent the additional dwelling units, population and/or employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 6 *871.86 acres is under 2-4 Du/AC Policy Area which has an assumption of 3 du/ac.*
- 7 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of Lakeview/Nuevo Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	2,794	140	420	140
<i>Agriculture Foundation Component Sub-Total</i>	2,794	140	420	140
Rural Foundation Component				
Rural Residential (RR)	5,331	800	2,407	NA
Rural Mountainous (RM)	4,150	208	625	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	9,481	1,008	3,032	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	1,044	365	1,100	NA
Very Low Density Residential (RC-VLDR)	2,091	1,568	4,720	NA
Low Density Residential (RC-LDR)	3,009	4,514	13,586	NA
<i>Rural Community Foundation Component Sub-Total</i>	6,144	6,447	19,406	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	804	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	947	NA	NA	NA
Open Space Water (OS-W)	212	NA	NA	NA
Open Space Recreation (OS-R)	100	NA	NA	15
Open Space Rural (OS-RUR)	0	0	0	NA
Open Space Mineral Resources (OS-MIN)	148	NA	NA	4
<i>Open Space Foundation Component Sub-Total</i>	2,211	0	0	19
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	366	275	826	NA
Low Density Residential (LDR)	895	1,343	4,041	NA
Medium Density Residential (MDR)	3,935	13,773	41,455	NA
Medium High Density Residential (MHDR)	370	2,405	7,239	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	66	1,122	3,377	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR)-2	415	NA	NA	6,237
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	761	NA	NA	10,395
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	174	NA	NA	47
Community Center (CC)-3	131	764	2,299	1,021
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	7,113	19,682	59,237	17,700
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	27,743	27,277	82,095	17,859
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	0			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	0			
TOTAL FOR ALL BASE LANDS	27,743			
SUPPLEMENTAL LAND USE PLANNING AREAS				

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply.

Lakeview/Nuevo Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
OVER and IN-ADDITION to the base land-use designations listed above.— The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREA				
OVERLAYS^{4,5}				
Community Development Overlay	843	—	—	—
Community Center Overlay	0	0	0	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	843	—	—	—
Policy Areas⁶				
San Jacinto River	2,328	—	—	—
-2-4 DU/AC	872	—	—	—
Juniper Flats	406	—	—	—
March Air Reserve Base Influence Area	2,553	—	—	—
<i>Total Area Within Policy Areas⁶—</i>	6,159			
TOTAL AREA WITHIN SUPPLEMENTALS⁷	7,053			

FOOTNOTES:

1. Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
2. For calculation purposes, it is assumed that CR designated lands will build-out at 40% CR and 60% MDR.
3. Note that "Community Center" is used both to describe a land-use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
4. Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
5. Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
6. Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
7. A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Overlays and Policy Areas

Not all areas within an area plan are the same. Distinctiveness is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of the Policy Areas designated in this area plan are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

~~Four~~ Five policy areas and two overlays have been designated within the Lakeview/Nuevo planning area. In some ways, these policies are even more critical to the sustained character of the Lakeview/Nuevo planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. These boundaries, other than the boundaries of the March Joint Air Reserve Base Airport Influence Area, are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Lakeview/Nuevo Area Plan

fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base). Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports.* For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

LNAP 3.1 To provide for the orderly development of March *Joint* Air Reserve Base and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Juniper Flats Policy Area

The Juniper Flats Policy Area is designated Rural Residential - 5-acre lot size. However, if developed pursuant to a unified plan for the entire area, a somewhat higher intensity of development may be considered.

Policies:

LNAP 4.1: Notwithstanding the Rural Residential - 5-acre designation of this area on the Lakeview/Nuevo Area Plan map, the Juniper Flats Policy Area may be developed at a maximum residential intensity of 0.4 dwelling units per acre, and the area may be developed with 2½-acre lots, provided that the area is developed pursuant to a unified plan for the entire area.

Northeast Business Park Overlay

The Lakeview/Nuevo area plan has long been characterized by rural and agricultural uses, primarily based on the nearby Nutralite Vitamin Factory that once used the neighboring fields to grow ingredients. While the rural nature of nearby Nuevo community is protected by the Lakeview/Nuevo Design Guidelines, the area in the northeast section is foreseen to be more urbanized as the remaining agricultural uses fade away. Furthermore, the Mid-County Parkway is planned to bisect this area and will direct future development patterns differently. Development activities, especially a number of large-scale Specific Plans, present potential land use incompatibility issues for existing dairy/agriculture. The Northeast Business Park Overlay is intended to prepare the area for commercial and industrial uses that would serve to provide employment in the area plan. It is a long range vision to ensure adequate provision for generating a tax base for the future community.

Policies:

LNAP 5.1 *Require new developments to remain outside 100-year flood plain.*

LNAP 5.2 *Truck terminals, as well as draying, freight and trucking operations, or other industrial/ manufacturing uses which could be expected to generate substantial truck traffic, shall not be allowed.*

LNAP 5.3 *New development shall incorporate a community trail linkage in concert with trails objectives stated in policy LNAP 6.8 below.*

Specific Plan No. 114 (Tracts 4437 and 4852), Specific Plan No. 183 (Rancho Nuevo), Specific Plan No. 239 (Stoneridge), Specific Plan No. ~~249 246 (Preissman McCanna Hills)~~, and Specific Plan No. 251 (Lake Nuevo Village) are determined to be Community Development Specific Plans. Specific Plan No. 134 (Sky Mesa) is determined to be a Rural Specific Plan.

Table 3: Adopted Specific Plans in the Lakeview/Nuevo Area Plan

Specific Plan	Specific Plan #
Tracts 4437 and 4852	114
Sky Mesa	134
Rancho Nuevo	183
Stoneridge	239
Preissman-McCanna Hills	246
Lake Nuevo Village	251

Source: County of Riverside Planning Department.

Table 4: ~~Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base)~~^{1,2} ~~Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports.~~^{1,2}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0.3	0.3	No significant obstructions.⁴ No petroleum or explosives No above-grade powerlines No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities. - Places of Assembly, such as churches, schools, and auditoriums. - Large Retail Outlets, such as shopping centers, department stores, and "big box" discount stores, supermarkets, and drug stores. - High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. - Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. - Communication Facilities for use by emergency response and public information activities. - Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	Uses in Structures:⁵ 25 persons/ac. OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5-acre minimum lots Uses in Structures:⁵ 75 persons/ac. or 300-	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential- No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶

Lakeview/Nuevo Area Plan

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
	persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)		
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
 - 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 - 3 ~~Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission. No structures permitted in ETZ or ISZ.~~
 - 4 ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
 - 5 ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
 - 6 ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Lakeview/Nuevo planning area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use Policies section provides policies to address these issues. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

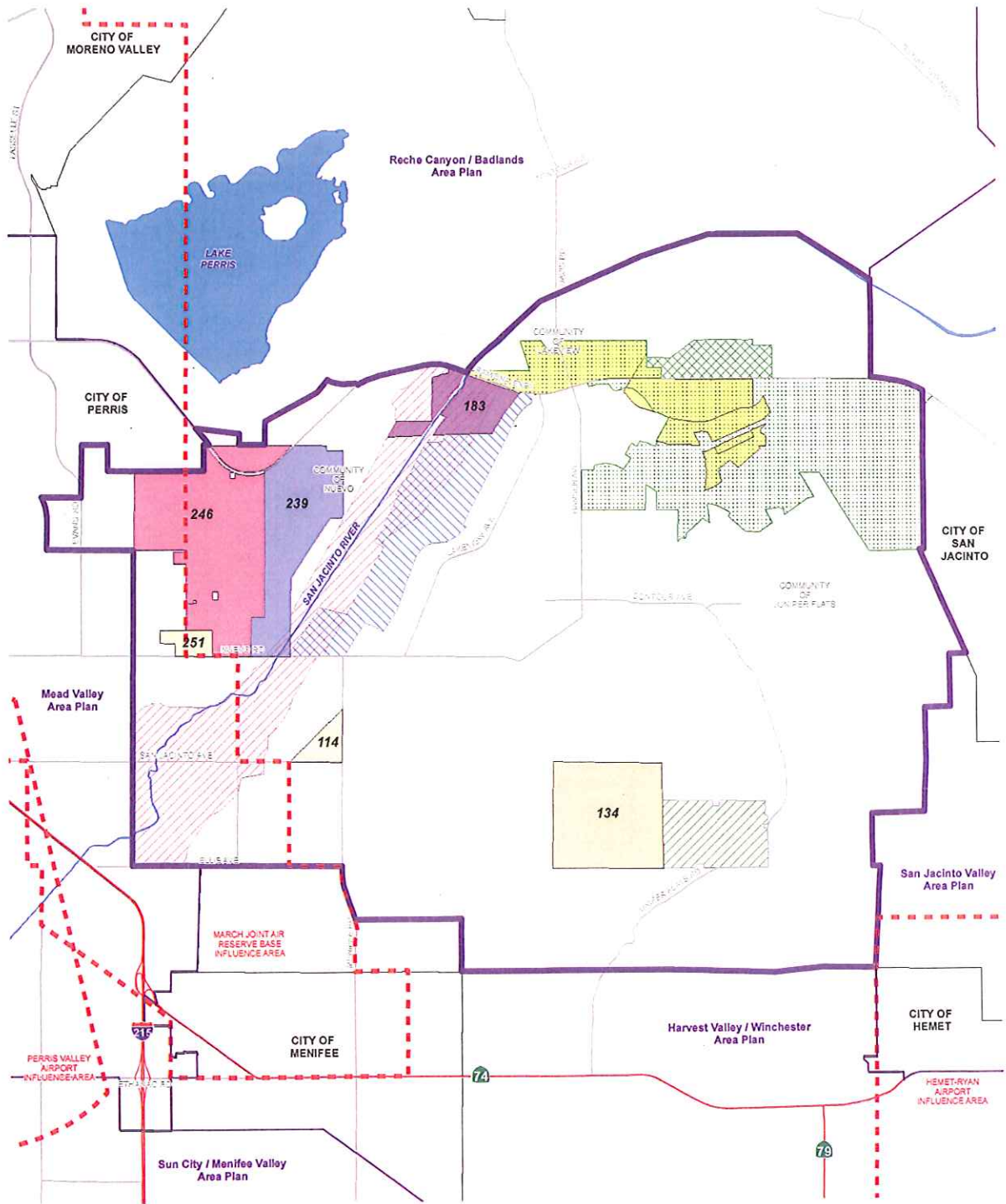
Local Land Use Policies

Community Centers

Two community centers are identified in the Lakeview/Nuevo Area Plan Land Use Plan that offer a unique mix of employment, commercial, public, and residential uses. These community centers are rooted in Planning Areas identified as mixed use planning areas in the adjacent Stoneridge and *McCanna Hills/Preissman* Specific Plans. These Specific Plans provide the direction and standards for the future design and development for the lands within their boundaries. However, the future development of these two community



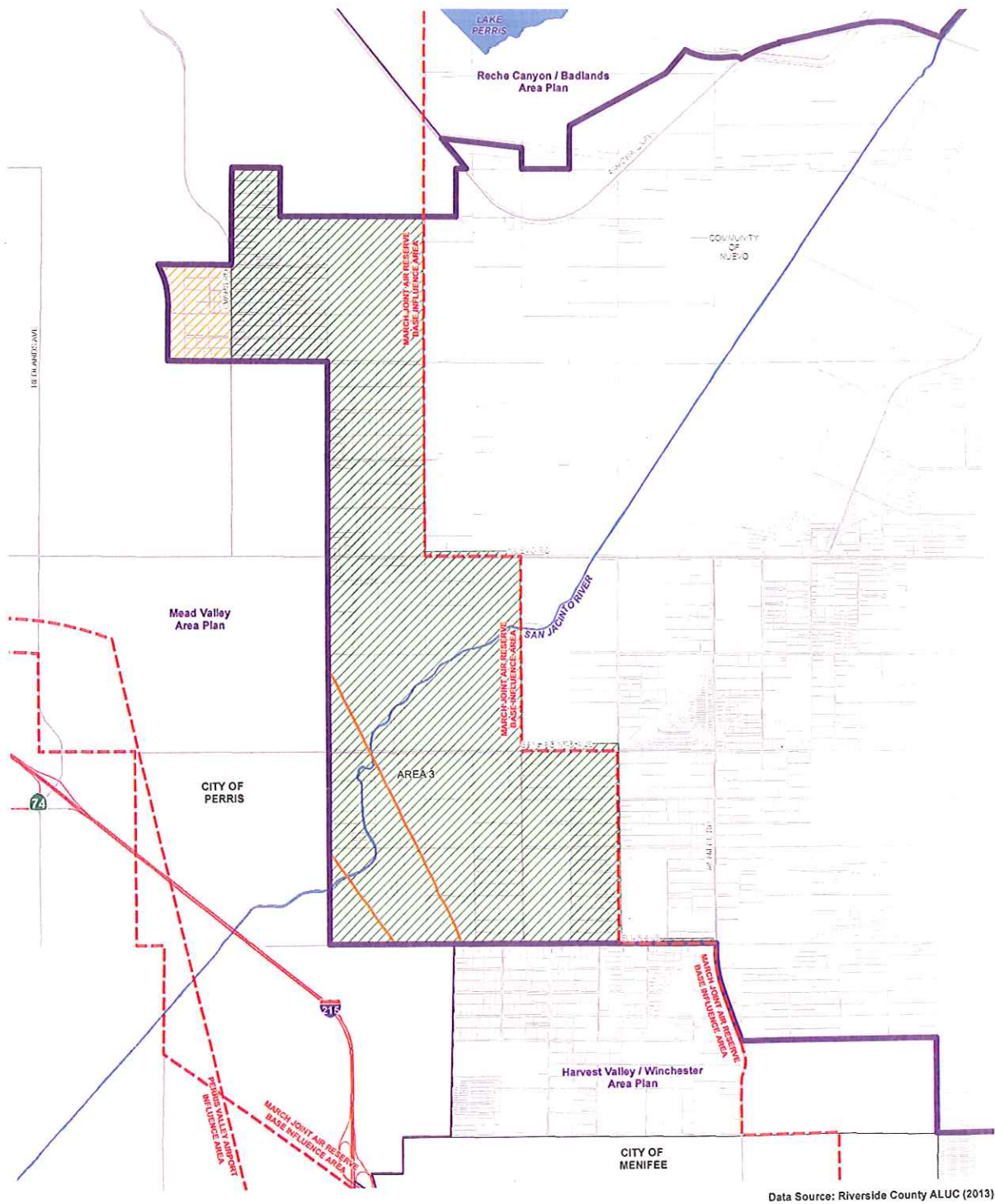
Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.



Data Source: Riverside County Planning

- Lakeview Mountains Policy Area
- 2-4 Du/Acre Policy Area
- Juniper Flats Policy Area
- San Jacinto River Policy Area
- Northeast Business Park Overlay
- Community Development Overlay
- Airport Influence Areas
- Specific Plan
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 4



Data Source: Riverside County ALUC (2013)

SAFETY ZONES

- Area 2
- Area 3
- Airport Influence Area
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5



Mead Valley Area Plan

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LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Center Overlay ¹	317	745	2,682	7,485
Rural Village Study Area Overlay	265	503	1,813	2,177
<i>Total Area Subject to Overlays:^{4, 5}</i>	<i>582</i>	<i>1,248</i>	<i>4,494</i>	<i>9,662</i>
POLICY AREAS⁶				
Cajalco Wood	155	---	---	---
Highway 74 Good Hope	120	---	---	---
Highway 74 Perris	65	---	---	---
March Joint Air Reserve Base Influence Area	10,884	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>11,224</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷				
	11,806			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of Mead Valley Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND-USE PLANNING AREAS				
BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
Rural Foundation Component				
Rural Residential (RR)	5,523	828	2,494	NA
Rural Mountainous (RM)	745	36	108	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	<i>6,238</i>	<i>864</i>	<i>2,602</i>	<i>0</i>
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	79	28	83	NA
Very Low Density Residential (RC-VLDR)	8,070	6,053	18,218	NA
Low Density Residential (RC-LDR)	1,031	1,547	4,655	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>9,180</i>	<i>7,628</i>	<i>22,956</i>	<i>0</i>
Open Space Foundation Component				
Open Space Conservation (OS-C)	46	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	1,428	NA	NA	NA
Open Space Water (OS-W)	0	NA	NA	NA
Open Space Recreation (OS-R)	0	NA	NA	0
Open Space Rural (OS-RUR)	0	0	0	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	<i>1,474</i>	<i>0</i>	<i>0</i>	<i>0</i>

Mead Valley Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	0	0	0	NA
Low Density Residential (LDR)	0	0	0	NA
Medium Density Residential (MDR)	415	1,453	4,372	NA
Medium High Density Residential (MHDR)	0	0	0	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	116	NA	NA	1,743
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	1,103	NA	NA	16,067
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	474	NA	NA	7,743
Public Facilities (PF)	345	NA	NA	84
Community Center (CC) ³	10	0	0	0
Mixed-Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	<i>2,463</i>	<i>1,453</i>	<i>4,372</i>	<i>24,634</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	19,355	9,945	29,930	24,634
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	20,339			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	<i>20,339</i>			
TOTAL FOR ALL BASE LANDS	39,694			
SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.				
The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	NA
Community Center Overlay	317	0	0	4,359
Rural Village Overlay	0	0	0	NA
Rural Village Overlay Study Area	265	71	214	60
Specific Community Development Designation Overlays	0	0	0	NA
<i>Total Area Subject to Overlay^{4,5}</i>	<i>582</i>	<i>71</i>	<i>214</i>	<i>4,419</i>
POLICY AREAS⁶				
Cajalco Wood	155	—	—	—
Highway 74 Good Hope	120	—	—	—
Highway 74 Perris	65	—	—	—
March Air Reserve Base Influence Area	9,912	—	—	—
<i>Total Area Within Policy Areas⁶</i>	<i>10,252</i>			
TOTAL AREA WITHIN SUPPLEMENTALS⁷	10,834			

FOOTNOTES:

- 1.— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2.— For calculation purposes, it is assumed that CR designated lands will build-out at 40% CR and 60% MDR.
- 3.— Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4.— Overlays provide alternate land uses that may be developed instead of the underlying base use designations.

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
5. Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.				
6. Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.				
7. A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.				

Overlays and Policy Areas

Not all areas within an area plan are the same. Distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A policy area is a portion of a planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Overlays and Policy Areas

Five Two overlays and four policy areas have been designated within Mead Valley. In some ways, these policies are even more critical to the sustained character of the Mead Valley planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4, *Overlays and Policy Areas*, *other than the boundaries of the March Joint Air Reserve Base Airport Influence Area*, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Cajalco Wood Policy Area

The Cajalco Wood Policy Area consists of approximately 1,020 acres located within the Lake Mathews/Woodcrest and Mead Valley Area Plans, both northerly and southerly of Cajalco Road, easterly of Wood Road and westerly of Alexander Street. The Policy Area includes the entire site of Specific Plan No. 229 (H.B. Ranches), along with an additional 80 acres to the southwest of the adopted Specific Plan. The Policy Area is located within an area characterized by rural community equestrian lifestyles. Over 180 acres in the southerly portion of the Policy Area are within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) criteria areas and warrant conservation. Additionally, the future development of this Policy Area ~~may will likely~~ be affected by the development of the ~~east-west East-West~~ CETAP ~~transportation~~ ~~Corridor, as the segment of Cajalco Road bisecting the project is envisioned as the preferred corridor as of the date of adoption of this General Plan.~~ The character of the surrounding area will be further affected by construction of a high school to the north of this Policy Area. Given these factors, the County of Riverside has determined that consideration should be given to allowing clustered development within this Policy Area, including lot sizes smaller than 20,000 square feet, provided that the development furthers the rural community character of the area and provides infrastructure to enhance the equestrian lifestyle.

Specific Plans, the Commercial Retail designation may be relocated to any other location along the ultimate right-of-way of Cajalco Road or the future east-west transportation corridor provided that the total acreage of the Commercial Retail designation is not increased beyond the existing designated area of 15 acres.

March Joint Air Reserve Base Airport Influence Area

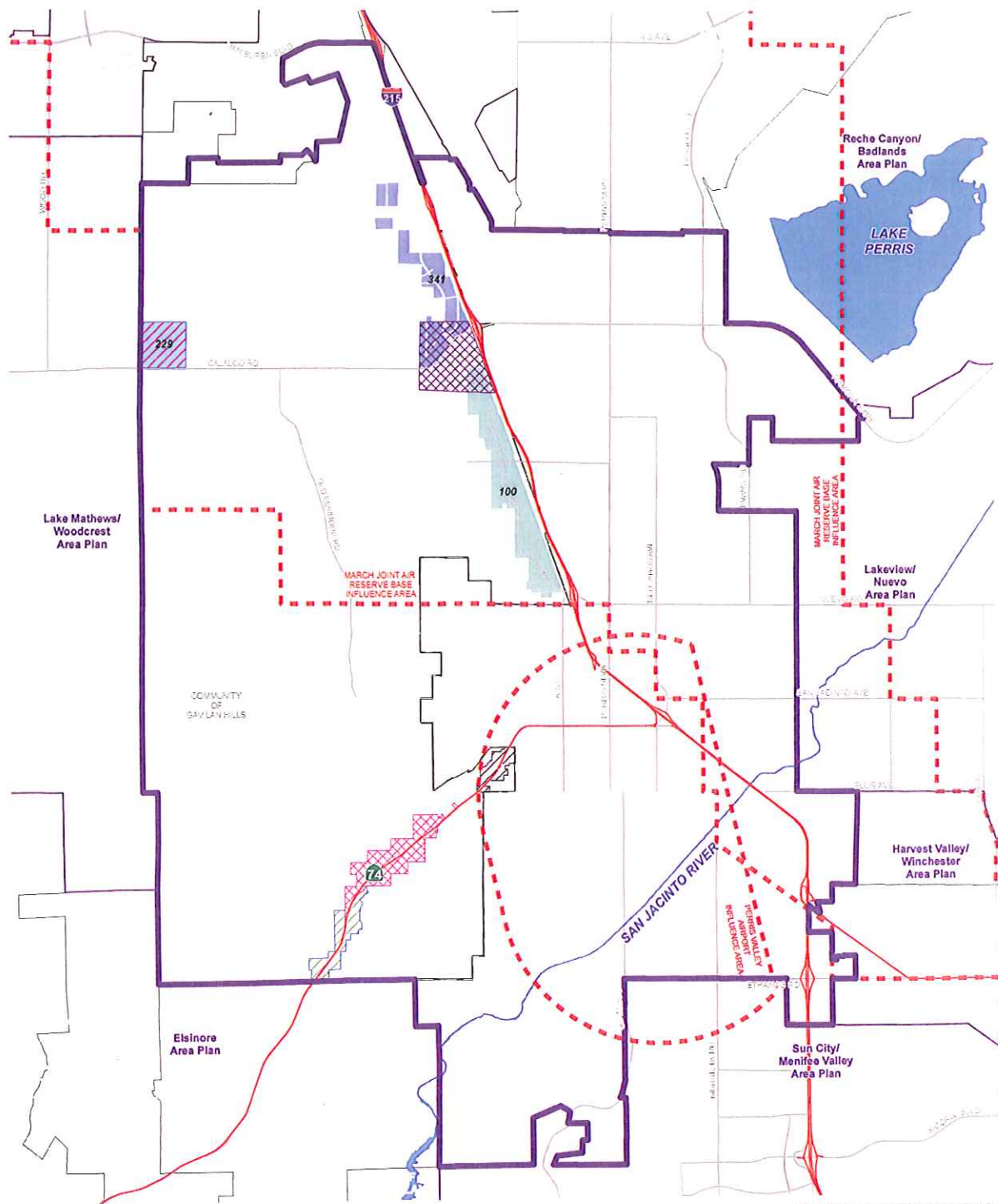
The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party, Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. The boundary of the March Joint Air Reserve Base Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are ~~three Compatibility Zones a number of safety zones~~ associated with the Airport Influence Area. These ~~Compatibility Zones safety zones~~ are shown in Figure 5, March Joint Air Reserve Base Airport Influence ~~Policy Area~~. Properties within these zones are subject to regulations governing such issues as *land use*, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base) Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports*. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

MVAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Rural Village Land Use Overlay Study Area

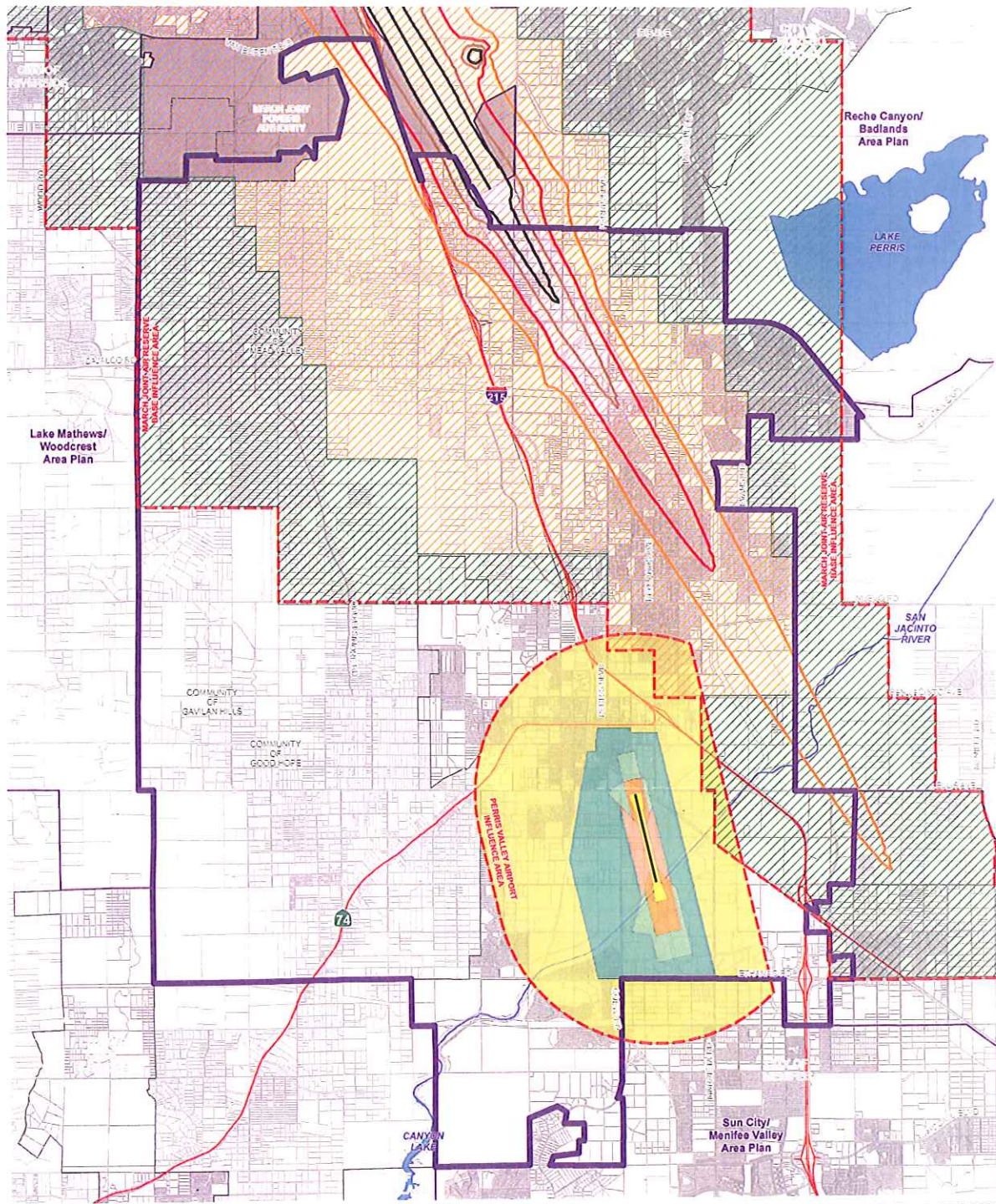
A Rural Village Overlay Study Area ~~was has been~~ identified ~~on the Mead Valley Area Plan map~~ for the portion of the community of Good Hope along State Highway Route 74 ~~in the 2003 General Plan~~. ~~Following the adoption of the General Plan, this area will be studied in greater detail in conjunction with the County's consistency zoning program. Additional analysis will include a review of the pattern of existing land uses, lot sizes, topography, and available infrastructure, in order to determine appropriate designations and areas that would be considered for commercial uses, small-scale industrial uses, or residential development intensities higher than those levels depicted on the Area Plan map. As necessary, the County may initiate a general plan amendment to establish the final Rural Village Overlay boundaries, which may be larger or smaller than the Study Area depicted on the Area Plan map. Prior to the adoption of the 2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the policies of this study area were modified and a Rural Village Land Use Overlay (RVLUO) was created to strategically intensify the stated uses in the targeted core area of Good Hope (Figure 6).~~



Data Source: Riverside County Planning

- | | |
|--|--|
|  Community Center Overlay |  Specific Plans |
|  Goodhope Rural Village Landuse Overlay |  Airport influence Areas |
|  Cajalco Wood Policy Area |  Highways |
|  Highway 74 Good Hope Policy Area |  Area Plan Boundary |
|  Highway 74 Perris Policy Area |  March Joint Powers Authority |
| |  City Boundary |
| |  Waterbodies |

Figure 4



Data Source: Riverside County ALUC (2010)

COMPATIBILITY ZONES March Air Reserve Safety Zones

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

- Area 1
- Area 2
- Area 3

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR
- 70 dB CNEL NOISE CONTOUR
- 75 dB CNEL NOISE CONTOUR
- Airport Influence Area
- Airport Runways

- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies

Figure 5

Table 3: Adopted Specific Plans in the Mead Valley Area Plan

Specific Plan	Specific Plan #
<i>H.B. Ranches</i> ** <i>Boulder Springs</i>	229
<i>"A" Street Corridor</i>	100
<i>Majestic Freeway Business Center</i>	341

* For alignment and design of Harvill Road only. This specific plan does not provide land use information.

**Only a portion of this specific plan is within Mead Valley.

Source: County of Riverside Planning Department.

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base) Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports^{1,2}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0. ³ No residential ³	0. ³	<p>No significant obstructions.⁴</p> <p>No petroleum or explosives</p> <p>No above-grade powerlines</p> <p>No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities.</p> <ul style="list-style-type: none"> - Places of Assembly, such as churches, schools, and auditoriums. - Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. - High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. - Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. - Communication Facilities for use by emergency response and public information activities. - Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	<p>Uses in Structures:⁵</p> <p>25 persons/ae.</p> <p>OR</p> <p>150 persons/bldg.</p> <p>(see text in the source document for the Comprehensive Land Use Plan for explanation)</p> <p>Uses not in structures:</p> <p>50 persons/ae.</p> <p>Residential</p> <p>2.5 acre minimum lots</p> <p>Uses in Structures:⁵</p> <p>75 persons/ae. or 300 persons/bldg.</p> <p>(see text in the source document for the Comprehensive Land Use Plan for explanation)</p>	<p>25% of net area</p> <p>50% of gross area or 65% of net area whichever is greater</p>	<p>No residential</p> <p>No hotels, motels</p> <p>No restaurants, bars</p> <p>No schools, hospitals, government services</p> <p>No concert halls, auditoriums</p> <p>No stadiums, arenas</p> <p>No public utility stations, plants</p> <p>No Public communications facilities</p> <p>No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>

Mead Valley Area Plan

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.—6

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
- 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
- 3 *Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission. No structures permitted in ETZ or ISZ.*
- 4 ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
- 5 ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
- 6 ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Mead Valley, additional policy guidance is necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides policies to address these issues. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

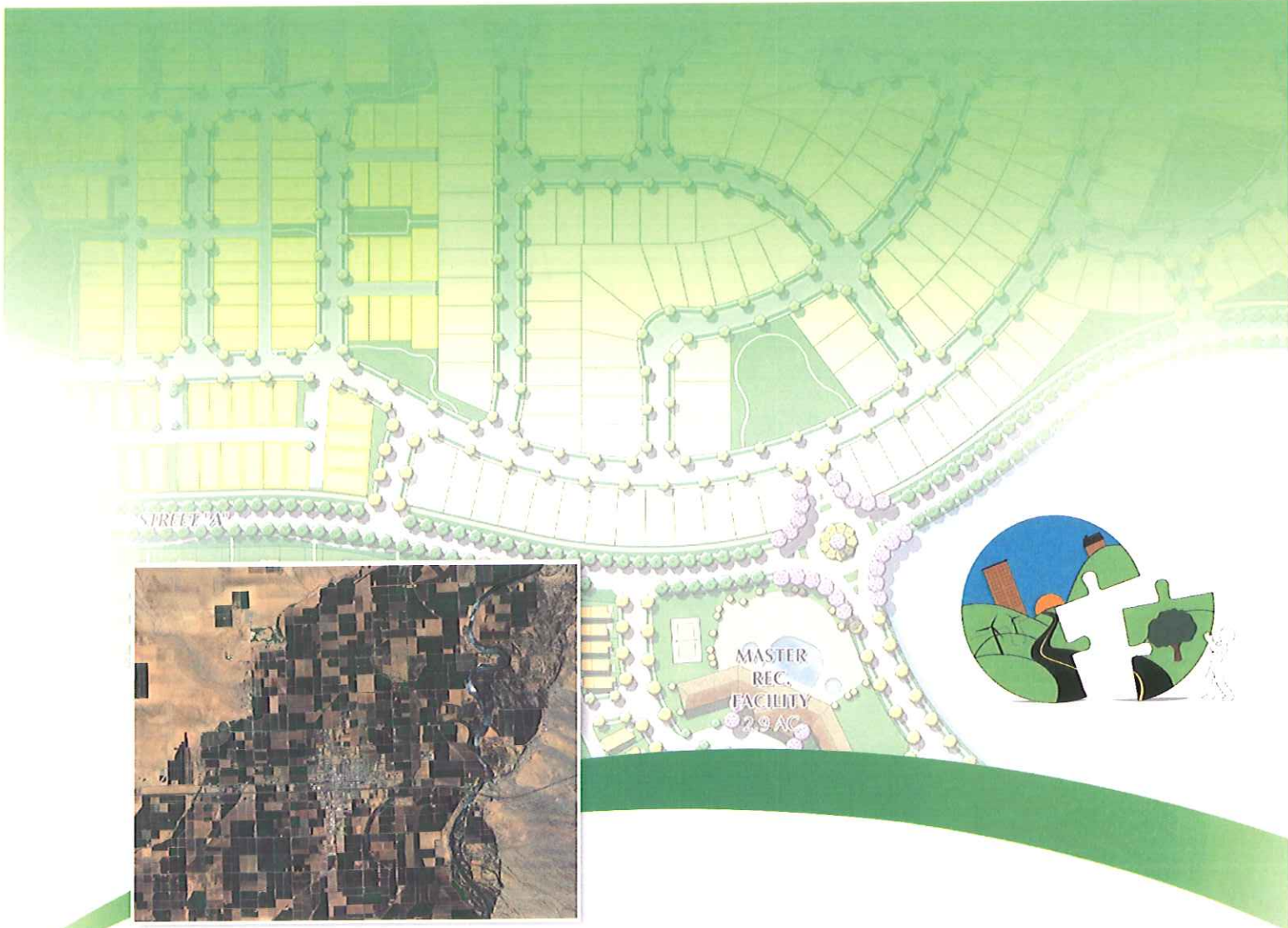
Local Land Use Policies

Community Centers Overlay

The Mead Valley Area Plan Land Use Plan identifies one Community Center Overlay within the planning area, offering the potential for development of a unique mix of employment, commercial, and public uses. The use of the Community Center Overlay allows development of a mixed-use Community Center through use of a Specific Plan or a Master Plan of Development (or Redevelopment) that would be adopted by the County of Riverside as an incentive to promote this more efficient form of land development, without need for a General Plan Amendment. At the same time, use of the



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and Specific Plan design guidelines.



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Intaglios

A unique element of the remarkable environmental setting in this area was created by the activities of early civilizations. The Blythe Intaglios or “Giant Figures,” are geoglyphs located on a terrace above the Colorado River a few miles north of Blythe. These giant intaglios include human figures more than 60 feet long, a mountain lion, and a geometric pattern. Made by Yuman speaking tribes, geoglyphs such as these were used during ritual pilgrimages made along the Colorado River between the Land of the Dead, to the south, and the more northerly Place of Creation. Intaglios were created at the locations of mythic events, and were intended to portray the legendary beings whose actions occurred at these spots. Now these striking creations are a protected tourist attraction and a powerful cultural artifact.

Blythe Airport

Located in the center of the Palo Verde Valley planning area adjacent to Interstate 10, Blythe Airport is the only public airport serving the portion of Riverside County easterly of the Coachella Valley. The 3,094-acre ~~facility is a~~ general aviation airport ~~that is owned by Riverside County, and~~ has two runways situated in a north-south and east-west direction. *The airport property is owned by Riverside County, but the airport is operated by the City of Blythe.* This public facility is often used as a base for crop spraying operations, flight rental, and flight instruction.

As shown in Figure 4, *Overlays and Policy Areas*, ~~a policy area an Airport Influence Area~~ surrounds the airport. Land uses, concentrations of population, and height of proposed development within this airport influence area are restricted in certain areas. For more information on the Blythe Airport *Influence Area* and its policies, see the Policy Areas section of this area plan and the Airport Land Use Compatibility Plan for Blythe Airport in Appendix L-1.

Unique Communities



A “sphere of influence” is the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city’s jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

Nicholls Warm Springs/Mesa Verde

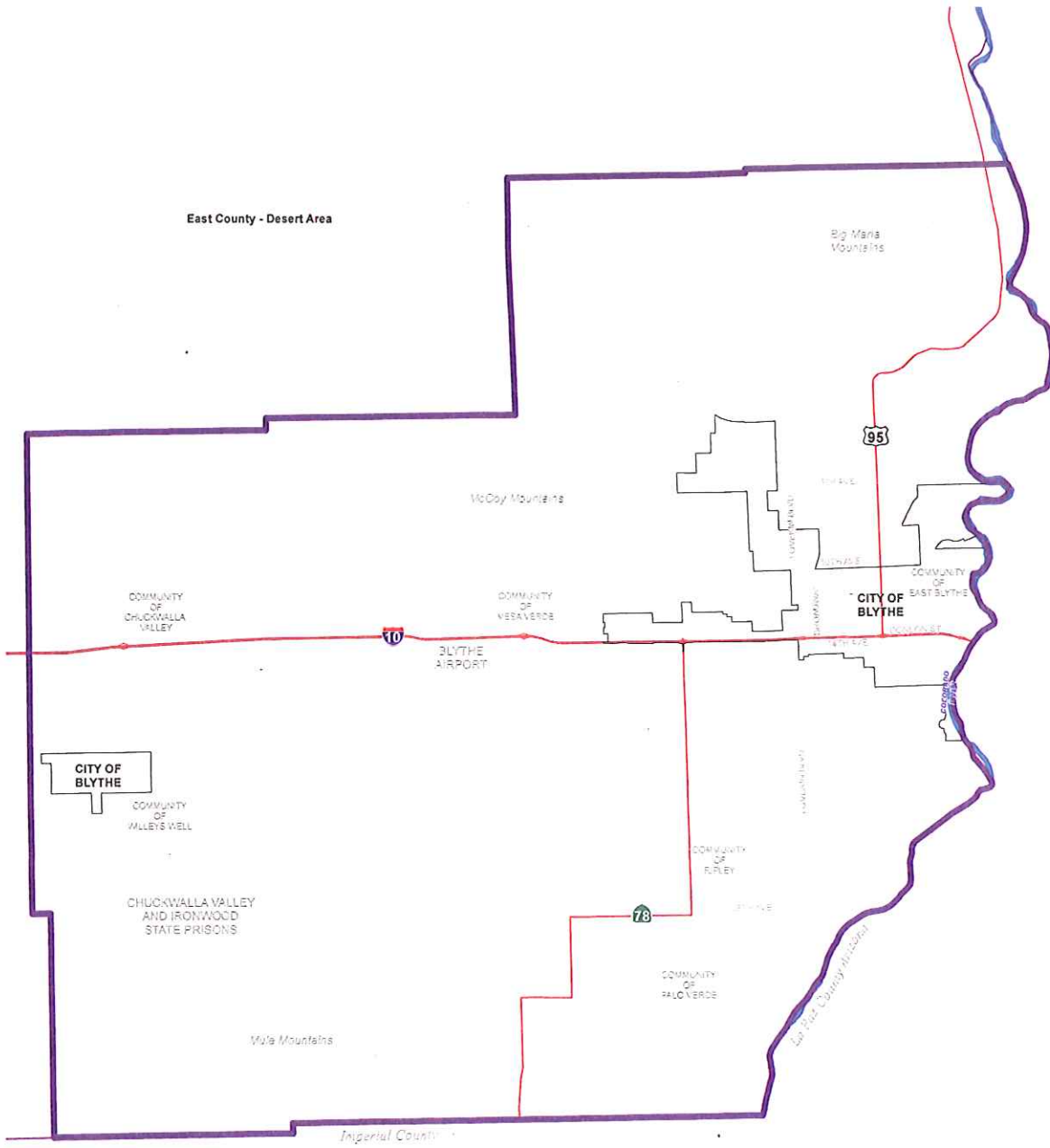
The residential community of Nicholls Warm Springs/Mesa Verde is located immediately south of the Blythe Airport. This community is mainly composed of single- family dwellings and mobile homes.

Ripley

Ripley is located in the Palo Verde Valley south of Blythe. Ripley is an agricultural community based on agricultural uses and shipping. Ripley is built around the Atchison Topeka & Santa Fe (AT&SF) railroad line.

Incorporated Cities

The City of Blythe, incorporated in 1916, is the focus of development in the Palo Verde Valley. *As of 2009, ~~the~~ City of Blythe ~~comprises 15,865~~ encompasses an area of over 27.2 square miles ~~acres~~ and has a population of 21,329.*



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

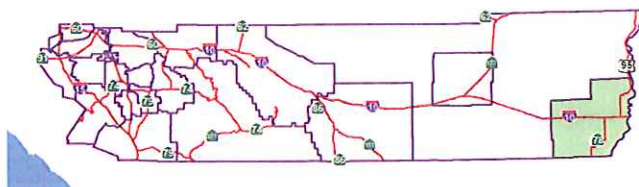


Figure 1

Blythe Airport Influence Area

The Blythe Airport is located west of the City of Blythe adjacent to Interstate 10. The boundary of the Blythe Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are a number of *Compatibility Zones safety-zones* associated with the Airport Influence Area. These *Compatibility Zones safety-zones* are shown in Figure 5, Blythe Airport Influence *Policy* Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to Blythe Airport) Guidelines for Airport safety-Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports*. For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

PVVAP 3.1 To provide for the orderly development of Blythe Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Blythe Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The two specific plans located in the Palo Verde Valley planning area are listed in Table 3, Adopted Specific Plans in Palo Verde Valley Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in Palo Verde Valley Area Plan

Specific Plan	Specific Plan #
River City	136
Riverview Ranch	175

Source: County of Riverside Planning Department.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ—Emergency Touchdown Zone	0 ¹	0 ¹	No significant obstructions ²
ISZ—Inner Safety Zone	0 ¹	0 ¹	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures ³ 25 persons/ac. (see text in the source document for the	25% of net area	No residential No hotels, motels No restaurants, bars

Palo Verde Valley Area Plan

	Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.		No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC – Extended Runway Centerline Zone	3 du/net acre Uses in structures: ³ 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— ⁴
TPC – Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— ^{4,5}

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) 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.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

¹ No structures permitted in ETZ or ISZ.

² Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

³ A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

⁴ This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

⁵ Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.


Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Blythe Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

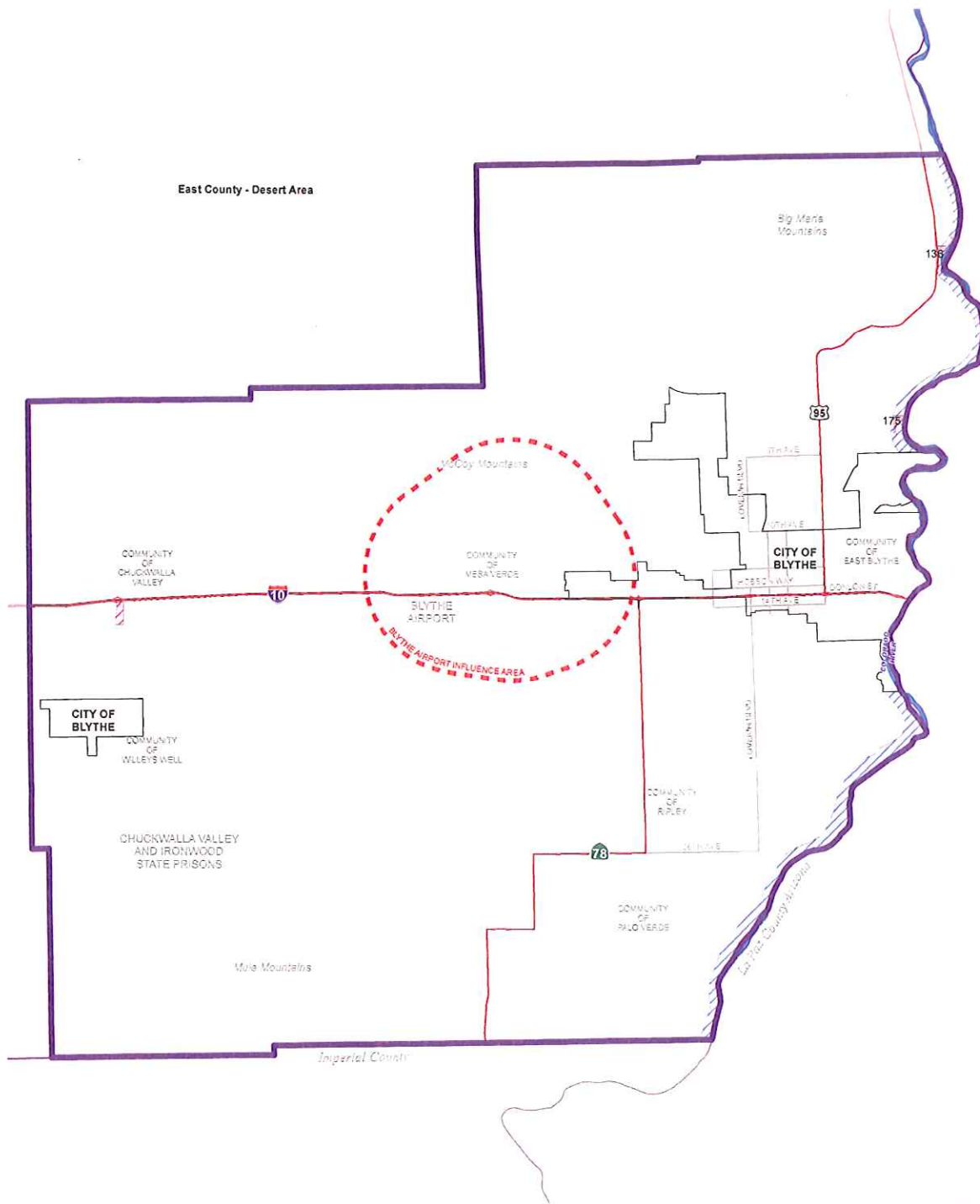
Palo Verde Valley Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.

- 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities in *Compatibility Zone D* shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.



Data Source: Riverside County Planning









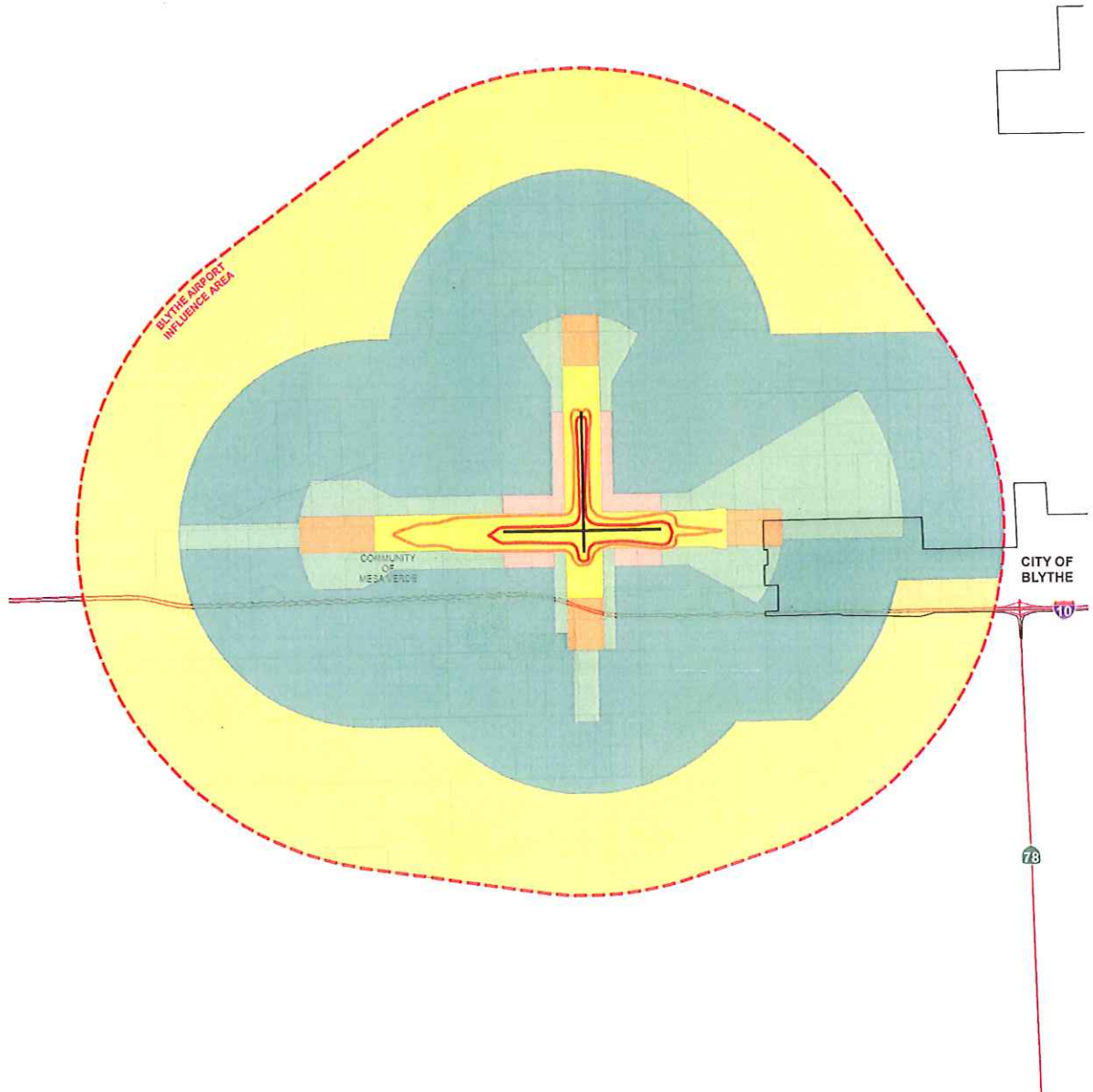
-  Colorado River Policy Area
-  Willey's Well Road Policy Area
-  Airport Influence Areas
-  Specific Plans
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4



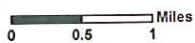
Data Source: Riverside County ALUC (2010)

- | | | |
|----------------------------|--------------------------|--------------------|
| COMPATIBILITY ZONES | 60 dB CNEL NOISE CONTOUR | Highways |
| Zone A | 65 dB CNEL NOISE CONTOUR | Area Plan Boundary |
| Zone B1 | Airport Influence Area | City Boundary |
| Zone B2 | Airport Runways | Waterbodies |
| Zone C | | |
| Zone D | | |
| Zone E | | |

Figure 5



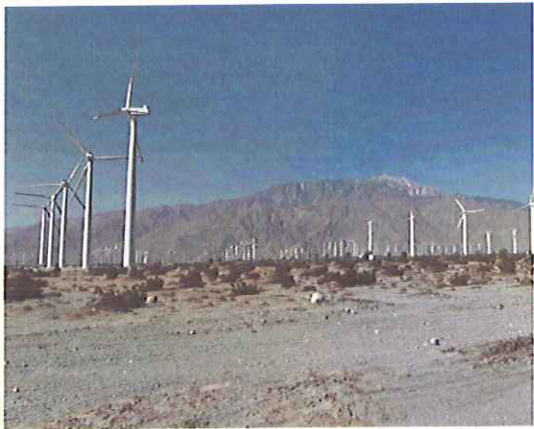
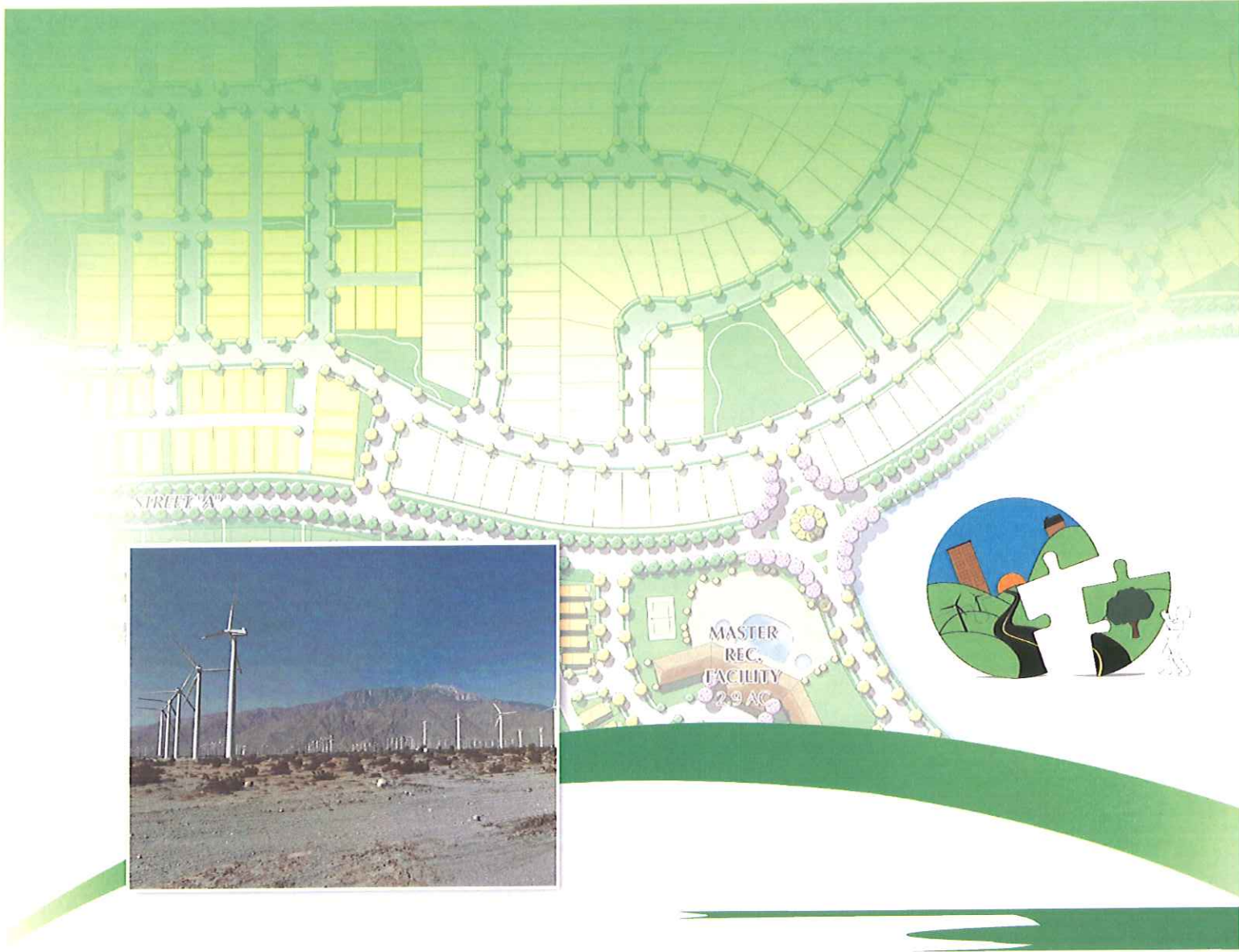
December 16, 2013



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PALO VERDE VALLEY
AREA PLAN
BLYTHE AIRPORT INFLUENCE AREA



MASTER
REC.
FACILITY
2.9 AC

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The Pass Area Plan

~~Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports 35~~

number of rivers and creeks that flow from the mountains still distinguish these mesas, namely: the San Gorgonio River, which flows to the east of Banning Bench; San Timoteo Creek, which flows west through the Badlands; and Smith Creek, which feeds the San Gorgonio River. A series of smaller local streams have also carved up the land, such as Little San Gorgonio and Noble Creeks.

The Pass represents a significant drainage divide between the Santa Ana River, the San Jacinto River, and the Salton Sea watersheds (the latter being part of the Colorado River Basin). Water flowing southwest flows into the San Jacinto River. Water moving northwest through San Timoteo Creek is part of the Santa Ana River watershed. To the east of the San Gorgonio Pass summit in Beaumont, water drains into the Whitewater River, through the Coachella Valley, and eventually to the Salton Sea.

Banning Municipal Airport

Located in the City of Banning, adjacent to Interstate 10, *Banning Municipal Airport* is the only public airport in the Pass. This 295-acre general aviation facility is used by business and recreation pilots. The airport is owned by the *County City of Banning* and its single runway is situated in an east-west direction.

As shown in Figure 4, *Overlays and Policy Areas*, ~~a policy area—an Airport Influence Area (ALA)~~ surrounds the airport. ~~The Federal Aviation Administration (FAA) and the County impose restrictions on The Riverside County Airport Land Use Commission (ALUC) has adopted an Airport Land Use Compatibility Plan (ALUCP) that limits~~ the uses, concentrations of population, and height of proposed development within this ~~policy area—ALA~~. For more information on ~~the Banning Municipal Airport and its applicable~~ policies, see the Policy Area section of this area plan and the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix L-1.

Unique Communities



A Community of Interest (COI) is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an **Unincorporated Community (UC)** within two years of status obtainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

Banning Bench Unincorporated Community

Located immediately north of the City of Banning on one of the natural mesas is the community known as Banning Bench. This community lobbied for and received an Unincorporated Community (UC) designation from the Local Agency Formation Commission (LAFCO) because of the desire to retain its rural community character and to remain in unincorporated territory. This area has a long-standing one-acre lot size requirement, with a domestic water system sized on that basis.

Cherry Valley Unincorporated Community

This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community in order to preserve this existing

The Pass Area Plan

Table 2: Statistical Summary of Pass Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS¹⁰				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	2,180	109	298	109
<i>Agriculture Foundation Sub-Total:</i>	2,180	109	298	109
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	4,057	609	1,665	NA
Rural Mountainous (RM)	20,806	1,040	2,846	NA
Rural Desert (RD)	2,970	148	406	NA
<i>Rural Foundation Sub-Total:</i>	27,833	1,797	4,918	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	638	223	611	NA
Very Low Density Residential (RC-VLDR)	70	53	144	NA
Low Density Residential (RC-LDR)	197	296	809	NA
<i>Rural Community Foundation Sub-Total:</i>	906	572	1,564	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	22,883	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	0	NA	NA	NA
Open Space-Water (OS-W)	16	NA	NA	NA
Open Space-Recreation (OS-R)	1,128	NA	NA	229
Open Space-Rural (OS-RUR)	3	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	24,030	0	0	169
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR) ^{8,9}	7,990	7,774	21,270	NA
Low Density Residential (LDR)	1,063	1,595	4,364	NA
Medium Density Residential (MDR)	766	2,681	7,335	NA
Medium-High Density Residential (MHDR)	73	477	1,306	NA
High Density Residential (HDR)	8	84	229	NA
Very High Density Residential (VHDR)	2	26	71	NA
Highest Density Residential (HHDR)	2	46	125	NA
Commercial Retail ² (CR)	103	NA	NA	1,541
Commercial Tourist (CT)	5	NA	NA	75
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	174	NA	NA	2,234
Heavy Industrial (HI)	11	NA	NA	100
Business Park (BP)	5	NA	NA	75
Public Facilities (PF)	177	NA	NA	177
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	10,378	12,683	34,700	4,202
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	65,327	15,161	41,481	4,480
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	43,512	---	---	---
Indian Lands	30,719	---	---	---
Freeways	655	---	---	---
<i>Other Lands Sub-Total:</i>	74,886			
TOTAL FOR ALL LANDS:	140,213	15,161	41,481	4,480

The Pass Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	152	589	1,613	372
Community Center Overlay	1,893	1,289	3,526	3,030
<i>Total Area Subject to Overlays:^{4, 5}</i>	<i>2,045</i>	<i>1,878</i>	<i>5,139</i>	<i>3,402</i>
POLICY AREAS⁸				
Banning Bench	863	---	---	---
Cherry Valley	8,109	---	---	---
Cherry Valley Gateway	714	---	---	---
Cabazon	7,493	---	---	---
San Gorgonio Pass Wind Energy	3,345	---	---	---
Banning Municipal Airport Influence Area	1,001	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>21,525</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷				
	23,570			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 732.12 acres is under Banning Bench Policy Area which has an assumption of 1 du/ac.
- 9 9,183.26 acres is under Cherry Valley Policy Area which has an assumption of 1 du/ac.
- 10 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of The Pass Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
-Agriculture (AG)	2,260	113	340	113
<i>-Agriculture Foundation Component Sub-Total</i>	<i>2,260</i>	<i>113</i>	<i>340</i>	<i>113</i>
Rural Foundation Component				
-Rural Residential (RR)	4,444	667	2,006	NA
-Rural Mountainous (RM)	22,948	1,147	3,464	NA
-Rural Desert (RD)	2,970	149	447	NA
<i>Rural Foundation Component Sub-Total</i>	<i>30,362</i>	<i>1,963</i>	<i>5,907</i>	<i>0</i>
Rural Community Foundation Component				
-Estate Density Residential (RC-EDR)	638	223	672	NA
-Very Low Density Residential (RC-VLDR)	3,747	2,810	8,459	NA
-Low Density Residential (RC-LDR)	197	296	889	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>4,582</i>	<i>3,329</i>	<i>10,020</i>	<i>0</i>
Open Space Foundation Component				
-Open Space Conservation (OS-C)	23,046	NA	NA	NA
-Open Space Conservation Habitat (OS-CH)	0	NA	NA	NA
-Open Space Water (OS-W)	16	NA	NA	NA
-Open Space Recreation (OS-R)	1,516	NA	NA	227

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LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Open Space Rural (OS-RUR)	3	0	0	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	24,581	0	0	227
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	979	734	2,210	NA
Low Density Residential (LDR)	1,040	1,560	4,696	NA
Medium Density Residential (MDR)	706	2,471	7,438	NA
Medium High Density Residential (MHDR)	36	234	704	NA
High Density Residential (HDR)	9	99	298	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	348	NA	NA	5,230
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	4	NA	NA	152
Light Industrial (LI)	167	NA	NA	2,281
Heavy Industrial (HI)	10	NA	NA	87
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	167	NA	NA	45
Community Center (CC) ³	0	0	0	0
Mixed-Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	3,466	5,098	15,346	7,795
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	65,251	10,503	31,613	8,135
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	43,510			
Indian Lands	30,718			
Freeways	655			
<i>Other Lands Sub-Total</i>	74,883			
TOTAL FOR ALL BASE LANDS	140,134			
SUPPLEMENTAL LAND-USE PLANNING AREA				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN-ADDITION to the base land use designations listed above.				
The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	152	—	—	—
Community Center Overlay	1,893	—	—	—
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	2,045	—	—	—
POLICY AREAS⁶				
Banning Bench	876	—	—	—
Banning Municipal Airport Influence Area	3,127	—	—	—
Cherry Valley	8,646	—	—	—
Cherry Valley Gateway	714	—	—	—
Cabazon	7,496	—	—	—
San Geronio Pass Wind Energy	3,345	—	—	—
<i>Total Area Within Policy Area⁶</i>	24,204			
TOTAL AREA WITHIN SUPPLEMENTALS⁷	26,249			

FOOTNOTES:

- 1.— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2.— For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreeage	Dwelling Units	Population	Employment
3.—Note that “Community Center” is used both to describe a land-use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.				
4.—Overlays provide alternate land uses that may be developed instead of the underlying base use designations.				
5.—Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.				
6.—Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.				
7.—A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.				

Overlays and Policy Areas

A policy area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Overlays and Policy Areas

Six policy areas *and two overlays* have been designated within The Pass Area Plan. In some ways, these policies are even more critical to the sustained character of the area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries are shown on Figure 4, *Overlays and Policy Areas*. These boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Banning Municipal Airport Influence Area

The Banning Municipal Airport, located in the City of Banning, adjacent to Interstate 10, impacts unincorporated territory. The boundary of the Banning Municipal Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are ~~four safety zones~~ *six Compatibility Zones and a Height Review Overlay Zone* associated with the Airport Influence Area. These ~~Compatibility Zones safety zones~~ are shown in Figure 5, Banning Municipal Airport Influence ~~Policy~~ Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and summarized in Table 4, *Airport Land Use Compatibility Criteria Guidelines for Riverside County (Applicable to Banning Municipal Airport)*. ~~Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports.~~ For more information on ~~these zones and additional airport applicable~~ policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:



PAP 1.1

To provide for the orderly development of Banning Municipal Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

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- PAP 1.2** *Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Banning Municipal Airport, the Riverside County Planning Department shall consult with the Riverside County Airport Land Use Commission if the projected elevation at the top point of said structure would exceed 2,110 feet above mean sea level, in order to allow for a determination as to whether review by Federal Aviation Administration (FAA) through the Form-7460-1 review process is required. In such situation, no building permit shall be granted until the FAA has issued a determination of "No Hazard to Air Navigation."*

Banning Bench

North of the City of Banning and east of Cherry Valley lies the Banning Bench Unincorporated Community, a rural community. The existing lots in this area are typically one acre or larger. The Rural Community Foundation Component allows lots that are a minimum of one-half acre. Not only would this lot size not be in character with the rural atmosphere of the area, the resulting densities could overburden the existing systems. For example, the limited access to this area, while adding to the area's privacy and serenity, impacts the ability to provide emergency services. To ensure that the community of Banning Bench retains its desired rural character, the Banning Bench Policy Area requires a minimum lot size of one acre.

Policies:

- PAP 2.1** Require a minimum lot size of one acre within the Banning Bench Policy Area.

Cherry Valley

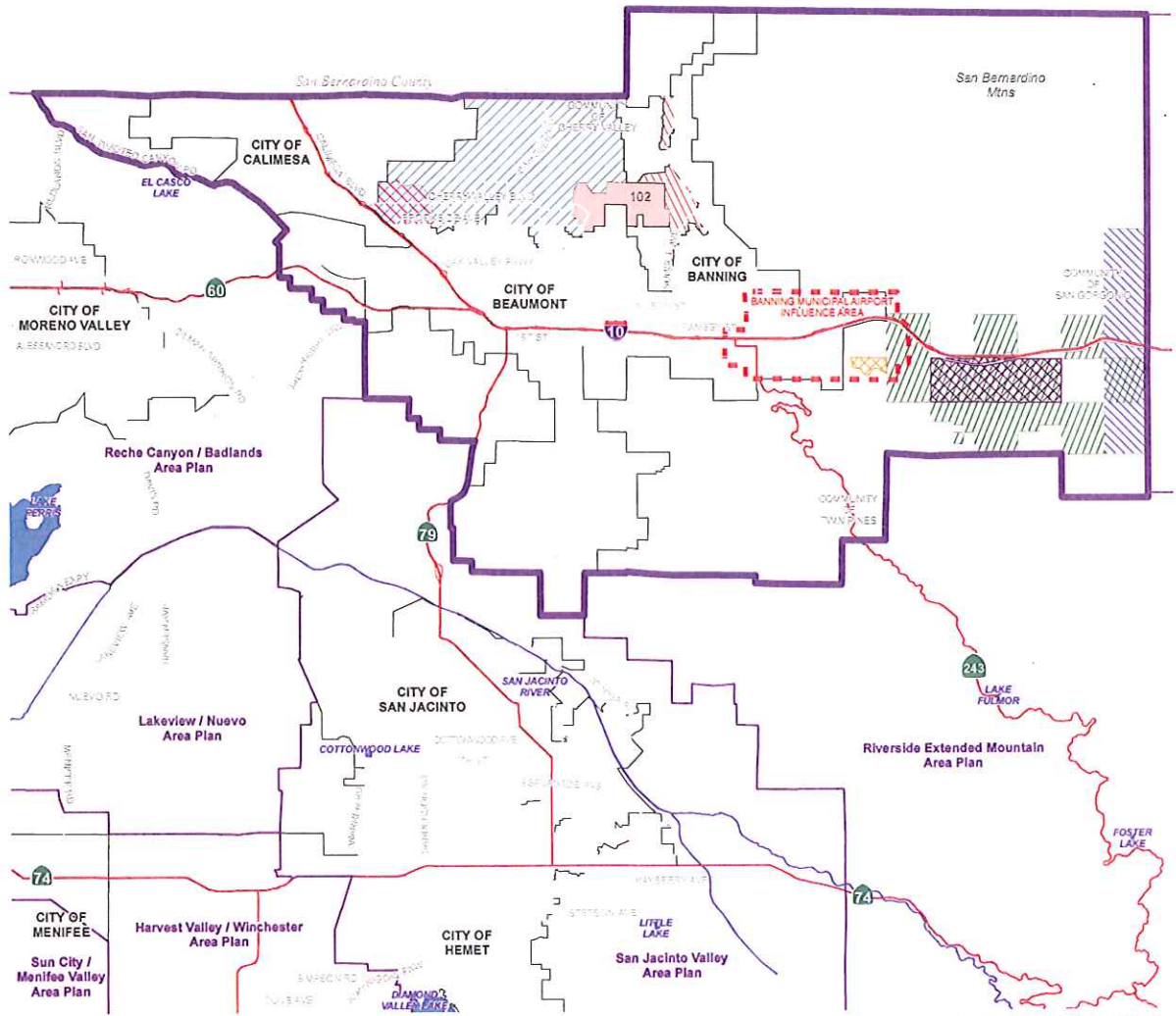
Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and single family residences.

The existing residential lots in this area are typically one acre or larger. The Rural Community Foundation Component, which is the predominant Foundation Component in the area, allows lots to be a minimum of one-half acre. Not only would development at this lot size not be in character with the rural atmosphere of the area, it would necessitate a level of public services and infrastructure that could overburden the existing systems. In addition, given the flood hazards in the area, the smaller lots would likely increase the potential impact of a storm event. Reinforcing this rural community character and limiting growth are the lack of a community sewer system, limited local circulation network, and limited fire protection services.

Scattered throughout the community, and especially focused along Beaumont Avenue, are commercial and higher density residential uses. The intent of the Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses. The policy area applies only to properties within the Rural Community Foundation Component, though the boundaries encompass the entire Cherry Valley area. The following policies have been created to ensure that the community size and character are preserved.

Policies:

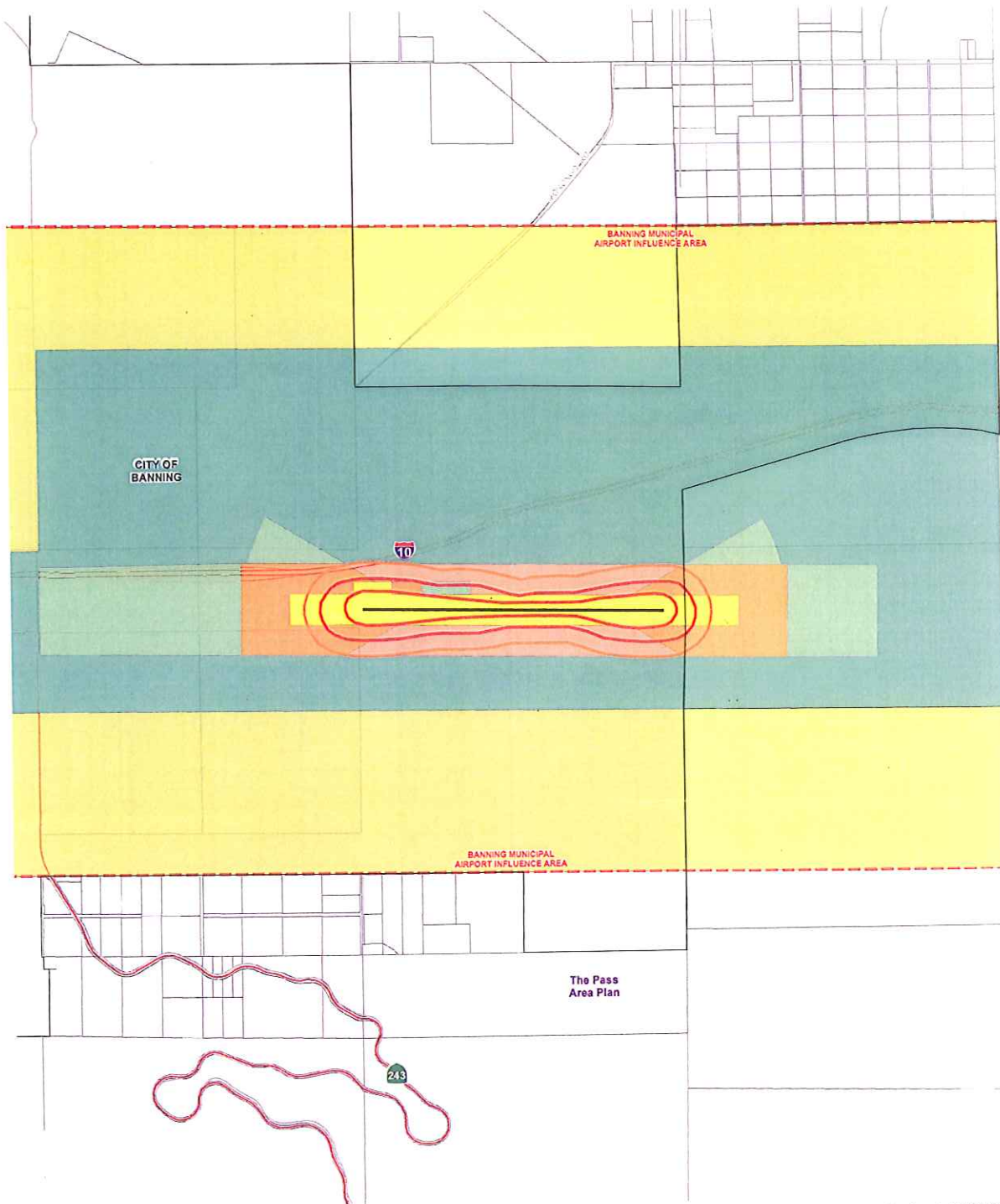
- PAP 3.1** Require a minimum lot size of one acre for properties within the Rural Community Foundation Component within the Cherry Valley Policy Area, except for properties within one-half mile of the San Bernardino County Line.



Data Source: Riverside County Planning

- | | | | | | | | |
|--|-------------------------------|--|--|--|-------------------------|--|--------------------|
| | Community Development Overlay | | Banning Bench Policy Area | | Airport Influence Areas | | Highways |
| | Community Center Overlay | | Cherry Valley Gateway Policy Area | | Specific Plans | | Area Plan Boundary |
| | Cherry Valley Policy Area | | San Geronio Pass Wind Energy Policy Area | | City Boundary | | Waterbodies |
| | Cabazon Policy Area | | | | | | |

Figure 4



Data Source: Riverside County ALUC (2010)

COMPATIBILITY ZONES

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR

- Airport Influence Area
- Airport Runways

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies


Figure 5

The Pass Area Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Banning Municipal Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >70 feet tall¹⁵ Deed notice required

The Pass Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Aver- age ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹⁵ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks¹⁸
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.

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- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities in *Compatibility Zone D* shall be calculated on a "net" rather than "gross" acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ—Emergency Touchdown Zone	0 ¹	0 ¹	No significant obstructions ²
ISZ—Inner Safety Zone	0 ¹	0 ¹	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC—Extended Runway Centerline Zone	3 du/net acre Uses in structures ³ : 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁴
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ^{4,5}

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light or flashing light or 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) 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.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Aviation easements shall be secured through dedication for all land uses permitted in any safety zone.

¹ No structures permitted in ETZ or ISZ.

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Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
2— Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non frangible street light and sign standards, billboards.			
3— A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.			
4— This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.			
5— Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility. Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that aviation easements are granted to Riverside County.			
Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan			



Reche Canyon/ Badlands Area Plan

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Location

The location of this area is clearly evident in Figure 1, Location. One looks outward toward six area plans that constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving clockwise, we find the adjacent Lakeview/Nuevo Area Plan, and the plans for Mead Valley, March *Joint* Air Reserve Base, Highgrove, The Pass, and San Jacinto Valley. Sandwiched between March and Highgrove, there is even a section of the City of Riverside that abuts this Plan. This figure also depicts places such as the rural community of Reche Canyon that have a strong local identity, as well as some of the more prominent physical features of the area.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That applies here as well. While not as close to the major mountain ranges as some other areas, the highly varied hills and valleys of Reche Canyon/Badlands afford an ample view of the mountain vistas that dominate the remarkable setting of western Riverside County. This section describes the setting, features and functions that are unique to the Reche Canyon/Badlands area. These defining characteristics are shown on Figure 2, Physical Features.

Setting

The Reche Canyon/Badlands area is a predominantly mountainous, rural residential and rugged natural open space region in northwestern Riverside County. The area consists of expansive rural and mountainous terrain, with low-lying habitat and agricultural valley areas in the southern portion of the planning area. It is distinguished by the immense variety of physical features found in this singular portion of Riverside County.

The land is devoted to agriculture, rural residential, commercial, mining, public facility and recreational uses. Of these, rural and hillside residential uses consume the largest territory. The rural communities of Reche Canyon and Pigeon Pass are located in the northwesterly portion of the planning area. Scattered and clustered hillside and rural residential uses are situated in the Box Springs Mountain area and along the San Timoteo Canyon corridor. Other recreational uses include a small recreational enclave, including fishing and RV facilities, located off San Timoteo Canyon Road, and the Quail Ranch Golf Course on Gilman Springs Road. The Box Springs Mountains Reserve also allows some passive recreational uses.

Other uses in the Reche Canyon/Badlands area include: the Riverside County Waste Management Badlands Landfill located adjacent to the Norton Younglove Reserve; a mining facility located on Jack Rabbit Trail, just north of Gilman Springs Road; the historical San Timoteo Canyon Schoolhouse on San Timoteo Canyon Road; and agricultural uses located primarily in the southern portions of the planning area near Mystic Lake and the Lake Perris State Recreation Area. These are described more fully below.

Unique Features

~~Badlands/Norton Younglove Preserve Conservation Area~~

The Badlands, including the Norton Younglove Preserve, consist of an extensive pattern of dramatic and rugged mountainous terrain forming the eastern edge of the planning area. Home to several wildlife species, the

Reche Canyon/Badlands Area Plan

Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the <i>Cherry Valley Limonite</i> Policy Area (<i>Jurupa The Pass</i> Area Plan), or the <i>Highway 79 Scott Road</i> Policy Area (<i>Sun City/Menifee Valley</i> Area Plan). Consult the applicable Area Plan text for details.
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NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than ½ acre. This ½-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and ½-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

Table 2: Statistical Summary of Reche Canyon/Badlands Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	624	31	90	31
<i>Agriculture Foundation Sub-Total:</i>	624	31	90	31
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	1,843	276	796	NA
Rural Mountainous (RM)	7,856	393	1,131	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	9,698	669	1,926	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	1,229	430	1,238	NA
Very Low Density Residential (RC-VLDR)	185	139	400	NA
Low Density Residential (RC-LDR)	59	88	253	NA
<i>Rural Community Foundation Sub-Total:</i>	1,473	657	1,890	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	4,536	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	17,346	NA	NA	NA
Open Space-Water (OS-W)	2,284	NA	NA	NA
Open Space-Recreation (OS-R)	1,327	NA	NA	194
Open Space-Rural (OS-RUR)	8,369	209	602	NA
Open Space-Mineral Resources (OS-MIN)	290	NA	NA	9
<i>Open Space Foundation Sub-Total:</i>	34,152	209	602	208
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	0	0	0	NA
Low Density Residential (LDR)	163	245	706	NA
Medium Density Residential (MDR)	39	135	390	NA
Medium-High Density Residential (MHDR)	0	0	0	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	16	NA	NA	237
Commercial Tourist (CT)	16	NA	NA	254

Reche Canyon/Badlands Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	74	NA	NA	955
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	19	NA	NA	304
Public Facilities (PF)	3,605	NA	NA	3,605
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	3,931	380	1,095	5,355
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	49,878	1,947	5,604	5,594
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	32,982	---	---	---
Indian Lands	0	---	---	---
Freeways	255	---	---	---
<i>Other Lands Sub-Total:</i>	33,237			
TOTAL FOR ALL LANDS:	83,115	1,947	5,604	5,594
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁵				
March <i>Joint</i> Air Reserve Base Influence Area	4,153	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	4,153			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	4,153			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of the Reche Canyon/Badlands Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling-Units	Population	Employment
BASE LAND-USE PLANNING AREAS				
BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	624	31	94	31
<i>Agriculture Foundation Component Sub-Total</i>	624	31	94	31
Rural Foundation Component				
Rural Residential (RR)	1,857	279	838	NA
Rural Mountainous (RM)	7,795	390	1,173	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	9,652	669	2,011	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	1,229	430	1,295	NA
Very Low Density Residential (RC-VLDR)	185	139	418	NA
Low Density Residential (RC-LDR)	59	89	266	NA
<i>Rural Community Foundation Component Sub-Total</i>	1,473	658	1,979	0

Reche Canyon/Badlands Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Open Space Foundation Component				
Open Space Conservation (OS-C)	4,535	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	15,892	NA	NA	NA
Open Space Water (OS-W)	2,284	NA	NA	NA
Open Space Recreation (OS-R)	1,305	NA	NA	196
Open Space Rural (OS-RUR)	9,606	240	723	NA
Open Space Mineral Resources (OS-MIN)	290	NA	NA	9
<i>Open Space Foundation Component Sub-Total</i>	33,912	240	723	205
Community Development Foundation Component				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	0	0	0	NA
Low Density Residential (LDR)	163	245	736	NA
Medium Density Residential (MDR)	0	0	0	NA
Medium High Density Residential (MHDR)	0	0	0	NA
High Density Residential (HDR)	0	0	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	39	NA	NA	586
Commercial Tourist (CT)	16	NA	NA	261
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	74	NA	NA	1,011
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	1,614	NA	NA	436
Community Center (CC) ³	0	0	0	0
Mixed-Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	1,906	245	736	2,294
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	47,567	1,842	5,543	2,530
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	32,954			
Indian Lands	0			
Freeways	510			
<i>Other Lands Sub-Total</i>	33,464			
TOTAL FOR ALL BASE LANDS	81,031			
SUPPLEMENTAL LAND USE PLANNING AREA				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.</i>				
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	0
Community Center Overlay	0	0	0	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	0	0	0	0
POLICY AREAS⁶				
March Air Reserve Base Influence Area	9,885	--	--	--
<i>Total Area Within Policy Areas⁶</i>	9,885	--	--	--
TOTAL AREA WITHIN SUPPLEMENTALS⁷	9,885	--	--	--

FOOTNOTES:

- 1— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2— For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

Reche Canyon/Badlands Area Plan

- 3—Note that “Community Center” is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4—Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5—Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6—Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7—A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

One Policy Area is designated within the Reche Canyon/Badlands area. Policy Areas are important locales that have special significance. Its boundary is shown on Figure 4, *Overlays and Policy Areas*.

March Joint Air Reserve Base Influence Area

The former March Air Force Base is located immediately southwest of the Reche Canyon/Badlands area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The *JPA’s land use jurisdiction and March Joint Air Reserve Base* encompass 6,500 acres of land, including *the active cargo and military airport*. The boundary of the March *Joint Air Reserve Base Airport Influence Area* is shown in Figure 4, *Overlays and Policy Areas*. There are *three Compatibility Zones a number of safety zones* associated with the Airport Influence Area. These *Compatibility Zones safety zones* are shown in Figure 5, March *Joint Air Reserve Base Airport Influence Policy Area*. Properties within these zones are subject to regulations governing such issues as *land use*, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 3, *Airport Land Use Compatibility Criteria Guidelines for Airport Safety Zones for Riverside County (Applicable to March Joint Air Reserve Base)*. ~~Flabob, Bermuda Dunes, Chino, and Skylark Airports.~~ For more information on these zones and additional airport policies, refer to *Appendix L-1 the March JPA General Plan*, and the Land Use, Circulation, Safety, and Noise Elements of the Riverside County General Plan.

Policies:

RCBAP 1.1 To provide for the orderly development of March *Joint Air Reserve Base* and the surrounding areas, comply with the March JPA General Plan as fully set forth in Appendix L-1 and as summarized in Table 3, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.



Table 3: Airport Land Use Compatibility Criteria Guidelines for Airport Safety Zones for Riverside County (Applicable to March Joint Air Reserve Base)^{1,2} Flabob, Bermuda Dunes, Chino, and Skylark Airports^{4,2}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0-No Residential³	0³	<p>No significant obstructions.⁴ No petroleum or explosives No above-grade powerlines No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities. - Places of Assembly, such as churches, schools, and auditoriums. - Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. - High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. - Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. - Communication Facilities for use by emergency response and public information activities. - Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</p>
Area II	<p>Uses in Structures:⁵ 25 persons/ac. _____OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5 acre minimum lots Uses in Structures:⁵ 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)</p>	<p>25% of net area 50% of gross area or 65% of net area whichever is greater</p>	<p>No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>
Area III	Not Applicable	<p>50% of gross area or 65% of net area whichever is greater</p>	<p>Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.⁶</p>

Reche Canyon/Badlands Area Plan

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
 - 2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 - 3 *Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission. No structures permitted in ETZ or ISZ.*
 - 4 ~~Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.~~
 - 5 ~~A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.~~
 - 6 ~~This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.~~
- Source: Extracted from Riverside County Airport ~~Land Use Commission Comprehensive~~ Land Use Plan

Specific Plans

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

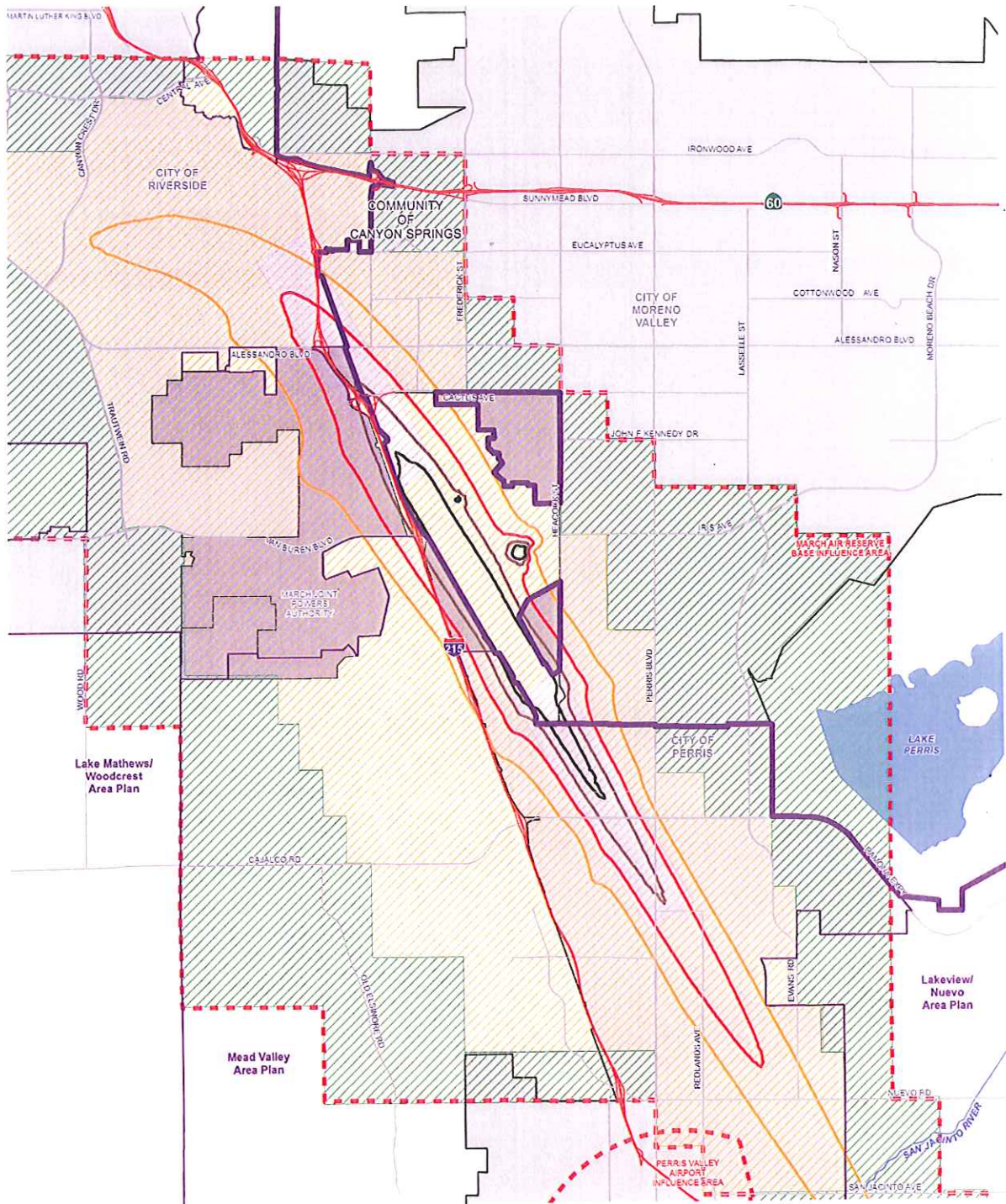
Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. A portion of Specific Plan No. 323 (Spring Mountain Ranch) extends into the Reche Canyon/Badlands Area Plan. This specific plan is determined to be a Community Development Specific Plan.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Reche Canyon/Badlands area, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides a host of policies to address those land use issues relating specifically to Reche Canyon/Badlands.



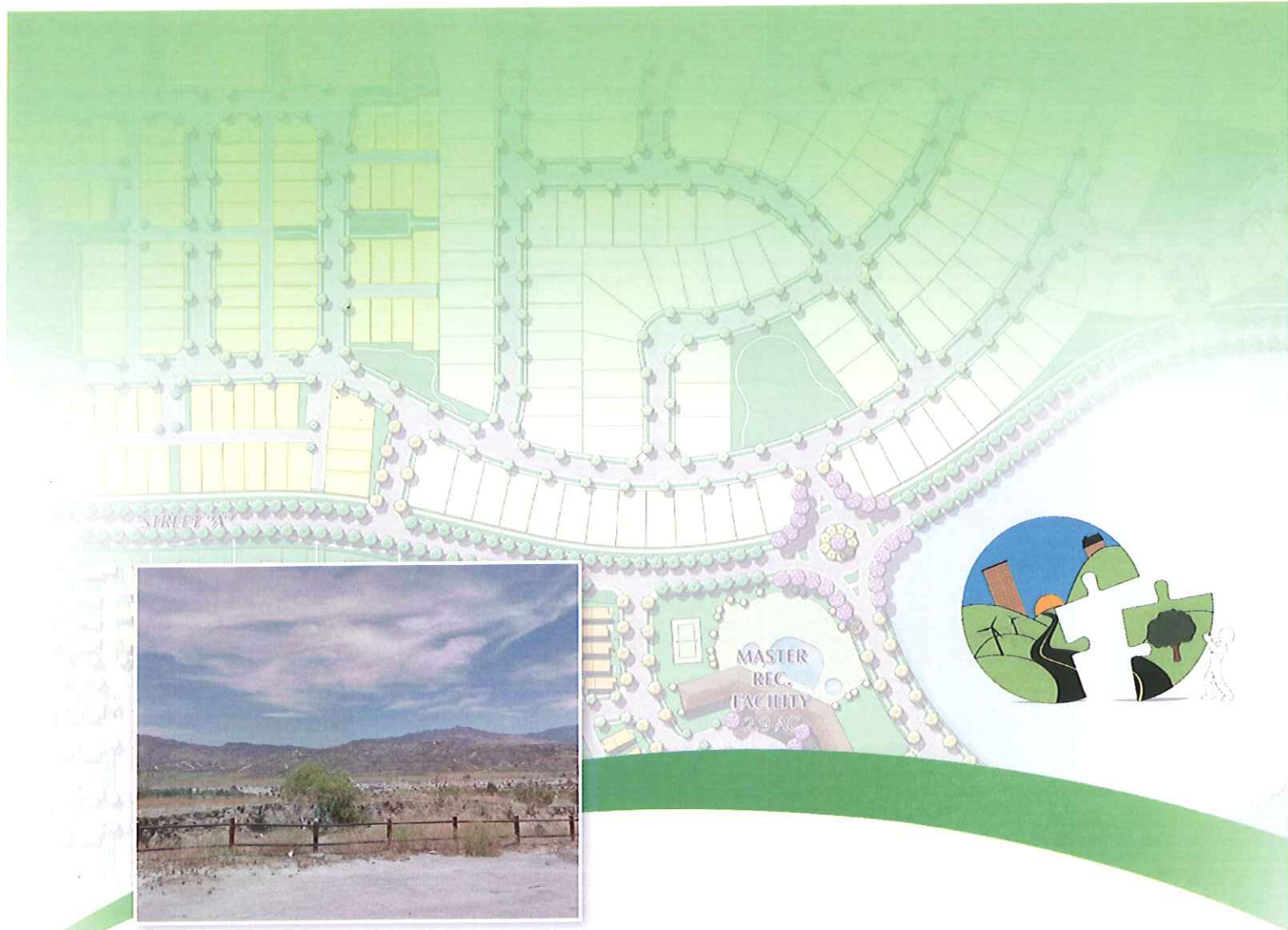
Data Source: Riverside County ALUC (2010)

SAFETY ZONES

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR
- 70 dB CNEL NOISE CONTOUR
- 75 dB CNEL NOISE CONTOUR
- Area 1
- Area 2
- Area 3

- Highways
- Area Plan Boundary
- Waterbodies
- March Joint Powers Authority
- City Boundary

Figure 5



San Jacinto Valley Area Plan

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Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Limonite Policy Area (Jurupa The Pass Area Plan), or the Highway 79 Scott Road Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

- 1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.
- 2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.
- 3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than ½ acre. This ½-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and ½-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.
- 4 *The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ¼ acre per structure.*

Table 2: Statistical Summary of San Jacinto Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	8,580	429	1,149	429
<i>Agriculture Foundation Sub-Total:</i>	<i>8,580</i>	<i>429</i>	<i>1,149</i>	<i>429</i>
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	2,277	342	915	NA
Rural Mountainous (RM)	12,734	637	1,706	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	<i>15,011</i>	<i>978</i>	<i>2,621</i>	<i>0</i>
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	521	183	489	NA
Very Low Density Residential (RC-VLDR)	173	130	348	NA
Low Density Residential (RC-LDR)	1,047	1,571	4,208	NA
<i>Rural Community Foundation Sub-Total:</i>	<i>1,742</i>	<i>1,883</i>	<i>5,045</i>	<i>0</i>
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	5,961	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	4,267	NA	NA	NA
Open Space-Water (OS-W)	3,788	NA	NA	NA
Open Space-Recreation (OS-R)	933	NA	NA	140
Open Space-Rural (OS-RUR)	4,333	108	290	NA
Open Space-Mineral Resources (OS-MIN)	511	NA	NA	15
<i>Open Space Foundation Sub-Total:</i>	<i>19,792</i>	<i>108</i>	<i>290</i>	<i>155</i>
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	7	2	6	NA
Very Low Density Residential (VLDR)	1,354	1,016	2,721	NA
Low Density Residential (LDR)	256	384	1,028	NA
Medium Density Residential (MDR)	3,920	13,720	36,755	NA
Medium-High Density Residential (MHDR)	246	1,596	4,276	NA
High Density Residential (HDR)	176	1,941	5,201	NA
Very High Density Residential (VHDR)	43	729	1,953	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	106	NA	NA	1,595

San Jacinto Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
Commercial Tourist (CT)	241	NA	NA	3,936
Commercial Office (CO)	1	NA	NA	57
Light Industrial (LI)	0	NA	NA	0
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	1,317	NA	NA	1,317
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA) ¹	483	1,546	4,141	10,521
<i>Community Development Foundation Sub-Total:</i>	<i>8,150</i>	<i>20,934</i>	<i>56,082</i>	<i>17,426</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	53,274	24,333	65,188	18,010
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	34,399	---	---	---
Indian Lands	4,727	---	---	---
Freeways	151	---	---	---
<i>Other Lands Sub-Total:</i>	<i>39,277</i>			
TOTAL FOR ALL LANDS:	92,551	24,333	65,188	18,010
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
Highway 79	4,126	---	---	---
Diamond Valley Lake	5,770	---	---	---
Florida Avenue	204	---	---	---
San Jacinto River	5,698	---	---	---
Hemet-Ryan Airport Influence Area	826	---	---	---
<i>Total Area Within Policy Areas:⁴</i>	<i>16,624</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	16,624			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- 4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Table 2: Statistical Summary of the San Jacinto Valley Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling-Units	Population	Employment
BASE LAND-USE PLANNING AREAS				
BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	8,644	432	1,301	432
<i>Agriculture Foundation Component Sub-Total</i>	<i>8,644</i>	<i>432</i>	<i>1,301</i>	<i>432</i>
Rural Foundation Component				
Rural Residential (RR)	2,159	324	975	NA
Rural Mountainous (RM)	13,023	651	1,960	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	<i>15,182</i>	<i>975</i>	<i>2,935</i>	<i>0</i>
Rural Community Foundation Component				
Estate-Density Residential (RC-EDR)	521	182	549	NA

LAND USE	AREA	STATISTICAL CALCULATIONS ³		
	Acreage	Dwelling Units	Population	Employment
Very Low Density Residential (RC-VLDR)	173	130	391	NA
Low Density Residential (RC-LDR)	1,046	1,569	4,723	NA
<i>Rural Community Foundation Component Sub-Total</i>	<i>1,740</i>	<i>1,881</i>	<i>5,663</i>	<i>0</i>
Open Space Foundation Component				
Open Space Conservation (OS-C)	6,458	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	3,188	NA	NA	NA
Open Space Water (OS-W)	3,825	NA	NA	NA
Open Space Recreation (OS-R)	933	NA	NA	140
Open Space Rural (OS-RUR)	4,986	125	375	NA
Open Space Mineral Resources (OS-MIN)	511	NA	NA	15
<i>Open Space Foundation Component Sub-Total</i>	<i>19,901</i>	<i>125</i>	<i>375</i>	<i>155</i>
Community Development Foundation Component				
Estate Density Residential (EDR)	7	2	7	NA
Very Low Density Residential (VLDR)	1,276	957	2,881	NA
Low Density Residential (LDR)	526	789	2,375	NA
Medium Density Residential (MDR)	3,756	13,146	39,569	NA
Medium-High Density Residential (MHDR)	246	1,599	4,813	NA
High Density Residential (HDR)	176	1,936	6,827	NA
Very High Density Residential (VHDR)	43	731	2,200	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ³	265	NA	NA	3,982
Commercial Tourist (CT)	241	NA	NA	3,937
Commercial Office (CO)	1	NA	NA	38
Light Industrial (LI)	0	NA	NA	0
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	0	NA	NA	0
Public Facilities (PF)	1,238	NA	NA	365
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	483	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	<i>8,258</i>	<i>19,160</i>	<i>57,672</i>	<i>8,322</i>
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	53,725	22,573	67,946	8,909
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	52,485			
Indian Lands	4,727			
Freeways	151			
<i>Other Lands Sub-Total</i>	<i>57,363</i>			
TOTAL FOR ALL BASE LANDS	111,088			
SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	0
Community Center Overlay	0	0	0	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
POLICY AREAS⁶				
Highway 79	4,797	—	—	—
Diamond Valley Lake	5,438	—	—	—
Hemet-Ryan Airport Influence Area	10,305	—	—	—
Florida Avenue	205	—	—	—

San Jacinto Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
Agriculture/Potential Development	7,991	—	—	—
San Jacinto River	8,114	—	—	—
<i>Total Area Within Policy Area⁶</i>		36,850		
TOTAL AREA WITHIN SUPPLEMENTALS⁷		36,850		

FOOTNOTES:

- 1— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2— For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3— Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4— Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5— Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6— Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7— A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. Policy Area locations and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

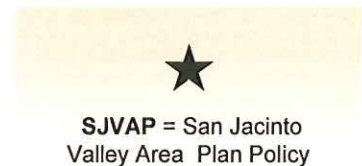
~~Six~~ *Five* Policy Areas have been designated within the San Jacinto Valley Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the San Jacinto Valley than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. These boundaries, *with the exception of the Airport Influence Areas*, are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

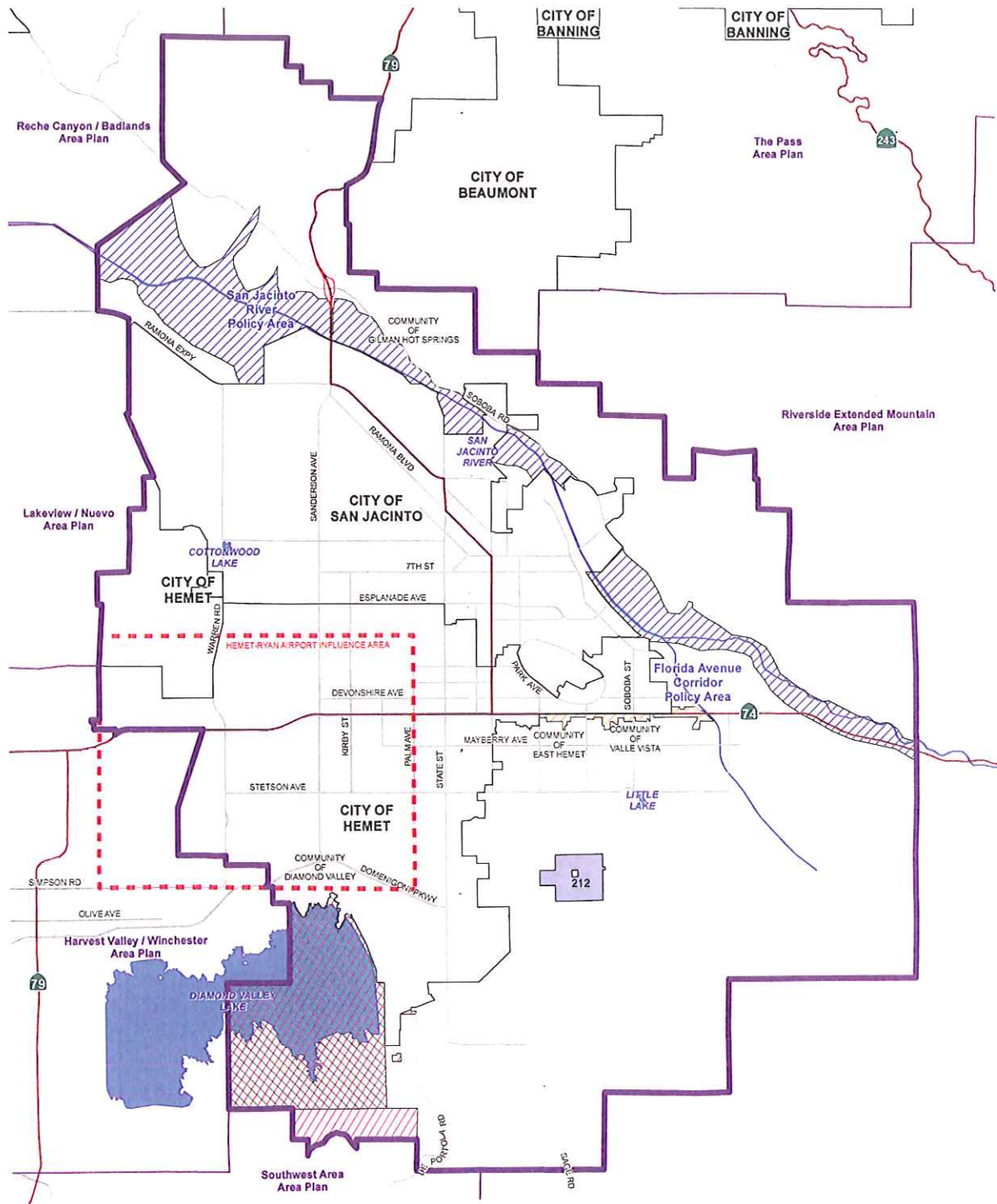
Florida Avenue Corridor

The commercial uses along Florida Avenue in East Hemet and Valle Vista have been individually developed and exhibit no common theme.

Policies:

SJVAP 1.1 Improve the quality and functionality of commercial development along Florida Avenue by establishing design guidelines to address such factors as setbacks, building facades, landscaping, signage and shared access.





Data Source: Riverside County Planning

- Diamond Valley Lake Policy Area
- Florida Avenue Corridor Policy Area
- Highway 79 Policy Area
- San Jacinto River Policy Area
- Airport Influence Areas
- Specific Plans
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 4

Policies:

- SJVAP 4.1 Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities adjacent to the policy area to accelerate the usable revenue flow of existing funding programs, thus assuring that transportation infrastructure is in place when needed.

- SJVAP 4.2 Establish a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.

Hemet-Ryan Airport Influence Area

The Hemet-Ryan Airport is ~~an active a County of Riverside~~ airport located in the City of Hemet. The boundary of the Hemet-Ryan Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are a number of ~~Compatibility Zones safety zones~~ associated with the Airport Influence Area. These ~~Compatibility Zones safety zones~~ are shown in Figure 5, Hemet-Ryan Airport Influence ~~Policy~~ Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to Hemet-Ryan Airport) Guidelines for Airport Safety Zones for Hemet-Ryan Airport*. For more information on ~~these zones and additional applicable~~ airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

- SJVAP 5.1 To provide for the orderly development of Hemet-Ryan Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Agriculture/Potential Development Special Study Area

~~During the course of public hearings regarding the San Jacinto Valley Area Plan, it became apparent that the visions of local residents and landowners for the future of the historically agricultural area of the eastern San Jacinto Valley, especially areas southerly of Florida Avenue and easterly of Soboba Street, are not easily reconciled. Many of the residents in this area would like the surrounding agricultural lands to remain in agricultural use for the foreseeable future, while many of the owners of agricultural land are concerned that~~

San Jacinto Valley Area Plan

~~agricultural uses will be economically marginal within the next few years, requiring provision for alternative development opportunities.~~


~~SJVAP 6.1 — Following adoption of the RCIP General Plan, the County of Riverside shall initiate a focused study of agricultural and undeveloped areas within the Agriculture/Potential Development Study Area. A committee shall be established including, as available, representatives of the Office of the Agricultural Commissioner, the Cooperative Extension Service, the Natural Resources Conservation Service, the Office of the Third District Supervisor, the Riverside County Farm Bureau, the Lake Hemet Municipal Water District, the City of Hemet, the Riverside County Planning Department, owners of farmland, and residents within and in the vicinity of the study area to assess the viability of continued agricultural use of the area, enhance the long-term preservation of agriculture in the area, and address problems resulting from the interface of agricultural uses with community development and rural community uses.~~

Specific Plans

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

There is one adopted specific plan in the San Jacinto Valley Area Plan, Specific Plan No. 212 (Mesa Grande). This specific plan is determined to be a Community Development Specific Plan.

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Table 3: Adopted Specific Plan in San Jacinto Valley Area Plan

Specific Plan	Specific Plan #
Mesa Grande	212

Source: County of Riverside Planning Department.

Table 4: ~~Airport Land Use Compatibility Criteria for Riverside County Guidelines for Airport Safety Zones for (Applicable to Hemet-Ryan Airport)~~^{1,2,3}

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I*	Residential with a 2½ acre minimum lot size, <i>but only at distances more than one mile from runway threshold.</i>	Not Applicable	The following uses are permitted: agriculture and open space. No high-risk land uses including: hazardous material facilities; institutional uses; places of assembly; critical facilities; and residential uses within one mile of the runway threshold. Discretionary review is required: commercial; industrial; and residential uses larger <i>smaller</i> than 2 ½ acre minimum lot size

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area II	Residential with a 2½ acre minimum lot size.	Not Applicable	The following uses are permitted: industrial, agriculture and residential uses with 2 ½ acre or greater lot sizes. Discretionary review is required: commercial uses. No public or private schools. No institutional uses. No places of assembly. No hazardous material facilities
Transition Area ³	20 dwelling units/acre	Not Applicable	The following uses are permitted: commercial; industrial; manufacturing; and agricultural uses. Discretionary review is required: residential dwelling units/multiple family dwelling units; institutional uses; places of assembly; public and private schools; and hazardous material facilities or activities involving hazardous materials. All structures shall be limited to 35 feet in height, or two stories, whichever is less.
Area III	Not Applicable	Not Applicable	A wide range of uses is permitted. Discretionary uses include: structures over 35 feet or two stories whichever is greater; institutional uses; places of assembly; hazardous materials; public and private schools

- 1 The following uses shall be prohibited in all airport safety zones:
 - 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.
- 2 Aviation easements shall be secured through dedication for all land uses permitted in any safety zones.
- 3 The Transition Area is located between Area II and Area III. It is 330 feet inside the Area II boundary and 660 feet outside the Area II boundary. If 50% or more of the project site is in the Transition Area, it is considered part of the Transition Area. The Transition Area does not extend beyond the outer boundary of Area III or extend into Area I.

Source: Extracted from [Riverside County Hemet-Ryan Airport Land-Use-Commission Comprehensive Airport Land Use Plan](#)

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in San Jacinto Valley, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the San Jacinto Valley area.



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Vail Lake

Vail Lake is nestled in the Black Hills about 15 miles east of Temecula, just north of State Route 79. Vail Lake was formed in 1948 when Walter Vail dammed Temecula Creek. A haven for fishing and water activities as well as camping, hiking, bicycling, and equestrian trails, Vail Lake and the surrounding areas are recognized for significant biological and natural habitat resources. The considerable unspoiled landscape varies in topography and is accented by oak woodlands and riparian corridors.

The Cleveland National Forest

Along the southeastern boundary of the Southwest planning area is a portion of the Cleveland National Forest. The pristine environment contains thousands of species of plants and animals native to Southern California. The rolling topography and hillsides lead to unspoiled views of natural habitats and tree stands. The forest is also home to treasured oak woodlands. This forest offers ample public access and recreational opportunities, such as hiking, camping, bicycling, and equestrian facilities.

Lake Skinner

Located in the northeastern corner of the Southwest planning area is Lake Skinner. Surrounding the lake is the Lake Skinner Regional Park and a water filtration facility. This area is characterized by rolling hills and agricultural uses extending westward, with largely vacant lands to the east. This man-made lake is operated by the Metropolitan Water District (MWD), and it affords activities such as fishing, boating, hiking, and other outdoor activities that draw tourists and visitors to the area.

The Temecula Valley Vineyards, Wineries, and Citrus Groves

The wine producing area of Temecula Valley is located east of the City of Temecula, extending westward along Rancho California Road. This area features beautiful vineyards and gracious wineries scattered among rolling hills and spreading oaks. The wineries, which offer tours and wine tasting, are an attraction for tourists as well as an economic powerhouse for western Riverside County. This rural area also includes citrus groves and a scattering of residential and equestrian estates.

French Valley Airport

French Valley Airport is a 261-acre general aviation airport located in the French Valley, adjacent to Winchester Road (State Route 79 North). Owned and operated by the County of Riverside, the airport's single runway is oriented roughly in a north/south direction and is expected to be a valuable asset to the businesses and residents that settle in the area.

Figure 4, *Overlays and Policy Areas*, depicts ~~the Airport Influence Area a policy area~~ surrounding the airport. ~~This is essential to protect the airport by recognizing and supplementing the Federal Aviation Administration (FAA) and Riverside County The French Valley Airport Land Use Compatibility Plan includes~~ restrictions on the uses, concentrations of population, and height of proposed development ~~in within the Airport Influence Area, in order to protect the airport and maintain public safety the airport's vicinity.~~ More information on ~~these the French Valley Airport and its~~ policies can be found in the Policy Area section of this area plan and the French Valley Airport Land Use *Compatibility Plan*.

Southwest Area Plan

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than ½ acre. This ½-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and ½-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 *The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ¼ acre per structure.*

Table 2: Statistical Summary of Southwest Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS²				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	8,025	401	1,208	401
<i>Agriculture Foundation Sub-Total:</i>	8,025	401	1,208	401
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	15,564	2,290	6,897	NA
Rural Mountainous (RM)	51,545	2,574	7,753	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	67,109	4,865	14,649	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	3,929	1,365	4,110	NA
Very Low Density Residential (RC-VLDR)	70	48	145	NA
Low Density Residential (RC-LDR)	19	27	80	NA
<i>Rural Community Foundation Sub-Total:</i>	4,019	1,440	4,335	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	3,517	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	33,399	NA	NA	NA
Open Space-Water (OS-W)	1,367	NA	NA	NA
Open Space-Recreation (OS-R)	888	NA	NA	133
Open Space-Rural (OS-RUR)	8,156	204	614	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	47,327	204	614	133
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	158	50	151	NA
Very Low Density Residential (VLDR)	99	72	216	NA
Low Density Residential (LDR)	568	796	2,398	NA
Medium Density Residential (MDR)	5,809	18,953	57,076	NA
Medium-High Density Residential (MHDR)	1,102	6,543	19,704	NA
High Density Residential (HDR)	52	520	1,565	NA
Very High Density Residential (VHDR)	136	2,120	6,383	NA
Highest Density Residential (HHDR)	36	1,082	3,258	NA
Commercial Retail ² (CR)	201	NA	NA	3,050
Commercial Tourist (CT)	242	NA	NA	3,959
Commercial Office (CO)	115	NA	NA	4,472
Light Industrial (LI)	592	NA	NA	7,606
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	345	NA	NA	5,639
Public Facilities (PF)	1,773	NA	NA	1,773

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA) ¹	73	212	637	1,582
<i>Community Development Foundation Sub-Total:</i>	11,300	30,347	91,390	28,080
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	137,780	37,256	112,197	28,615
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	40,794	---	---	---
Indian Lands	4,147	---	---	---
Freeways	153	---	---	---
<i>Other Lands Sub-Total:</i>	45,094			
TOTAL FOR ALL LANDS:	182,874	37,256	112,197	28,615
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	120	1,397	4,207	451
Community Center Overlay ¹	51	236	711	592
<i>Total Area Subject to Overlays:^{4, 5}</i>	172	1,633	4,918	1,043
POLICY AREAS⁶				
Highway 79	16,513	---	---	---
Leon/Keller	162	---	---	---
Diamond Valley Lake	5,025	---	---	---
Section 25/36	963	---	---	---
Citrus Vineyard	7,576	---	---	---
Valle De Los Caballos	2,913	---	---	---
Santa Rosa Plateau	36,311	---	---	---
Walker Basin	571	---	---	---
Vail Lake	8,069	---	---	---
North Skinner	2,237	---	---	---
Keller Road South Side	20	---	---	---
French Valley Airport Influence Area	14,596	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	94,956			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	95,128			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

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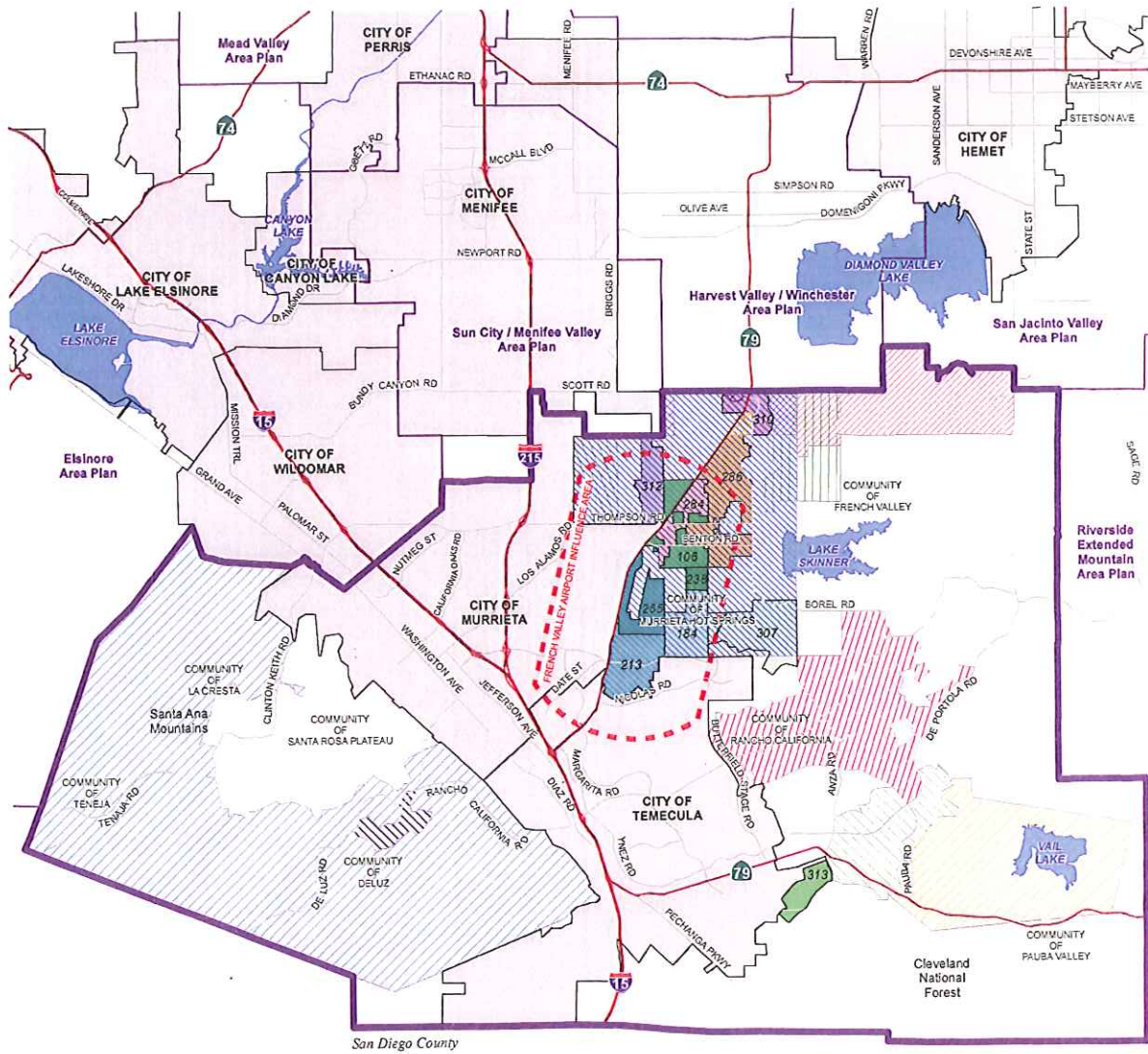
Table 2: Statistical Summary of the Southwest Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	8,038	402	1,210	402
<i>Agriculture Foundation Component Sub-Total</i>	8,038	402	1,210	402
Rural Foundation Component				
Rural Residential (RR)	16,285	2,443	7,363	NA
Rural Mountainous (RM)	61,615	2,681	7,768	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	67,900	5,024	15,121	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	3,824	1,338	4,029	NA
Very Low Density Residential (RC-VLDR)	70	53	158	NA
Low Density Residential (RC-LDR)	19	29	86	NA
<i>Rural Community Foundation Component Sub-Total</i>	3,913	1,420	4,273	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	3,517	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	33,764	NA	NA	NA
Open Space Water (OS-W)	1,367	NA	NA	NA
Open Space Recreation (OS-R)	888	NA	NA	133
Open Space Rural (OS-RUR)	7,610	190	573	NA
Open Space Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Component Sub-Total</i>	47,146	190	573	133
Community Development Foundation Component				
Estate Density Residential (EDR)	29	40	31	NA
Very Low Density Residential (VLDR)	99	74	223	NA
Low Density Residential (LDR)	562	843	2,537	NA
Medium Density Residential (MDR)	5,512	10,292	58,069	NA
Medium High Density Residential (MHDR)	1,074	6,981	21,013	NA
High Density Residential (HDR)	12	132	397	NA
Very High Density Residential (VHDR)	407	1,819	5,475	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	457	NA	NA	6,868
Commercial Tourist (CT)	242	NA	NA	3,953
Commercial Office (CO)	110	NA	NA	4,193
Light Industrial (LI)	592	NA	NA	8,087
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	345	NA	NA	5,636
Public Facilities (PF)	1,502	NA	NA	396
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA)	124	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	10,767	20,151	87,745	29,133
SUB-TOTAL FOR ALL FOUNDATION USES	137,764	36,187	108,922	29,668
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	40,793			
Indian Lands	4,146			
Freeways	153			
<i>Other Lands Sub-Total</i>	45,092			
TOTAL FOR ALL BASE LANDS	182,856			

LAND USE	AREA-	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.</i>				
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	120	18	54	0
Community Center Overlay	51	299	900	400
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	<i>171</i>	<i>317</i>	<i>954</i>	<i>400</i>
POLICY AREAS⁶				
Highway 79	16,253	—	—	—
Leon/Keller	162	—	—	—
Specific Plan Required	483	—	—	—
Diamond Valley Lake	5,025	—	—	—
Section 25 & 36	964	—	—	—
Citrus Vineyard	7,576	—	—	—
Valle De Los Caballos	2,913	—	—	—
Santa Rosa Plateau	36,312	—	—	—
Walker Basin	571	—	—	—
Vail Lake	8,069	—	—	—
North Skinner	2,237	—	—	—
French Valley Airport Influence Area	14,596	—	—	—
Keller Road South Side	20	—	—	—
<i>Total Area Within Policy Areas⁶</i>	<i>95,181</i>			
TOTAL AREA WITHIN SUPPLEMENTALS⁷				
	95,352			

FOOTNOTES:

- 1—Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2—For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3—Note that “Community Center” is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4—Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5—Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6—Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7—A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.



Data Source: Riverside County Planning

- Community Development Overlay
- Community Center Overlay
- Citrus Vineyard Rural Policy Area
- Diamond Valley Lake Policy Area
- Highway 79 Policy Area
- Keller Road South Side Policy Area
- Leon/Keller Policy Area
- North Skinner Policy Area
- Santa Rosa Plateau Policy Area
- Sections 25/36 Policy Area
- Vail Lake Policy Area
- Valle De Los Caballos Policy Area
- Walker Basin Policy Area
- Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 4

Policy Areas

A policy area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries for the Policy Areas in the Southwest planning area are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Twelve policy areas *and two overlays* are designated within the Southwest Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of decades in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Southwest planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The boundaries of these policy areas shown on the *Overlay and Policy Area Map, other than the boundaries of the French Valley Airport Influence Area*, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Citrus/Vineyard

The Citrus/Vineyard Policy Area, which applies to lands located easterly of the City of Temecula northerly and southerly of Rancho California Road, has been established as a distinct area to ensure the continuation of the rural lifestyle and wine production in southwestern Riverside County. This policy area encompasses one of the most important agricultural lands in Riverside County. The many wineries here provide a significant tourist attraction to the region, which in turn provides a continual economic benefit to the surrounding businesses. Not only that, the Citrus/Vineyard area also is an important part of the character of the Southwest planning area and has become ingrained in the “culture” of the surrounding communities. The Citrus/Vineyard policies also protect against the location of uses that are incompatible with agricultural uses and which could lead to conflicts with adjacent uses. The following policies are reflected in the provisions of the Citrus/Vineyard (C/V) Zone, which was established to preserve the distinctive character of this area.

Policies:

SWAP 1.1 Maintain a rural and agricultural character in the Citrus/Vineyard area through continued implementation of the C/V zone and judicious use of the C-C/V zone. These zones help achieve the desired character by requiring that commercial buildings, wineries, citrus processing operations, and bed and breakfast inns be designed in a “rural” or “wine-country” theme and by discouraging curbs, gutters, sidewalks, and street lights.

SWAP 1.2 Require a minimum lot size of ten acres for new residential tract maps and parcel maps.



SWAP = Southwest Area
Plan Policy

Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.

It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

Policies:

- SWAP 10.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.
- SWAP 10.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.
- SWAP 10.3 The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element *Policies C 2.6 and C 2.7*).
- SWAP 10.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

French Valley Airport Influence Area

The French Valley Airport is an active airport located ~~easterly approximately 2 miles west~~ of the City of Murrieta and 2 miles north of the City of Temecula. The boundary of the French Valley Airport Influence Area is shown in Figure 4, *Overlays and Policy Areas*. There are a number of *Compatibility Zones safety-zones* associated with the Airport Influence Area. These *Compatibility Zones safety-zones* are shown in Figure 5, French Valley Airport Influence *Policy* Area. Properties within these zones are subject to regulations governing such issues as

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development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1, and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to French Valley Airport). Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiricaco Summit, Banning, Desert Resorts Regional, and Riverside Airports.* For more information on these zones and additional airport policies, refer to Appendix L-1, and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

SWAP 11.1 To provide for the orderly development of French Valley Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for French Valley Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plan Required

~~The Harvest Valley/Winchester Area Plan and the Southwest Area Plan reference a “Specific Plan Required” area that reflects the general land uses contained in Specific Plan No. 310. The County’s approval of Specific Plan No. 310 and its certification of the related environmental impact report have been set aside consistent with the Riverside County Superior Court’s ruling in Case Nos. RIC369801 and 369989, pending certification of a subsequent or supplemental environmental impact report. No development will be allowed to proceed within the “Specific Plan Required” area until a subsequent or supplemental environmental impact report is prepared and certified and a specific plan is finally approved for that area. Final approval of a specific plan within the “Specific Plan Required” area will not require an amendment to the Land Use Element of the General Plan.~~

Specific Plans

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Please refer to Table 3, Adopted Specific Plans in the Southwest Area Plan, for specific plan names and numbers that are located in the Southwest planning area. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

The ~~twelve~~ *eleven* specific plans located in the Southwest planning area are listed in Table 3, Adopted Specific Plans in the Southwest Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan, with the exception of Johnson Ranch, which was initially approved as a Community Development Specific Plan but has subsequently been purchased for habitat conservation. The approval of the Johnson Ranch Specific Plan will be considered for rescission during the initial round of Specific Plan reviews.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Table 3: Adopted Specific Plans in the Southwest Area Plan

Specific Plan	Specific Plan #
Dutch Village	106
Rancho Bella Vista	184
Winchester Properties	213
Red Hawk	217
Vail Ranch	223
Crown Valley Village	238
Borel Air Park	265
Quinta Do Lago	284
Winchester 1800	286
Johnson Ranch	307
French Valley	312
Morgan Hill	313
<i>Domenigoni/Barton Properties*</i>	<i>310</i>

Source: Riverside County Planning Department.

*Portions of this specific plan extend into a neighboring Area Plan

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ—Emergency Touchdown Zone	0 ¹	0 ¹	No significant obstructions ²
ISZ—Inner Safety Zone	0 ¹	0 ¹	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC—Extended Runway Centerline Zone	3 du/net acre Uses in structures ³ : 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁴
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ^{4,5}

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Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
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NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light or flashing light or 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) 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.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

1 No structures permitted in ETZ or ISZ.

2 Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

3 A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

4 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

5 Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed. When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible. The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible. This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility. Land uses described as "uses to be discouraged" which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to French Valley Airport)**

Zone	Locations	Maximum Densities/Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> • All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Storage of hazardous materials • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<ul style="list-style-type: none"> • Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Bldgs with >2 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses¹⁰ • Aboveground bulk storage of hazardous materials¹¹ • Critical community infrastructure facilities¹² • Hazards to flight⁹ 	<ul style="list-style-type: none"> • Locate structures maximum distance from extended runway centerline • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ • Airspace review required for objects >35 feet tall¹⁴ • Avigation easement dedication

Zone	Locations	Maximum Densities/Intensities				Additional Criteria		
		Residential (d.u./ac.) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1, except that buildings may have up to 3 above ground habitable floors. 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	80 90 100	160 180 200	208 234 260	20% 25% 30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	150	450	585	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for

Southwest Area Plan

- details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
 - 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
 - 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
 - 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
 - 10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
 - 11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of non-aviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
 - 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
 - 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
 - 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
 - 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
 - 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
 - 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
 - 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
 - 19 Residential densities to be calculated on a net basis – the overall developable area of a project site exclusive of permanently dedicated open lands as defined in Policy 4.2.4 or other open space required for environmental purposes.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Southwest Area Plan, additional policy guidance is necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides a host of policies to address these issues. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

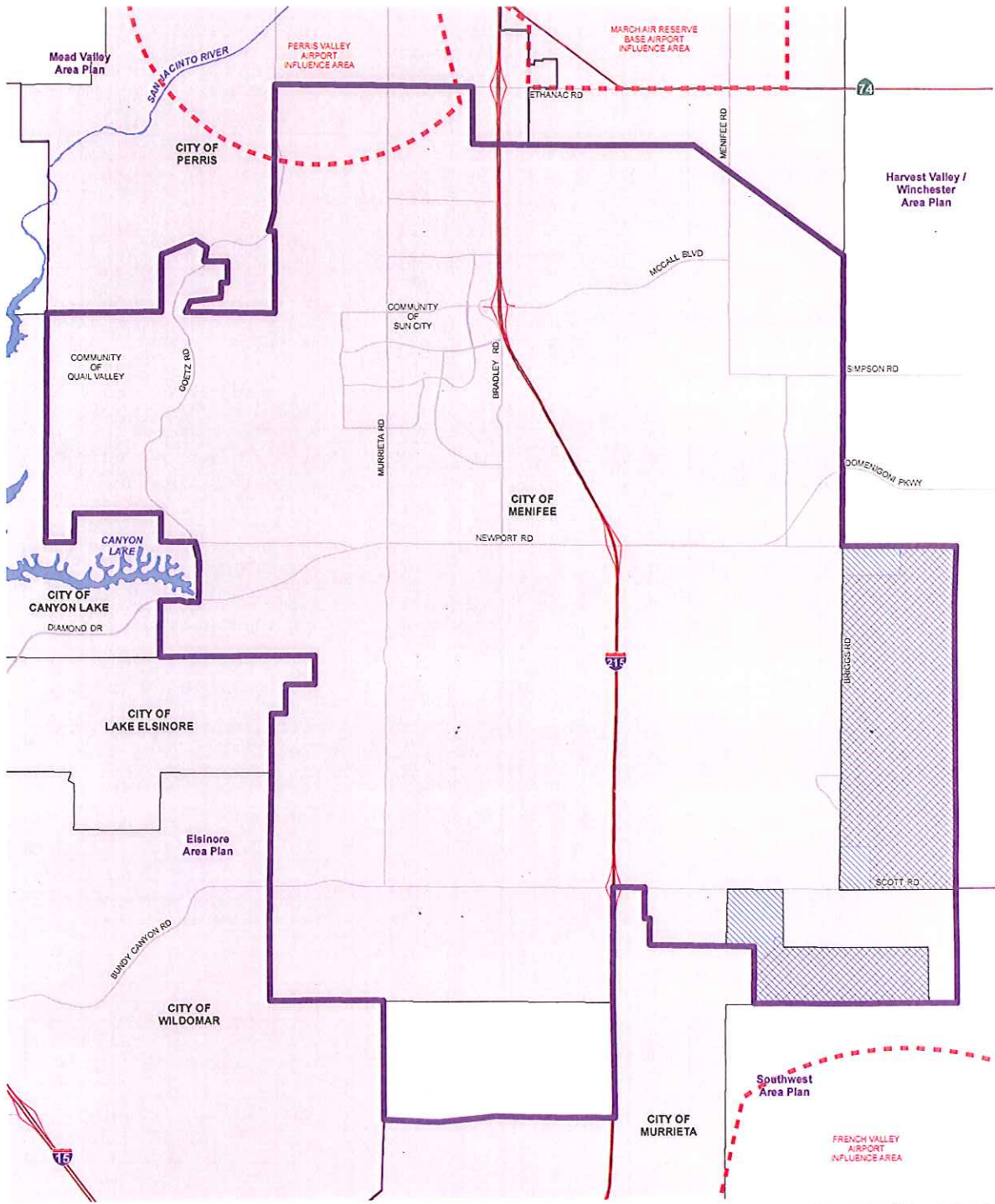
Local Land Use Policies

Community Centers

The Southwest Area Plan Land Use Plan identifies one community center overlay within the planning area southerly of Scott Road and westerly of Winchester Road. The Community Center land use overlay allows the property to be developed pursuant to a specific plan proposing an unique mix of employment, commercial, public, and residential uses. In order to promote a

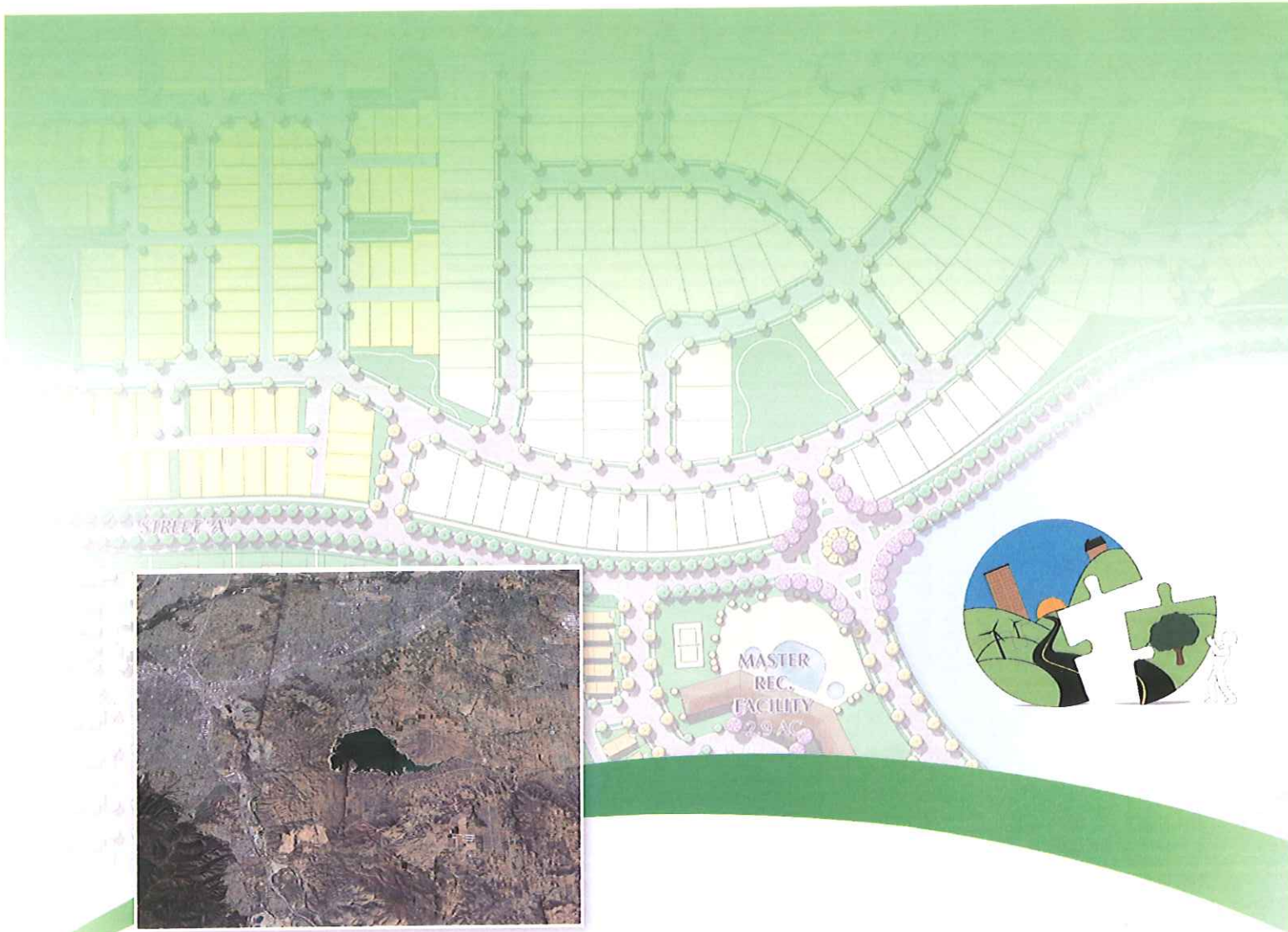


Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and specific plan design guidelines.



Data Source: Riverside County Planning

Figure 4



Temescal Canyon Area Plan

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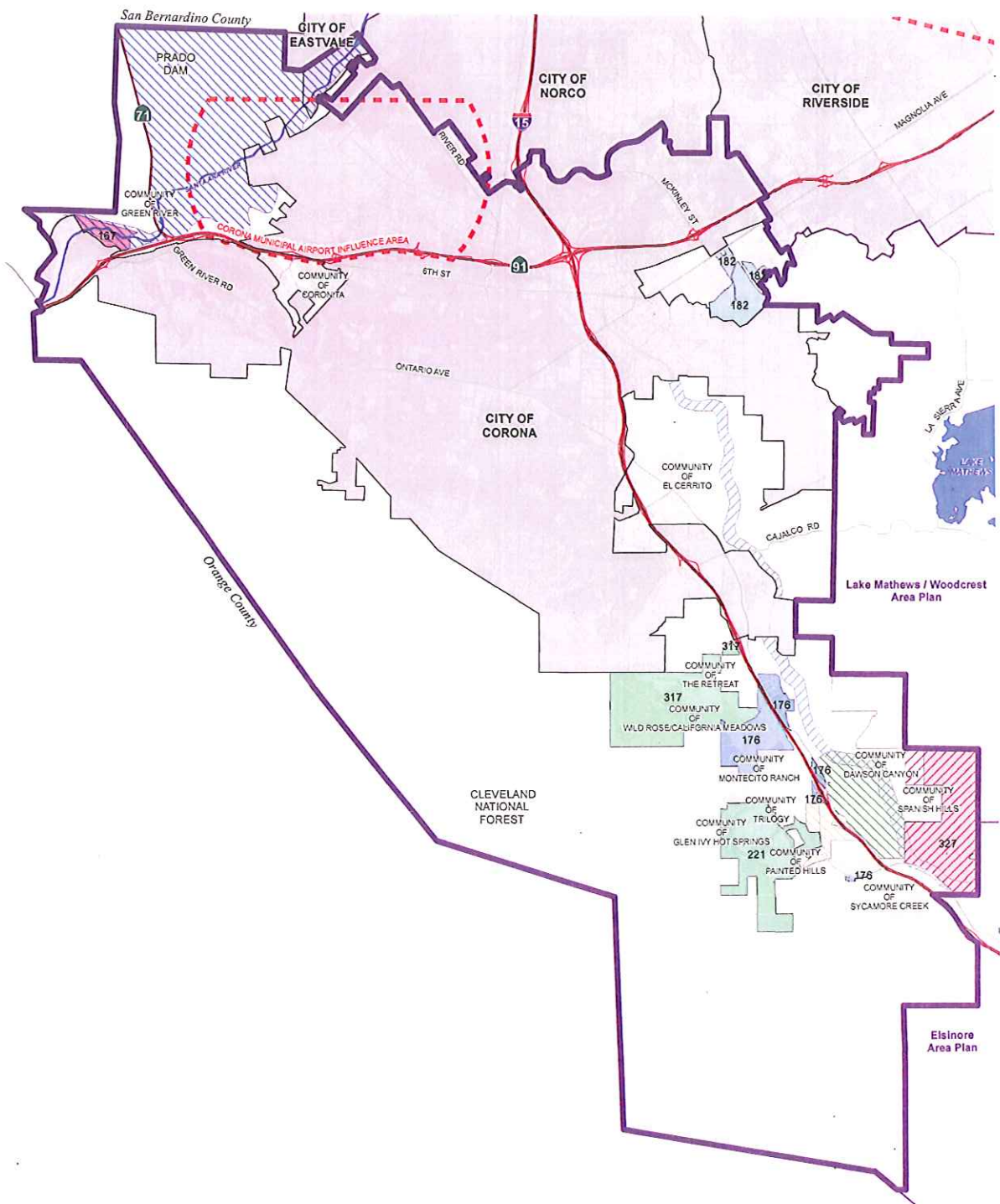
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Data Source: Riverside County Planning

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-  Santa Ana River Policy Area
-  Serrano Policy Area
-  Temescal Wash Policy Area
-  ### Specific Plans
-  Airport Influence Areas
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4

Temescal Canyon Area Plan

Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Watercourse Overlay (WCO)	The Watercourse Overlay designates watercourses, including natural or controlled stream channels and flood control channels.
Historic District Overlay (HDO)	<i>This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.</i>
Specific Community Development Designation Overlay	Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the <i>Cherry Valley Limonite</i> Policy Area (<i>Jurupa The Pass</i> Area Plan), or the <i>Highway 79 Scott Road</i> Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 1/2 acre. This 1/2-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 1/2-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 1/4 acre per structure.

Table 2: Statistical Summary of Temescal Canyon Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	492	25	84	25
<i>Agriculture Foundation Sub-Total:</i>	492	25	84	25
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	498	75	256	NA
Rural Mountainous (RM)	2,500	125	427	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	2,998	200	683	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	910	318	1,089	NA
Very Low Density Residential (RC-VLDR)	295	222	758	NA
Low Density Residential (RC-LDR)	579	869	2,972	NA
<i>Rural Community Foundation Sub-Total:</i>	1,785	1,409	4,819	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	5,478	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	20,987	NA	NA	NA
Open Space-Water (OS-W)	572	NA	NA	NA
Open Space-Recreation (OS-R)	649	NA	NA	96
Open Space-Rural (OS-RUR)	2,250	56	192	NA
Open Space-Mineral Resources (OS-MIN)	2,542	NA	NA	76

Temescal Canyon Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁵	D.U.	POP.	EMPLOY.
<i>Open Space Foundation Sub-Total:</i>	32,478	56	192	174
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	36	13	44	NA
Very Low Density Residential (VLDR)	170	128	437	NA
Low Density Residential (LDR)	175	262	896	NA
Medium Density Residential (MDR)	2,603	9,109	31,152	NA
Medium-High Density Residential (MHDR)	633	4,116	14,077	NA
High Density Residential (HDR)	93	1,021	3,491	NA
Very High Density Residential (VHDR)	26	444	1,518	NA
Highest Density Residential (HHDR)	5	142	485	NA
Commercial Retail ² (CR)	117	NA	NA	1,758
Commercial Tourist (CT)	97	NA	NA	1,581
Commercial Office (CO)	5	NA	NA	197
Light Industrial (LI)	1,069	NA	NA	13,743
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	106	NA	NA	1,727
Public Facilities (PF)	366	NA	NA	366
Community Center (CC) ³	51	0	0	1,206
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Sub-Total:</i>	5,551	15,233	52,099	20,577
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	43,304	16,923	57,877	20,775
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	25,132	---	---	---
Indian Lands	0	---	---	---
Freeways	394	---	---	---
<i>Other Lands Sub-Total:</i>	25,526			
TOTAL FOR ALL LANDS:	68,830	16,923	57,877	20,775
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
POLICY AREAS⁴				
Santa Ana River Policy Area	3,606			
Temescal Wash Policy Area	802			
El Sobrante Landfill Policy Area	495			
East Temescal Hillside Policy Area	999			
Serrano Policy Area	705			
Design Theme Policy Area	172			
Corona Municipal Airport Influence Area	4,807			
<i>Total Area Within Policy Areas:⁴</i>	11,586			
TOTAL AREA WITHIN SUPPLEMENTALS:⁵	11,586			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will buildout at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 5 Acreages in the table are calculated with associated land use assumption formulas as well as the spatial circumstances. Thus the acreage tabulation in the table does not reflect the actual geographical statistics of the Area Plan.
- 6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Temescal Canyon Area Plan

Table 2: Statistical Summary of the Temescal Canyon Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND USE PLANNING AREAS				
BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	492	25	74	25
<i>Agriculture Foundation Component Sub-Total</i>	492	25	74	25
Rural Foundation Component				
Rural Residential (RR)	580	87	262	NA
Rural Mountainous (RM)	2,660	128	385	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Component Sub-Total</i>	3,140	215	647	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	910	319	959	NA
Very Low Density Residential (RC-VLDR)	295	221	666	NA
Low Density Residential (RC-LDR)	600	900	2,709	NA
<i>Rural Community Foundation Component Sub-Total</i>	1,805	1,440	4,334	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	5,477	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	20,930	NA	NA	NA
Open Space Water (OS-W)	572	NA	NA	NA
Open Space Recreation (OS-R)	649	NA	NA	97
Open Space Rural (OS-RUR)	2,250	56	169	NA
Open Space Mineral Resources (OS-MIN)	2,542	NA	NA	76
<i>Open Space Foundation Component Sub-Total</i>	32,420	56	169	173
Community Development Foundation Component				
Estate Density Residential (EDR)	36	13	38	NA
Very Low Density Residential (VLDR)	164	123	370	NA
Low Density Residential (LDR)	175	263	790	NA
Medium Density Residential (MDR)	2,408	8,428	25,368	NA
Medium High Density Residential (MHDR)	633	4,115	12,385	NA
High Density Residential (HDR)	93	1,023	3,079	NA
Very High Density Residential (VHDR)	26	442	1,330	NA
Highest Density Residential (HHDR)	5	150	452	NA
Commercial Retail (CR) ²	302	NA	NA	4,539
Commercial Tourist (CT)	97	NA	NA	1,584
Commercial Office (CO)	5	NA	NA	191
Light Industrial (LI)	1,069	NA	NA	14,603
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	106	NA	NA	1,732
Public Facilities (PF)	366	NA	NA	99
Community Center (CC) ³	51	0	0	1,338
Mixed Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	5,536	14,557	43,812	24,086
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	43,393	16,293	49,036	24,284
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	25,186			
Indian Lands	0			
Freeways	279			
<i>Other Lands Sub-Total</i>	25,465			
TOTAL FOR ALL BASE LANDS	68,858			
SUPPLEMENTAL LAND USE PLANNING AREAS				

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
OVERLAYS & POLICY AREAS				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	0
Community Center Overlay	0	0	0	0
Rural Village Overlay	0	0	0	0
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlay	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	0	0	0	0
POLICY AREAS⁶				
Santa Ana River	3,880	—	—	—
Temescal Wash	888	—	—	—
El Sobrante Landfill	495	—	—	—
East Temescal Hillside	999	—	—	—
Serrano	705	—	—	—
Design Theme	172	—	—	—
Corona Municipal Airport Influence Area	5,138	—	—	—
<i>Total Area Within Policy Areas⁶</i>	12,277			
TOTAL AREA WITHIN SUPPLEMETNALS⁷	12,277			

FOOTNOTES:

- 1— Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2— For calculation purposes, it is assumed that CR designated lands will buildout at 40% CR and 60% MDR.
- 3— Note that “Community Center” is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4— Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5— Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6— Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7— A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

A Policy Area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. Policy Area locations and boundaries are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Seven policy areas have been designated within the Temescal Canyon Area Plan. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Temescal Canyon area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The policy area boundaries are shown on Figure 4, *Overlays and Policy Areas*. These boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.

Temescal Canyon Area Plan

- TCAP 5.11 Discourage the addition of local road crossings. If any additional crossing is allowed, careful consideration shall be given to location, design, and landscaping to take advantage of the scenic character of the river and to avoid destruction of natural values.
- TCAP 5.12 Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.
- TCAP 5.13 Prohibit recreational uses that restrict stream flows in the river in order that such flows will be adequate year round for the maintenance of fish and wildlife.
- TCAP 5.14 Participate in the regional planning of the Santa Ana River through the Santa Ana River Watershed Planning Authority and the Santa Ana River Watershed Group.
- TCAP 5.15 Require the replacement of ponds lost during development.

Temescal Wash

The Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Canyon. The Wash also serves as an important component of the Western Riverside County Multiple Species Habitat Conservation Plan and has the potential for providing recreational amenities to the Temescal Canyon. The preservation and enhancement of this feature is an important component of the Temescal Canyon Area Plan land use plan. This policy area is coterminous with boundaries of the 100-year flood zone for the Wash, and spans the El Sobrante Landfill Policy Area, the East Temescal Hillside Policy Area, and the Serrano Policy Area.

Policies:

- TCAP 6.1 Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the Safety Element, the ~~Watershed Management Floodplain and Riparian Area Management and Wetland~~ sections of the Multipurpose Open Space Element, and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element in the General Plan.
- TCAP 6.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

Corona Municipal Airport Influence Area

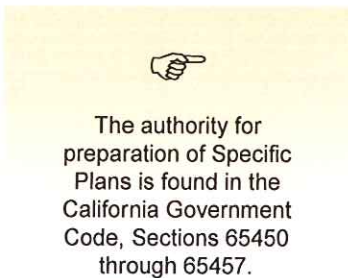
The Corona Municipal Airport, while located within the City of Corona, ~~also affects will have impacts to~~ the land use, safety and noise environment of surrounding communities. Policies contained in the Airport Land Use Compatibility Plan for this general aviation facility are intended to protect flight paths and minimize impacts to residents and employees of the area. The boundary of the Corona Municipal Airport Influence Area is shown in Figure 4, ~~Overlays and~~ Policy Areas. There are ~~six Compatibility Zones four safety-zones~~ associated with the Airport Influence Area. These ~~Compatibility Zones safety-zones~~ are shown in Figure 5, Corona Municipal Airport Influence ~~Policy~~-Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1

and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County Guidelines (Applicable to Corona Municipal Airport)*. ~~for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports.~~ For more information on ~~these zones and additional applicable~~ airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

TCAP 7.1 To provide for the orderly development of Corona Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Corona Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot do.

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

The seven specific plans located in the Temescal Canyon planning area are listed in Table 3, Adopted Specific Plans in Temescal Canyon Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in Temescal Canyon Area Plan

Specific Plan	Specific Plan #
Green River Meadow	167
Wildrose	176
<i>Greenway Farms Four Seasons</i>	182
Mountain Springs <i>(Trilogy)</i>	221
Sycamore Creek	256
The Retreat	317
Toscana*	327

Source: County of Riverside Planning Department.

*Portions of this specific plan extend into a neighboring Area Plan

Temescal Canyon Area Plan

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Corona Municipal Airport)**

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight ⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required

Zone	Locations	Maximum Densities / Intensities				Req'd Open Land ³	Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²				Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication 	

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- Discouraged uses should generally not be permitted unless no feasible alternative is available.
- Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- Residential densities in *Compatibility Zone D* shall be calculated on a "net" rather than "gross" acreage basis. For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

Temescal Canyon Area Plan

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
ETZ— Emergency-Touchdown-Zone	0- ¹	0- ¹	No significant obstructions- ²
ISZ—Inner-Safety-Zone	0- ¹	0- ¹	No petroleum or explosive No above grade powerlines
OSZ—Outer-Safety-Zone	Uses in structures- ³ : 25 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac.	25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.
ERC— Extended-Runway-Centerline-Zone	3 du/net acre Uses in structures- ³ : 100 persons/ac. (see text in the source document for the Comprehensive Land Use Plan for explanation)	50% of gross area or 65% of net area whichever is greater	No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials- ⁴
TPC—Traffic Pattern-Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. ⁵ Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials- ^{4,5}

NOTES:

A.—The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light or flashing light or 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.
- (2) Any use which would cause sunlight to be reflected 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.
- (3) Any use which would generate smoke or water vapor or which would attract large concentrations or birds, or which may otherwise affect safe air navigation within the area.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B.—Avigation easements shall be secured through dedication for all land uses permitted in any safety zone.

¹—No structures permitted in ETZ or ISZ.

²—Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.

³—A “structure” includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.

⁴—This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

⁵—Within the TPZ safety zone, a variety of land uses are to be discouraged from being developed.—When development of these uses is proposed, the Airport Land Use Commission shall require the applicant to show that alternative locations have been considered and are not feasible.—The applicant shall then be directed to consider a development plan that will minimize the exposure to hazard as much as possible.—This might involve reducing structure heights, reducing lot coverage, or reducing the overall scale of the project, considering satellite locations for some of the proposed functions of the facility.—Land uses described as “uses to be discouraged” which were lawfully established prior to the adoption of the Comprehensive Land Use Plan shall be permitted to be modified or enlarged provided that avigation easements are granted to Riverside County.

Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan



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Table 4: *Airport Land Use Compatibility Criteria for Riverside County (Applicable to Bermuda Dunes Airport)* 33

Western Coachella Valley Area Plan

	<ul style="list-style-type: none"> In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Watercourse Overlay (WCO)	<ul style="list-style-type: none"> The Watercourse Overlay designates watercourses, including natural or controlled stream channels and flood control channels.
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the <i>Cherry Valley Limonite</i> Policy Area (<i>Jurupa The Pass</i> Area Plan), or the <i>Highway 79 Scott Road</i> Policy Area (<i>Sun City/Menifee Valley</i> Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than ½ acre. This ½-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and ½-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ¼ acre per structure.

Table 2: Statistical Summary of Western Coachella Area Plan

LAND USE	STATISTICAL CALCULATIONS ¹			
	AREA ACREAGE ²	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS³				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	19,909	2,986	7,263	NA
Rural Mountainous (RM)	565	28	69	NA
Rural Desert (RD)	12,043	602	1,464	NA
<i>Rural Foundation Sub-Total:</i>	32,516	3,617	8,796	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	215	75	183	NA
Very Low Density Residential (RC-VLDR)	756	567	1,379	NA
Low Density Residential (RC-LDR)	0	0	0	NA
<i>Rural Community Foundation Sub-Total:</i>	971	642	1,562	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	2,339	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	106,351	NA	NA	NA
Open Space-Water (OS-W)	4,082	NA	NA	NA
Open Space-Recreation (OS-R)	1,839	NA	NA	276
Open Space-Rural (OS-RUR)	66,086	1,652	4,018	NA
Open Space-Mineral Resources (OS-MIN)	2,487	NA	NA	75
<i>Open Space Foundation Sub-Total:</i>	183,184	1,652	4,018	351
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	1,024	359	872	NA
Very Low Density Residential (VLDR)	408	306	744	NA
Low Density Residential (LDR)	297	445	1,083	NA

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Medium Density Residential (MDR)	7,990	27,964	68,009	NA
Medium-High Density Residential (MHDR)	1,501	9,755	23,724	NA
High Density Residential (HDR)	1,099	12,085	29,390	NA
Very High Density Residential (VHDR)	169	2,866	6,970	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	460	NA	NA	6,920
Commercial Tourist (CT)	358	NA	NA	5,850
Commercial Office (CO)	29	NA	NA	1,097
Light Industrial (LI)	4,529	NA	NA	58,229
Heavy Industrial (HI)	36	NA	NA	314
Business Park (BP)	119	NA	NA	1,943
Public Facilities (PF)	2,162	NA	NA	2,162
Community Center (CC) ³	0	0	0	0
Mixed Use Planning Area (MUPA) ⁴	42	0	0	679
<i>Community Development Foundation Sub-Total:</i>	20,223	53,780	130,792	77,194
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	236,894	59,691	145,168	77,545
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	173,385	---	---	---
Indian Lands	9,230	---	---	---
Freeways	1,629	---	---	---
<i>Other Lands Sub-Total:</i>	184,244			
TOTAL FOR ALL LANDS:	421,138	59,691	145,168	77,545
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations. The acreage and statistical data below represent ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Rural Village Overlay	115			
<i>Total Area Subject to Overlays:^{4, 5}</i>	115			
POLICY AREAS⁶				
San Geronio Pass Wind Energy	23,718			
Hot Springs	3,066			
Rancho Mirage Sphere of Influence	5,473			
Bermuda Dunes Airport Influence Area	13,782			
Palm Springs International Airport Influence Area	428			
Chriaco Planned Communities Policy Area	115			
Cahuilla Hills Policy Area	636			
<i>Total Area Within Policy Areas:⁶</i>	68,044			
TOTAL AREA WITHIN SUPPLEMENTALS:	68,159			

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation *and* a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
- 4 Overlays and certain Policy Areas provide alternate land uses that may be developed *instead of* the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, *in addition to* the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- 7 Acreages in the table are calculated with associated land use assumption formulas as well as the spatial circumstances. Thus the acreage tabulation in the table does not reflect the actual geographical statistics of the Area Plan.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Western Coachella Valley Area Plan

Table 2: Statistical Summary of the Western Coachella Valley Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
BASE LAND-USE PLANNING AREAS				
BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS				
Agriculture Foundation Component				
Agriculture (AG)	35	2	5	2
<i>Agriculture Foundation Component Sub-Total</i>	35	2	5	2
Rural Foundation Component				
Rural Residential (RR)	49,772	2,966	8,808	NA
Rural Mountainous (RM)	565	28	84	NA
Rural Desert (RD)	12,043	602	1,788	NA
<i>Rural Foundation Component Sub-Total</i>	32,380	3,596	10,680	0
Rural Community Foundation Component				
Estate Density Residential (RC-EDR)	104	36	108	NA
Very Low Density Residential (RC-VLDR)	599	449	1,334	NA
Low Density Residential (RC-LDR)	0	0	0	NA
<i>Rural Community Foundation Component Sub-Total</i>	703	485	1,442	0
Open Space Foundation Component				
Open Space Conservation (OS-C)	2,342	NA	NA	NA
Open Space Conservation Habitat (OS-CH)	406,733	NA	NA	NA
Open Space Water (OS-W)	4,081	NA	NA	NA
Open Space Recreation (OS-R)	1,873	NA	NA	281
Open Space Rural (OS-RUR)	66,130	1,653	4,910	NA
Open Space Mineral Resources (OS-MIN)	2,487	NA	NA	75
<i>Open Space Foundation Component Sub-Total</i>	483,646	1,653	4,910	356
Community Development Foundation Component				
Estate Density Residential (EDR)	1,025	359	1,065	NA
Very Low Density Residential (VLDR)	444	311	922	NA
Low Density Residential (LDR)	297	446	1,323	NA
Medium Density Residential (MDR)	7,321	25,624	76,102	NA
Medium High Density Residential (MHDR)	1,500	9,750	28,958	NA
High Density Residential (HDR)	1,132	12,452	36,982	NA
Very High Density Residential (VHDR)	158	2,686	7,977	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail (CR) ²	1,155	NA	NA	17,358
Commercial Tourist (CT)	358	NA	NA	5,848
Commercial Office (CO)	24	NA	NA	915
Light Industrial (LI)	4,532	NA	NA	61,907
Heavy Industrial (HI)	36	NA	NA	314
Business Park (BP)	119	NA	NA	1,944
Public Facilities (PF)	2,085	NA	NA	625
Community Center (CC) ³	0	0	0	0
Mixed-Use Planning Area (MUPA)	42	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	20,198	51,628	153,329	88,911
SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES	236,962	57,364	170,366	89,269
NON-COUNTY LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities-	156,802			
Indian Lands	9,227			
Freeways	1,629			
<i>Other Lands Sub-Total</i>	167,658			
TOTAL FOR ALL BASE LANDS	404,620			

Western Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	Acreage	Dwelling Units	Population	Employment
SUPPLEMENTAL LAND USE PLANNING AREA				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above.</i>				
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
OVERLAYS & POLICY AREA				
OVERLAYS^{4,5}				
Community Development Overlay	0	0	0	0
Community Center Overlay	0	0	0	0
Rural Village Overlay	115	71	211	60
Rural Village Overlay Study Area	0	0	0	0
Specific Community Development Designation Overlays	0	0	0	0
<i>Total Area Subject to Overlay^{4,5}</i>	<i>115</i>	<i>71</i>	<i>211</i>	<i>60</i>
POLICY AREAS⁶				
San Geronio Pass Wind Energy	-23,718	---	---	---
Hot Springs	3,066	---	---	---
Rancho Mirage Sphere of Influence	6,550	---	---	---
Sky Valley Mobile Home & RV Parks	48	---	---	---
Section 8 Sand Source Area	622	---	---	---
Cahuilla Hills Policy Area	636	---	---	---
<i>Total Area Within Policy Areas⁶</i>	<i>33,640</i>	<i>---</i>	<i>---</i>	<i>---</i>
TOTAL AREA WITHIN SUPPLEMENTALS⁷	33,755	---	---	---

FOOTNOTES:

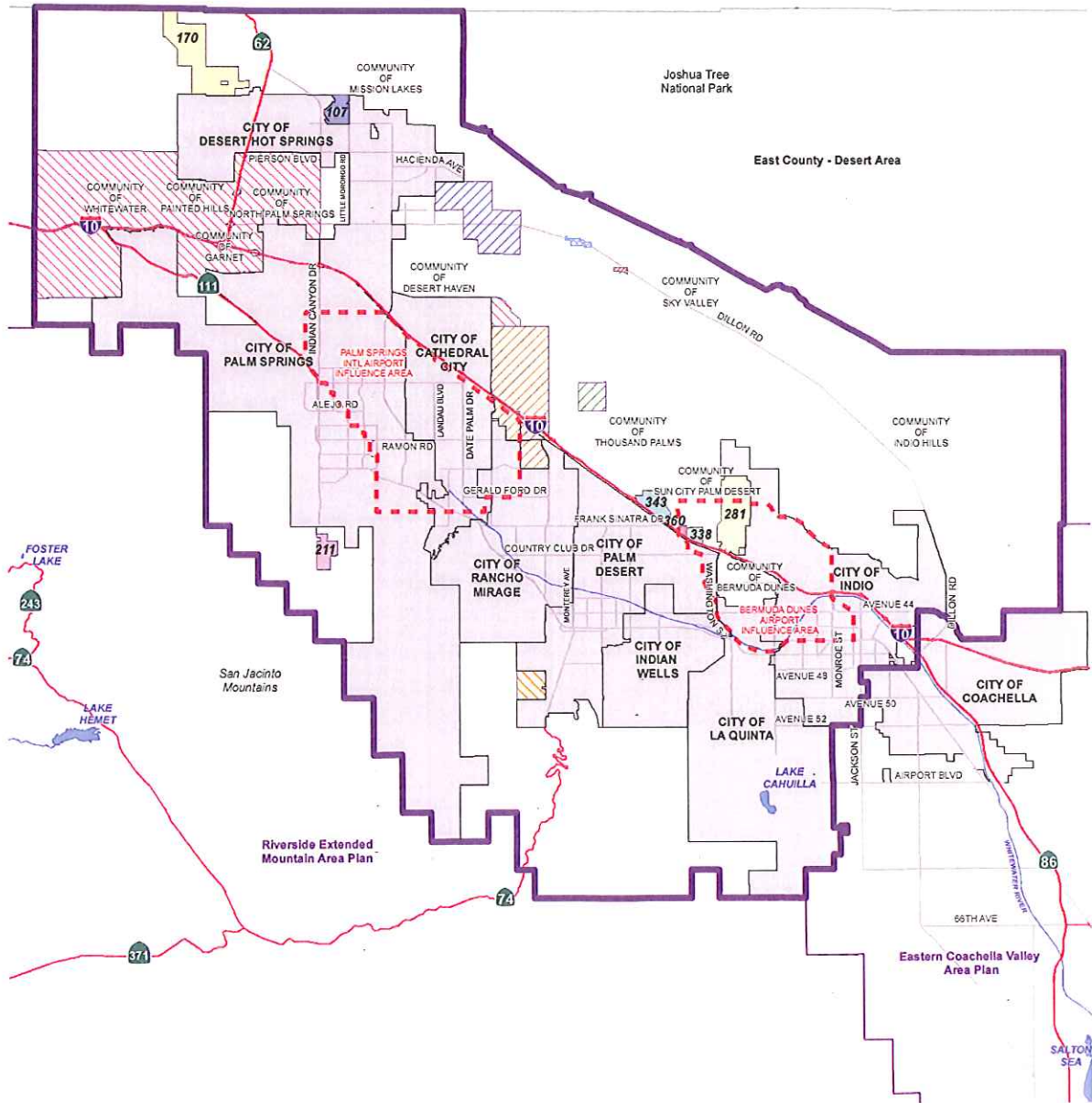
- 1 — Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 — For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 — Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 — Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 — Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 — Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 — A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

Policy Areas

Not all areas within an Area Plan are the same. Distinctiveness is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of Policy Areas are shown on Figure 4, *Overlays and Policy Areas*, and are described in detail below.

Policy Areas

Four policy areas have been designated within the Western Coachella Valley Area Plan. In some ways, these policies are even more critical to the sustained character of the Western Coachella Valley than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries are shown on Figure 4, *Overlays and Policy Areas*. These boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.



Data Source: Riverside County Planning

- Cahulla Hills Policy Area
- Sky Valley Rural Village Overlay
- Highways
- Hot Springs Policy Area
- Specific Plans
- Area Plan Boundary
- Rancho Mirage Sphere Of Influence Policy Area
- Airport Influence Areas
- City Boundary
- San Gorgonio Pass Wind Energy Policy Area
- Waterbodies
- Section 8 Sand Source Policy Area
- Sky Valley Mobile Home & Rv Parks Policy Area

Figure 4

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The eight specific plans located in the Western Coachella Valley planning area are listed in Table 3, Adopted Specific Plans in Western Coachella Valley Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan, with the exception of Specific Plan No. 170 (Tesoro).

Specific Plan No. 170 (Tesoro) was approved for development a number of years ago, but was never developed and has subsequently been purchased for habitat conservation. The approval of the Tesoro Specific Plan will be considered for rescission during the initial round of Specific Plan reviews.

Table 3: Adopted Specific Plans in Western Coachella Valley Area Plan

Specific Plan	Specific Plan #
Mission Lakes	107
North Star	343
Tesoro	170
Andreas Cove	211
Coral Mountain	218
Adams 34 Ranch	234
Sun City Palm Desert Del Webb's Sun City	281
The Mirasera	338
Desert Dunes	336
Valante	360

Source: Riverside County Planning Department.

*Portions of this specific plan extend into a neighboring Area Plan.

Table 4: Land Use Compatibility Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports^{1,2}

Safety-Zone	Maximum Population-Density	Maximum Coverage-by-Structures	Land-Use
Area I	0. ³	0. ³	No significant obstructions. ⁴ No petroleum or explosives No above-grade powerlines
Area II	Uses in Structures: ⁵ 25 persons/ac. ————OR 150 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/ac. Residential 2.5 Acre minimum lots Uses in Structures: ⁵ 75 persons/ac. or 300 persons/bldg. (see text in the source document for the Comprehensive Land Use Plan for explanation)	25% of net area 50% of gross area or 65% of net area whichever is greater	No residential. No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No Public communications facilities No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶
Area III	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. ⁶

¹—The following uses shall be prohibited in all airport safety zones:


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.

Western Coachella Valley Area Plan

- ~~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.
 2—Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
 3—No structures permitted in ETZ or ISZ.
 4—Significant obstructions include but are not limited to large trees, heavy fences and walls, tall and steep berms and retaining walls, non-fragible street light and sign standards, billboards.
 5—A structure includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas, and amphitheaters.
 6—This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.
 Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan~~

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Bermuda Dunes Airport)**

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.

Western Coachella Valley Area Plan

- 10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities to be calculated on a net basis— the overall developable area of a project site exclusive of permanently dedicated open lands as defined in Policy 4.2.4 or other open space required for environmental purposes.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in Western Coachella Valley, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character, and features of this unique area. The Local Land Use Policies section provides a host of policies to address those land use issues relating specifically to the Western Coachella Valley area.

Local Land Use Policies

Bermuda Dunes and Palm Springs Airport Influence Areas

Due to issues of noise, safety, and land use compatibility, the Riverside County Airport Land Use Commission establishes more stringent land use regulations for areas adjacent to airports that lie within "Airport Influence Areas." Bermuda Dunes Airport, a *privately-owned public use general aviation private* airport located in the community of Bermuda Dunes, is surrounded primarily by urban uses. ~~These areas fall~~ within the unincorporated County of Riverside. In the case of Palm Springs Airport, the airport influence area *includes 428 acres of* ~~does not affect any~~ unincorporated lands.

There are *six Compatibility Zones safety-zones* associated with the Bermuda Dunes Airport Influence Area. These *Compatibility Zones safety-zones* are shown in Figure 5, Bermuda Dunes Airport Influence ~~Policy~~ Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. ~~Within Area II, the minimum lot size for residential development is 2.5 acres.~~ These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County (Applicable to Bermuda Dunes Airport)*. ~~Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports, and~~ Land use proposals shall be evaluated for appropriateness within these *Compatibility Zones safety-zones*. *The portion of the Palm Springs Airport Influence Area*

within unincorporated areas is located in Compatibility Zone E (see Table 4). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

WCVAP 5.1 To provide for the orderly development of Bermuda Dunes Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Bermuda Dunes Airport, as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Sky Valley Rural Village Overlay

The Sky Valley Rural Village overlay area encompasses 115 acres along Dillon Road in the Sky Valley community. While the underlying designation on Figure 3, Land Use Plan, is Rural Residential, this area would be allowed to accommodate additional residential and commercial development under the regulations of the Rural Village Overlay. The intent of the Sky Valley Rural Village Overlay is to establish an intimate rural core that provides local-serving commercial and public services for the residents of Sky Valley, and allows for additional estate density and very low density residential development, while preserving the community’s rural character.

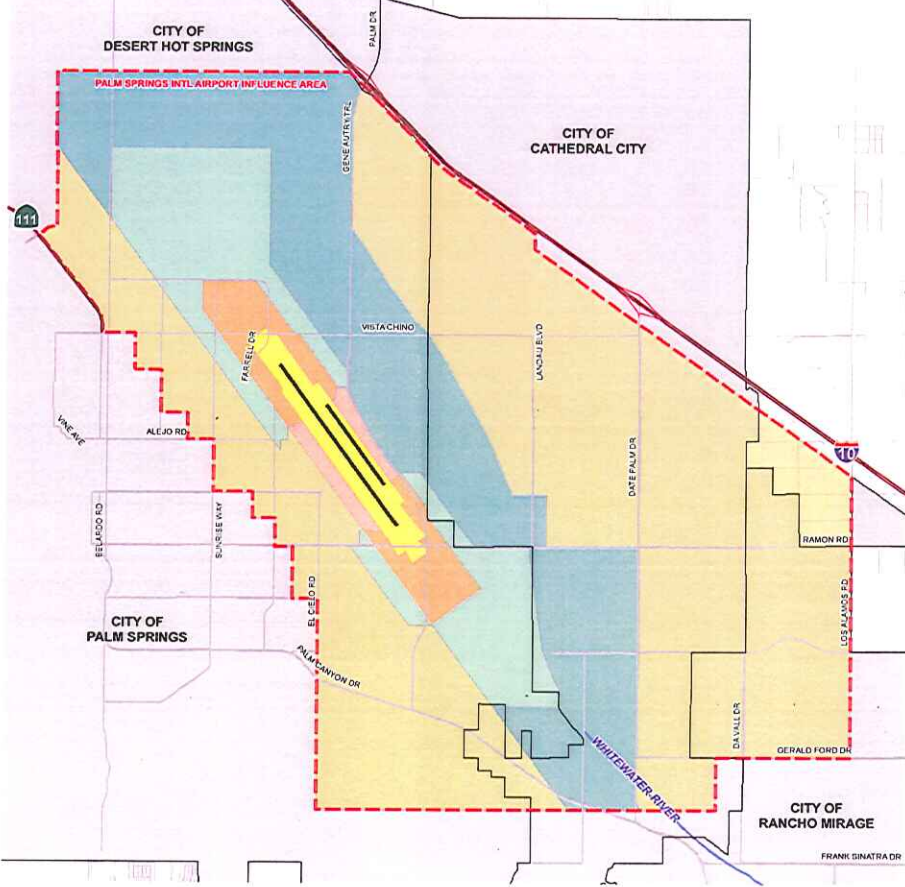
The Village would consist of a small commercial/public use core area, with the remainder consisting of single family residential development and open space.

The General Plan Land Use Element details policies for development within Rural Village areas countywide. The following policies for the Sky Valley Rural Village Overlay area provide additional and more restrictive policies regarding residential density, commercial intensity, and development design.

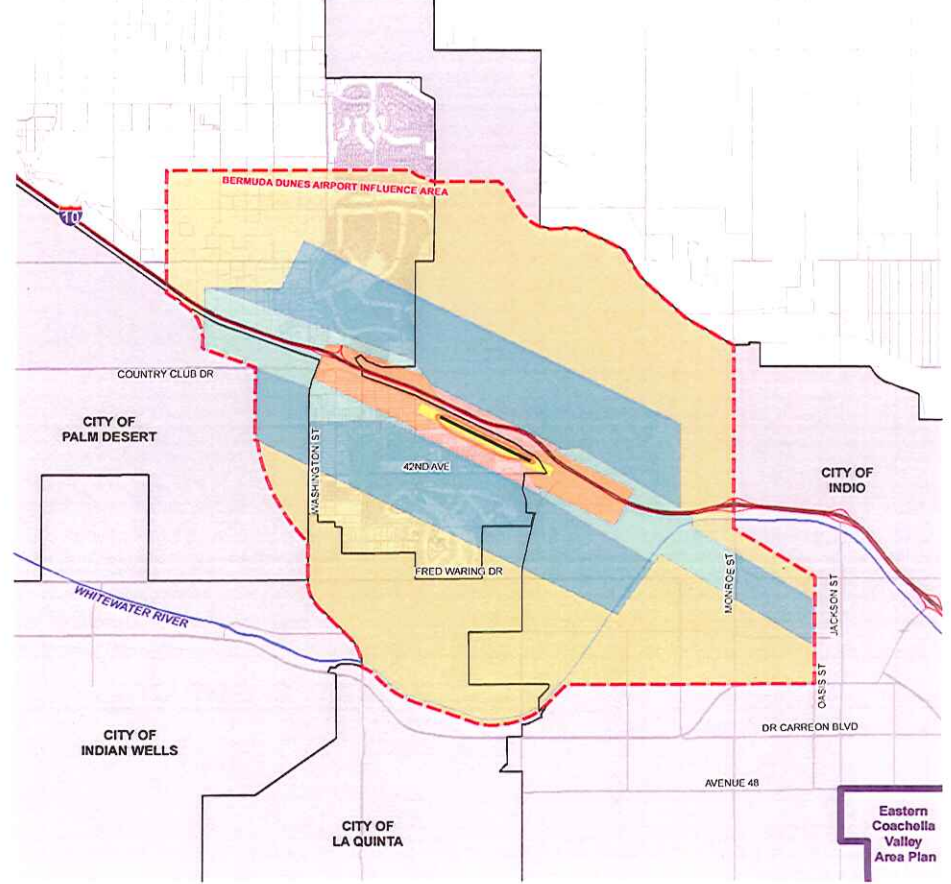
Policies:

- WCVAP 6.1 Limit residential development to a density not to exceed 0.4 dwelling units per acre (2-1/2-acre minimum lot size).
- WCVAP 6.2 Allow clustered lots of minimum size one acre, but maintain the overall density of the Village area at 0.4 dwelling units per acre.
- WCVAP 6.3 Limit new commercial and public uses to a single core area not to exceed five acres in size.
- WCVAP 6.4 Require that development maintains the rural character of the area.
- WCVAP 6.5 Ensure that development is compatible with existing and adjacent uses.

Palm Springs International Airport Influence Area



Bermuda Dunes Airport Influence Area



Data Source: Riverside County ALUC (2010)

- COMPATIBILITY ZONES**
- Zone A
 - Zone C
 - 60 dB CNEL NOISE CONTOUR
 - Airport Influence Area
 - Zone B2
 - Zone D
 - Airport Runways
 - Highways
 - Area Plan Boundary

- City Boundary
- Waterbodies

Figure 5

December 16, 2013

0 0.75 1.5 Miles

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of the product with respect to accuracy and precision shall be the sole responsibility of the user.



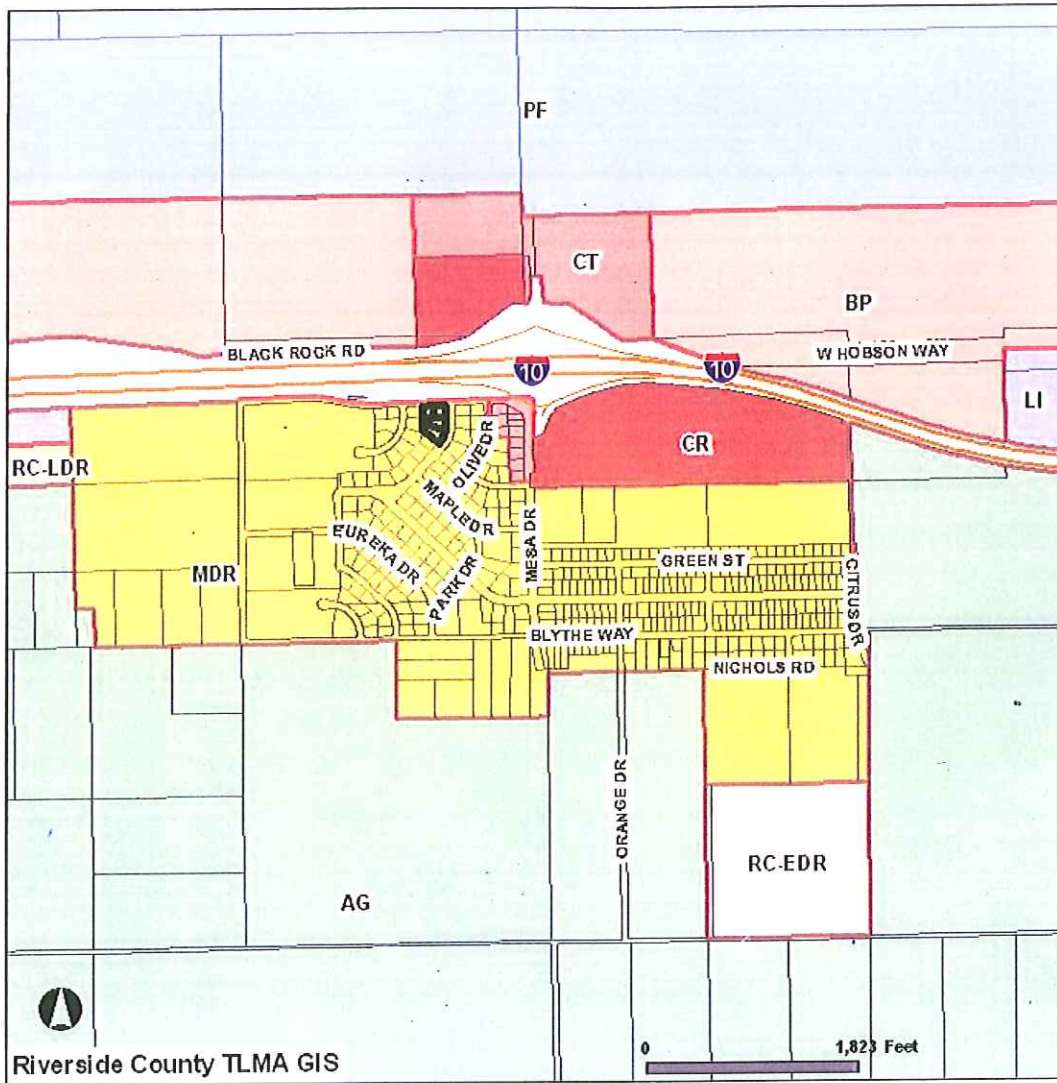
AGENDA ITEM 2.6: STAFF REPORT SUPPLEMENT B

FOCUS: BLYTHE AIRPORT INFLUENCE AREA

The Mesa Verde/Nicholls Warm Springs unincorporated community is located directly opposite Blythe Airport on the southerly side of Interstate 10. This area is predominantly designated Medium Density Residential (2 to 5 dwelling units per acre) on the Palo Verde Valley Area Plan, but this existing designation presents an inconsistency with density criteria of the applicable airport compatibility zone (Zone D). Most of the small lots are proposed for a land use designation of Medium High Density Residential (5 to 8 dwelling units per acre), which would be consistent with Zone D compatibility criteria. However, many of the larger lots are proposed for reduced density designations such as Rural Residential. This supplement includes a parcel-by-parcel list of properties in the vicinity of Blythe Airport whose land use designations would be changed by GPA No. 960.

Also included herein are parcel-specific maps depicting the existing General Plan land use designations and airport compatibility zones of parcels in the Blythe Airport Influence Area proposed for designations other than Medium High Density Residential.

RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):

818-303-001 818-303-002 818-303-003 818-303-004

LAND USE

- | | | | |
|--|----------------------------------|------------------------|---|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AG - AGRICULTURE | BP - BUSINESS PARK | CR - COMMERCIAL RETAIL | CT - COMMERCIAL TOURIST |
| LI - LIGHT INDUSTRIAL | MDR - MEDIUM DENSITY RESIDENTIAL | PF - PUBLIC FACILITIES | EDR-RC - RURAL COMMUNITY - ESTATE DENSITY RESIDENTIAL |
| LDR-RC - RURAL COMMUNITY - LOW DENSITY RESIDENTIAL | | | |

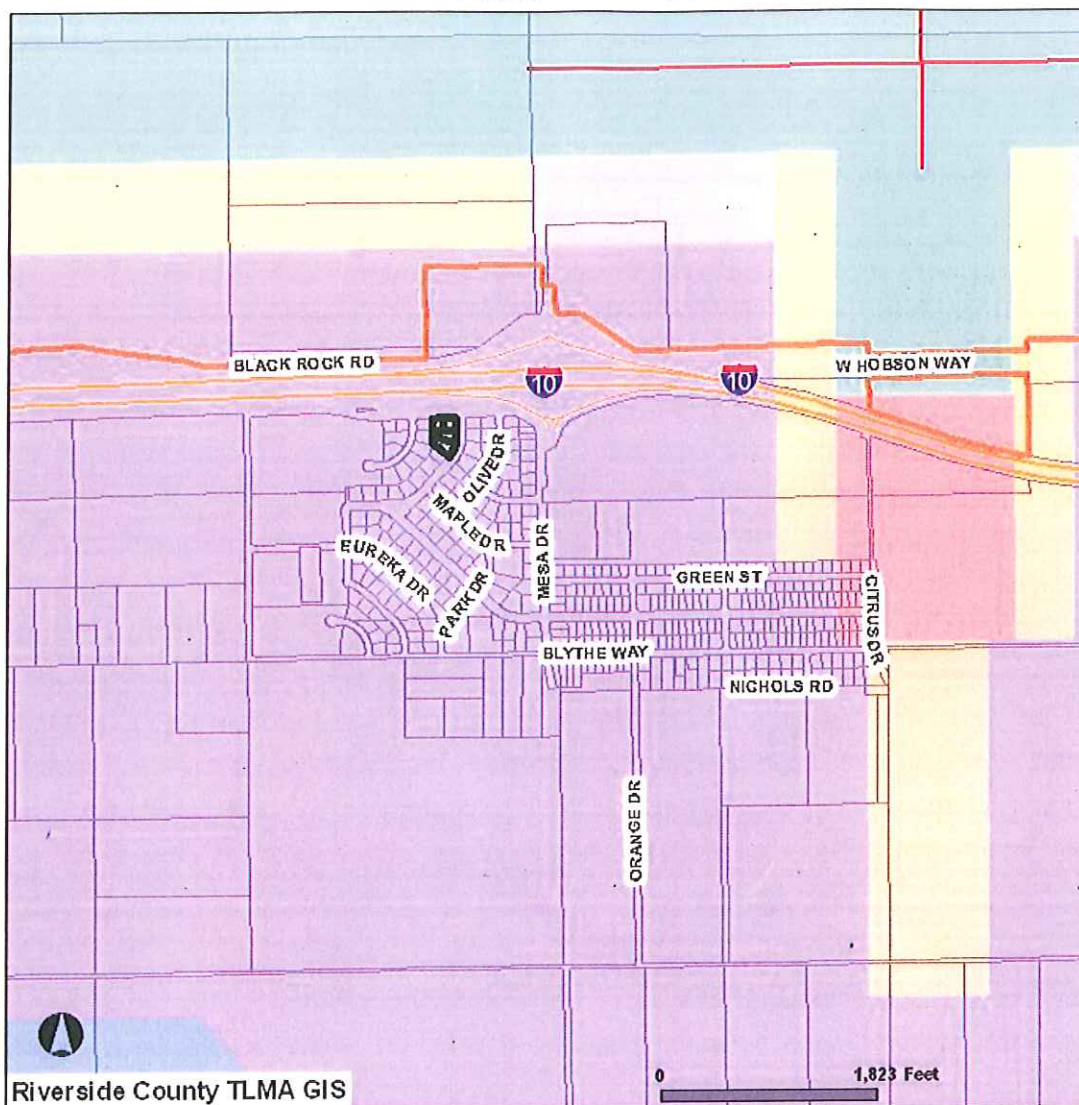
IMPORTANT

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RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):

818-303-001 818-303-002 818-303-003 818-303-004

AIRPORTS

- SELECTED PARCEL
- N AIRPORT RUNWAYS
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE E
- N INTERSTATES
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE B2
- N HIGHWAYS
- AIRPORT BOUNDARIES
- COMPATIBILITY ZONE C
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE D

IMPORTANT

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Version 131127

PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
ANZA VLLY PA	579420014	4.23	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	579420023	4.09	OS-CH	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	579420011	3.95	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580090001	1.93	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580090006	1.53	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580090005	1.38	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580560007	1.20	OS-RUR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	579160016	0.77	OS-CH	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580340012	0.49	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580460013	0.40	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580460020	0.24	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580340030	0.21	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
ANZA VLLY PA	580460025	0.07	RR	<i>vacant</i>		OS-CH	AVPA	REMAP
<hr/>								
BLYTHE ALUC	818242016	6.30	MDR	<i>resi: rural</i>		RR		PVVAP
BLYTHE ALUC	818242017	3.89	MDR	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	818242023	5.06	MDR	<i>resi: rural</i>		RR		PVVAP
BLYTHE ALUC	818242024	5.09	MDR	<i>ranch</i>		RR		PVVAP
BLYTHE ALUC	818242033	1.50	LDR-RC	<i>resi: multi</i>		LI		PVVAP
BLYTHE ALUC	818242033	9.85	LDR-RC	<i>vacant</i>		LI		PVVAP
BLYTHE ALUC	818242034	22.04	MDR	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	818242035	24.99	MDR	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	818292001	0.25	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818292002	0.25	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818292003	0.52	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818292004	0.41	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293001	0.31	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293002	0.39	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293003	0.34	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293004	0.41	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293005	0.43	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293006	0.37	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293007	0.42	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293008	0.38	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293009	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293010	0.33	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818293011	0.47	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293012	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293013	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818293014	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818294001	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818294002	0.35	MDR	<i>resi: multi</i>		MHDR		PVVAP
BLYTHE ALUC	818294003	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818294004	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818294005	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818303001	0.23	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818303002	0.23	MDR	<i>resi: multi</i>		MHDR		PVVAP
BLYTHE ALUC	818303003	0.38	MDR	<i>resi: multi</i>		MHDR		PVVAP
BLYTHE ALUC	818303004	0.40	MDR	<i>resi: sfr</i>		MHDR		PVVAP

PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	818304001	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304002	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304003	0.33	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304004	0.44	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304005	0.42	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818304006	0.30	MDR	com: retl-of		MHDR		PVVAP
BLYTHE ALUC	818304007	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304008	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304009	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304010	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304011	0.30	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304012	0.36	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818304013	0.27	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304014	0.42	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818304015	0.36	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818305004	0.40	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818305005	0.53	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818305006	0.29	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818305007	0.29	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818305008	0.32	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818306001	0.32	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306002	0.36	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306003	0.40	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306004	0.43	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306005	0.36	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306006	0.40	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306007	0.44	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306008	0.41	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306009	0.37	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306010	0.37	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306011	0.32	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818306012	0.32	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311001	0.40	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311005	0.59	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311006	0.50	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311007	0.57	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311008	0.54	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818311009	0.57	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818311010	0.40	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818311011	1.31	MDR	resi: multi		MHDR		PVVAP
BLYTHE ALUC	818312001	0.38	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312002	0.38	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312003	0.24	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312011	0.61	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312013	0.45	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312015	1.15	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312017	1.63	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312018	0.45	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818312019	0.40	MDR	resi: sfr		MHDR		PVVAP

PROJECT ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	818313001	0.30	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818313002	0.29	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313003	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313004	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313005	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313006	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313007	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313008	0.30	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818313009	0.37	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818314001	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818314002	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818314003	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818314004	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818314005	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321001	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321002	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321003	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321004	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321005	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321006	0.34	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321007	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321008	0.42	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321009	0.39	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321010	0.47	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321011	0.34	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321012	0.36	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818321013	0.33	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818321014	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321015	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818321016	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322001	0.27	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322002	0.28	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322003	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322004	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322005	0.39	MDR	<i>resi: multi</i>		MHDR		PVVAP
BLYTHE ALUC	818322006	0.39	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818322007	0.31	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322008	0.31	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322009	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322010	0.28	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	818322011	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322012	0.39	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322013	0.29	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322014	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322015	0.31	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322016	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322017	0.41	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322018	0.34	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	818322019	0.30	MDR	<i>resi: sfr</i>		MHDR		PVVAP

PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR. POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	818322020	0.28	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323001	0.25	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323002	0.28	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323003	0.31	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323004	0.25	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323005	0.28	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323006	0.32	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323007	0.42	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323008	0.31	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323009	0.35	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818323010	0.27	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818324001	0.90	MDR	resi: multi		MHDR		PVVAP
BLYTHE ALUC	818330001	1.87	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818330002	7.21	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818330003	1.00	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818330003	5.58	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818330004	2.00	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	818330004	5.59	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	818330005	15.99	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	821080012	0.16	AG	vacant		AG		PVVAP
BLYTHE ALUC	821080016	1.96	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	821080047	17.89	AG	vacant		AG		PVVAP
BLYTHE ALUC	821080047	20.44	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	821110004	11.62	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	821120015	35.92	EDR-RC	agriculture		RR		PVVAP
BLYTHE ALUC	821120023	9.33	EDR-RC	vacant		RR		PVVAP
BLYTHE ALUC	821120024	9.97	EDR-RC	vacant		RR		PVVAP
BLYTHE ALUC	821120028	7.74	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	824020005	111.81	BP	pf: trans		PF		PVVAP
BLYTHE ALUC	824030003	15.89	BP	vacant		PF		PVVAP
BLYTHE ALUC	824030005	4.65	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824030006	3.07	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824030007	8.92	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	824030010	0.07	MDR	vacant		LI		PVVAP
BLYTHE ALUC	824030010	10.90	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824030020	3.05	BP	vacant		OS-C		PVVAP
BLYTHE ALUC	824030020	0.04	BP	vacant		PF		PVVAP
BLYTHE ALUC	824030021	0.04	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824030022	1.00	MDR	resi: sfr		LI		PVVAP
BLYTHE ALUC	824030022	14.32	MDR	vacant		LI		PVVAP
BLYTHE ALUC	824030023	15.36	AG	vacant		AG		PVVAP
BLYTHE ALUC	824030023	28.23	AG	vacant		AG		PVVAP
BLYTHE ALUC	824030023	0.01	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	824030023	34.67	AG	vacant		OS-RUR		PVVAP
BLYTHE ALUC	824041003	0.29	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824042003	0.17	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824042004	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824042005	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824042006	0.17	MDR	resi: sfr		MHDR		PVVAP

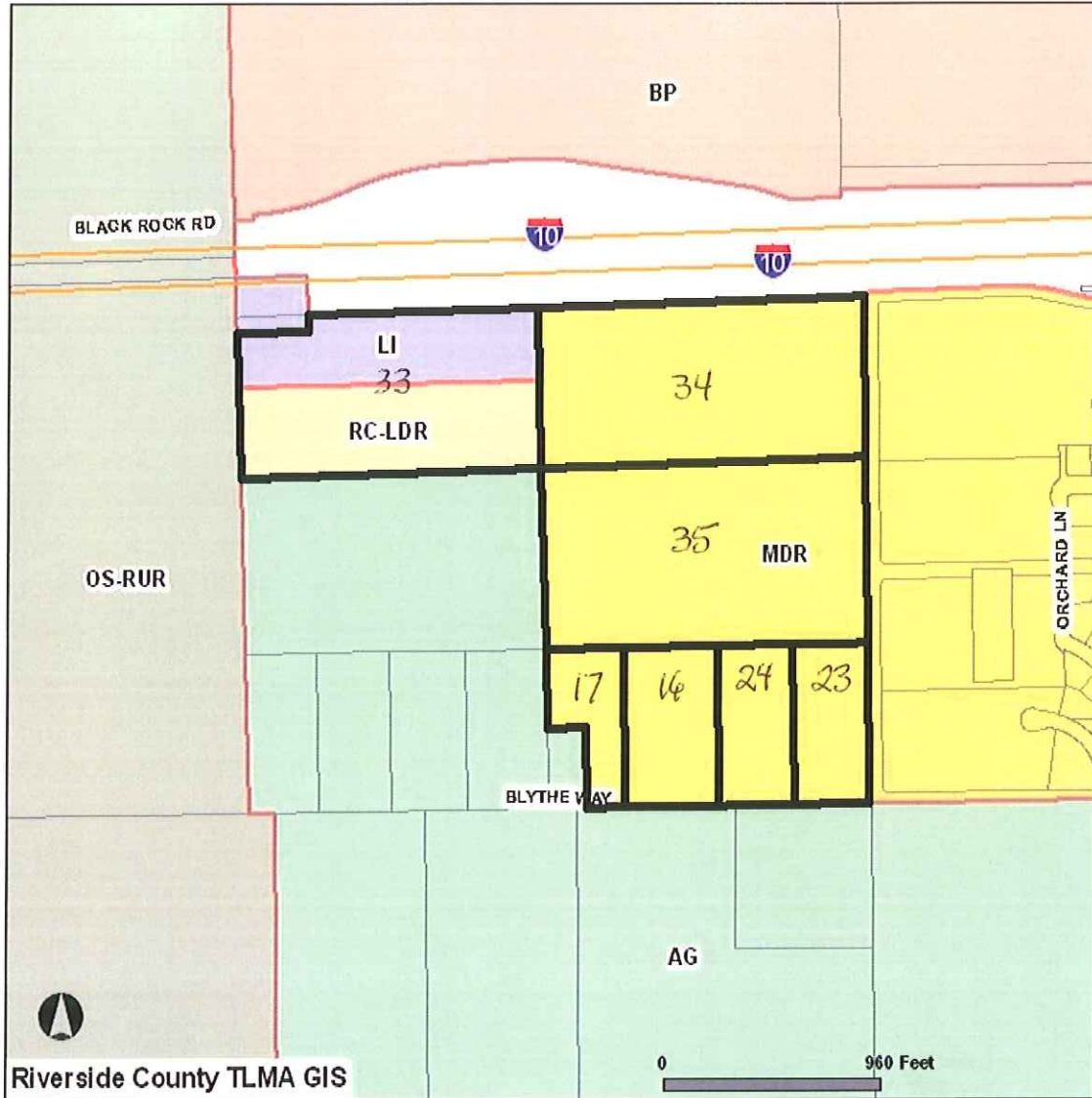
PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR. POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	824046002	0.21	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046003	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046004	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046005	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046006	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046007	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046008	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046009	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824046010	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047001	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047002	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047003	0.32	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047004	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047005	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047006	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047007	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047008	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047009	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047010	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824047011	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051001	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051002	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051003	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051004	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051005	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051006	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051007	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824051008	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051009	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051010	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051011	0.18	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051012	0.19	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824051013	0.19	MDR	vacant		LDR		PVVAP
BLYTHE ALUC	824051014	0.18	MDR	vacant		LDR		PVVAP
BLYTHE ALUC	824051015	0.19	MDR	vacant		LDR		PVVAP
BLYTHE ALUC	824052001	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052002	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052003	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052004	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052005	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052006	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052007	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052008	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052009	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052010	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052011	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052012	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824052013	0.18	MDR	resi: multi		LDR		PVVAP
BLYTHE ALUC	824052014	0.18	MDR	resi: sfr		LDR		PVVAP

PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	824062004	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062005	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062006	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062007	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062008	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062009	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062010	0.34	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063001	0.28	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063002	0.33	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063003	0.34	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824063004	0.36	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824063005	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063006	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063007	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063008	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063009	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063010	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824063011	0.19	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064001	0.28	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064002	0.34	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064003	0.64	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064004	0.64	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064007	0.65	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824064008	0.29	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064009	0.36	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824064010	0.29	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064011	0.34	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064012	0.21	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824064013	0.43	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071001	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071002	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071003	0.17	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824071004	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071005	0.17	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824071006	0.34	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071007	0.17	MDR	vacant		MHDR		PVVAP
BLYTHE ALUC	824071008	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071009	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071010	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071011	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071012	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071013	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071014	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071015	0.18	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824071016	0.17	MDR	resi: sfr		LDR		PVVAP
BLYTHE ALUC	824071017	0.17	MDR	resi: sfr		LDR		PVVAP
BLYTHE ALUC	824071018	0.17	MDR	resi: sfr		LDR		PVVAP
BLYTHE ALUC	824071019	0.19	MDR	resi: sfr		LDR		PVVAP
BLYTHE ALUC	824072001	0.28	MDR	resi: sfr		MHDR		PVVAP

PROJECT_ID	APNs	ACRES	CURR. LUD	Idd_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	824072002	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072003	0.29	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072004	0.36	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	824072005	0.28	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072006	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072007	0.29	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072008	0.36	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072009	0.29	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072010	0.36	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	824072011	0.28	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072012	0.35	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072013	0.27	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824072014	0.34	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073001	0.26	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073003	0.26	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073006	0.25	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073007	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073009	0.26	MDR	<i>resi: sfr</i>		LDR		PVVAP
BLYTHE ALUC	824073010	0.51	MDR	<i>pf: utilities</i>		LDR		PVVAP
BLYTHE ALUC	824073010	0.02	MDR	<i>pf: utilities</i>		MHDR		PVVAP
BLYTHE ALUC	824073011	0.26	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073012	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073013	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073014	0.26	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073019	0.32	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824073020	0.33	MDR	<i>resi: sfr</i>		MHDR		PVVAP
BLYTHE ALUC	824074001	0.16	MDR	<i>resi: sfr</i>		LDR		PVVAP
BLYTHE ALUC	824080005	0.03	AG	<i>vacant</i>		OS-RUR		PVVAP
BLYTHE ALUC	824080005	31.15	AG	<i>vacant</i>		OS-RUR		PVVAP
BLYTHE ALUC	824090018	0.53	EDR-RC	<i>ind: li</i>		RR		PVVAP
BLYTHE ALUC	824090025	1.19	EDR-RC	<i>resi: sfr</i>		RR		PVVAP
BLYTHE ALUC	824090028	21.20	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824090031	0.02	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824090032	0.12	EDR-RC	<i>resi: sfr</i>		RR		PVVAP
BLYTHE ALUC	824090033	0.02	EDR-RC	<i>pf: utilities</i>		RR		PVVAP
BLYTHE ALUC	824090034	4.20	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824090035	0.86	EDR-RC	<i>resi: sfr</i>		RR		PVVAP
BLYTHE ALUC	824090036	0.83	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824090037	4.30	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824090037	8.26	EDR-RC	<i>ind: li</i>		RR		PVVAP
BLYTHE ALUC	824090037	4.20	EDR-RC	<i>resi: rural</i>		RR		PVVAP
BLYTHE ALUC	824102013	39.24	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824102014	15.51	EDR-RC	<i>agriculture</i>		EDR-RC		PVVAP
BLYTHE ALUC	824102014	22.07	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824102015	39.19	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824102016	40.52	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824102025	20.51	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824110009	18.60	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824110016	6.64	EDR-RC	<i>ranch</i>		RR		PVVAP

PROJECT_ID	APNs	ACRES	CURR. LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	824110018	3.25	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824110019	0.32	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824110020	8.50	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824110021	1.30	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824110022	7.47	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824110023	2.26	EDR-RC	<i>resi: sfr</i>		RR		PVVAP
BLYTHE ALUC	824110028	2.47	EDR-RC	<i>resi: multi</i>		RR		PVVAP
BLYTHE ALUC	824110028	7.00	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	824110029	15.90	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824110031	9.39	EDR-RC	<i>ranch</i>		RR		PVVAP
BLYTHE ALUC	824110032	13.07	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824110039	5.75	EDR-RC	<i>ranch</i>		RR		PVVAP
BLYTHE ALUC	824110040	13.58	EDR-RC	<i>agriculture</i>		RR		PVVAP
BLYTHE ALUC	824130006	0.83	EDR-RC	<i>pf: trans</i>		EDR-RC		PVVAP
BLYTHE ALUC	863020002	5.19	EDR-RC	<i>resi: multi</i>		RR		PVVAP
BLYTHE ALUC	863020002	36.30	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	863020004	1.64	MDR	<i>resi: rural</i>		MHDR		PVVAP
BLYTHE ALUC	863020013	0.36	MDR	<i>pf: utilities</i>		MHDR		PVVAP
BLYTHE ALUC	863020014	2.09	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	863020016	1.52	EDR-RC	<i>vacant</i>		RR		PVVAP
BLYTHE ALUC	863020018	2.00	MDR	<i>pf: services</i>		MHDR		PVVAP
BLYTHE ALUC	863020018	14.96	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	863020019	13.21	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	879300008	1.57	MDR	<i>resi: multi</i>		EDR		PVVAP
BLYTHE ALUC	879300008	0.07	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	879300009	2.46	MDR	<i>vacant</i>		EDR		PVVAP
BLYTHE ALUC	879300009	0.12	MDR	<i>resi: rural</i>		MHDR		PVVAP
BLYTHE ALUC	879300010	2.51	MDR	<i>vacant</i>		EDR		PVVAP
BLYTHE ALUC	879300011	2.54	MDR	<i>vacant</i>		EDR		PVVAP
BLYTHE ALUC	879300012	2.60	MDR	<i>vacant</i>		EDR		PVVAP
BLYTHE ALUC	879300013	2.42	MDR	<i>vacant</i>		EDR		PVVAP
BLYTHE ALUC	879300013	0.18	MDR	<i>vacant</i>		MHDR		PVVAP
BLYTHE ALUC	879300014	2.48	MDR	<i>ind: hi</i>		EDR		PVVAP
BLYTHE ALUC	879300014	0.10	MDR	<i>ind: hi</i>		MHDR		PVVAP
BLYTHE ALUC	879300015	2.44	MDR	<i>resi: rural</i>		EDR		PVVAP
BLYTHE ALUC	879300015	0.14	MDR	<i>vacant</i>		MHDR		PVVAP
C1-1	609373012	0.28	MDR	<i>resi: sfr</i>		MDR		WCVAP
C1-1	609373012	0.10	OS-R	<i>vacant</i>		MDR		WCVAP
C1-5	924230039	2.48	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924230040	2.48	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924230041	2.50	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924230042	2.50	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924230046	4.94	RM	<i>agriculture</i>		EDR-RC		SWAP
C1-5	924230047	1.40	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924230047	4.11	RM	<i>agriculture</i>		EDR-RC		SWAP
C1-5	924240028	1.49	RM	<i>resi: sfr</i>		EDR-RC		SWAP
C1-5	924240028	3.02	RM	<i>agriculture</i>		EDR-RC		SWAP
C1-5	924240029	2.25	RM	<i>resi: sfr</i>		EDR-RC		SWAP

RIVERSIDE COUNTY GIS



Selected parcel(s):
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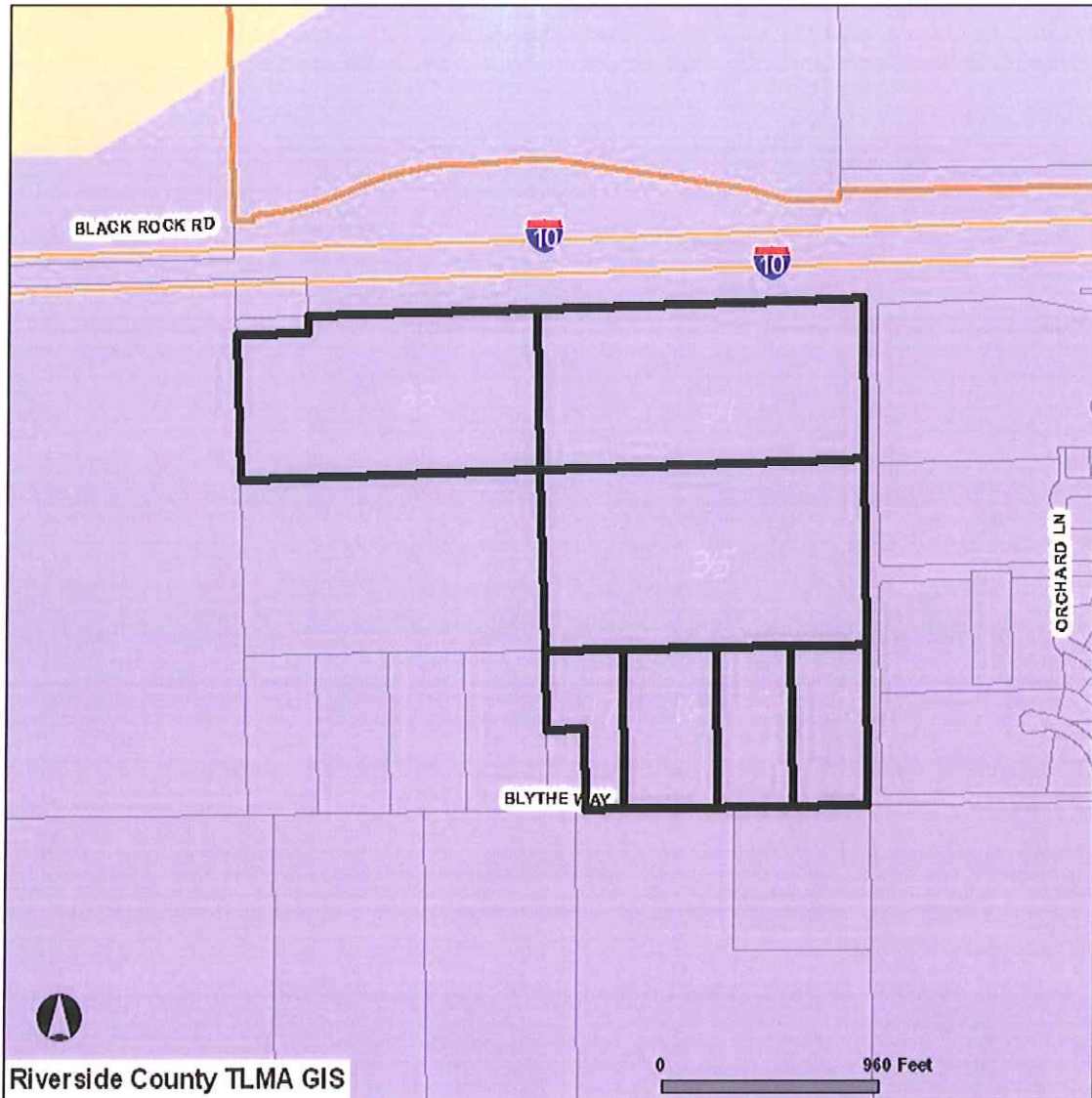
LAND USE

- | | | | |
|---------------------------|--|-----------------------|----------------------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AG - AGRICULTURE | BP - BUSINESS PARK | LI - LIGHT INDUSTRIAL | MDR - MEDIUM DENSITY RESIDENTIAL |
| OS-RUR - OPEN SPACE RURAL | LDR-RC - RURAL COMMUNITY - LOW DENSITY RESIDENTIAL | | |

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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 818-242-016 818-242-017 818-242-023 818-242-024 818-242-033 818-242-034 818-242-035

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- COMPATIBILITY ZONE D
- INTERSTATES
- AIRPORT INFLUENCE AREAS
- HIGHWAYS
- AIRPORT BOUNDARIES
- PARCELS
- COMPATIBILITY ZONE C

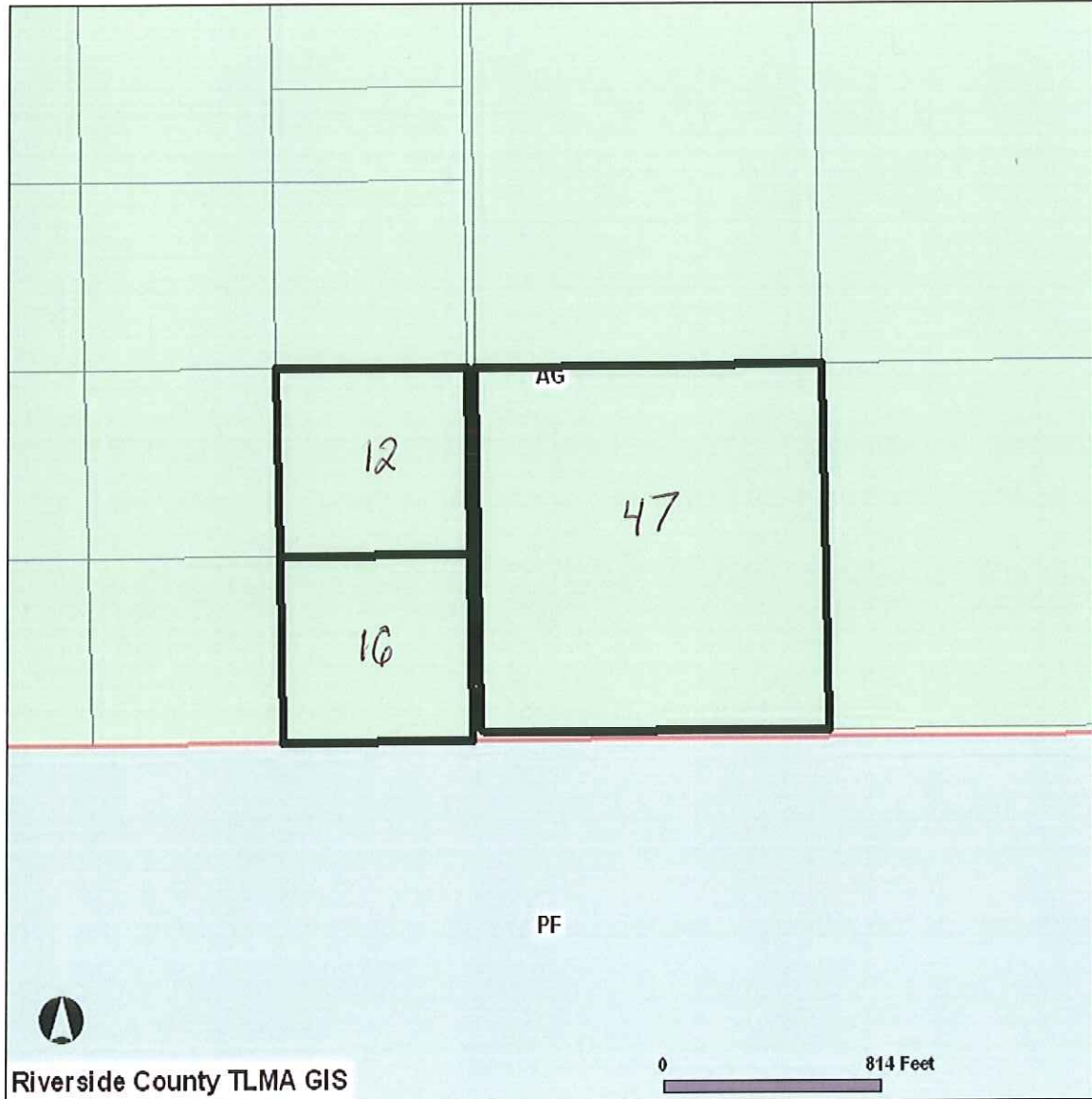
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 821-080-012 821-080-016 821-080-047

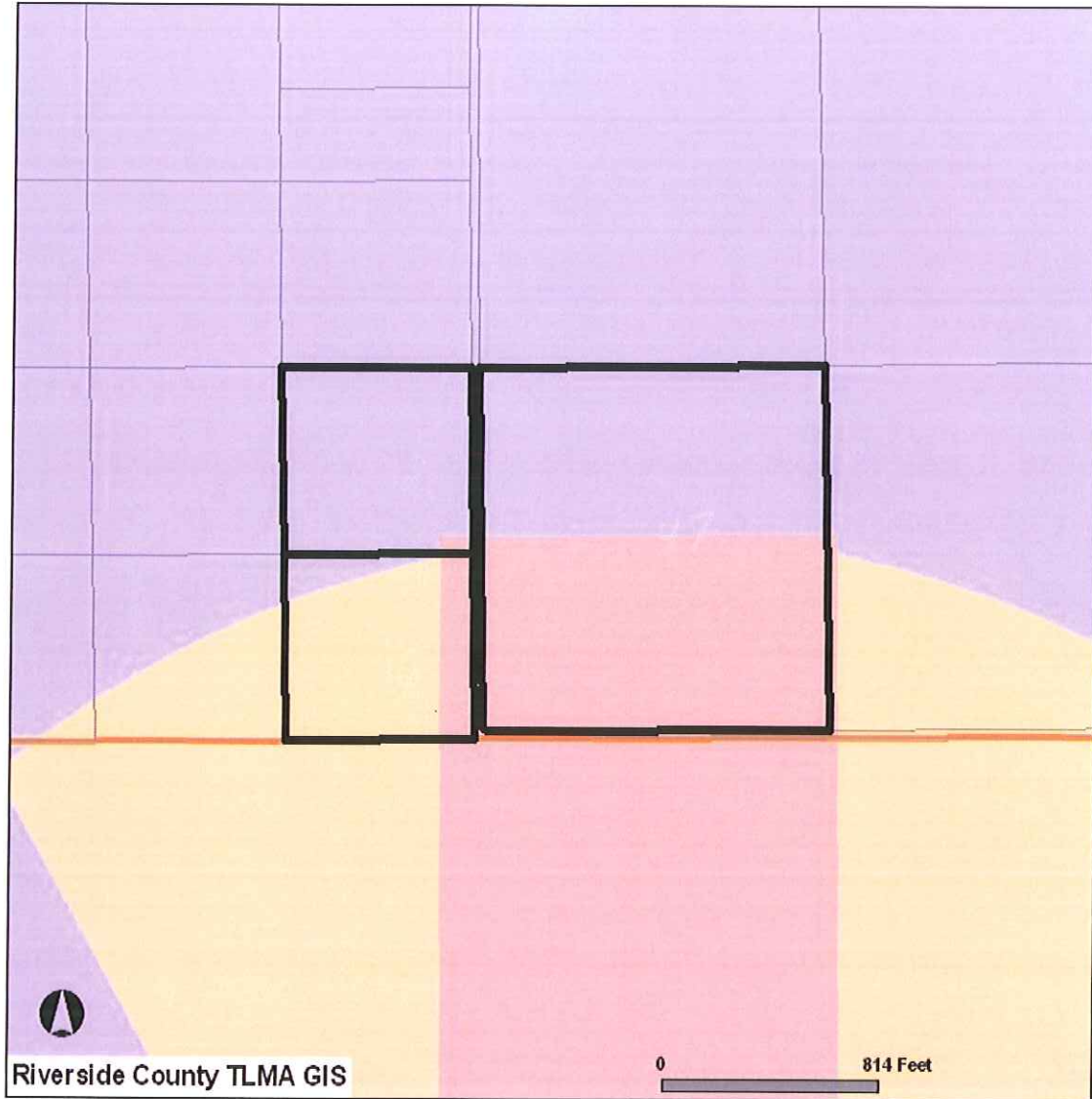
LAND USE

- SELECTED PARCEL
- AG - AGRICULTURE
-  INTERSTATES
-  PF - PUBLIC FACILITIES
-  HIGHWAYS
- PARCELS

IMPORTANT
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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 821-080-012 821-080-016 821-080-047

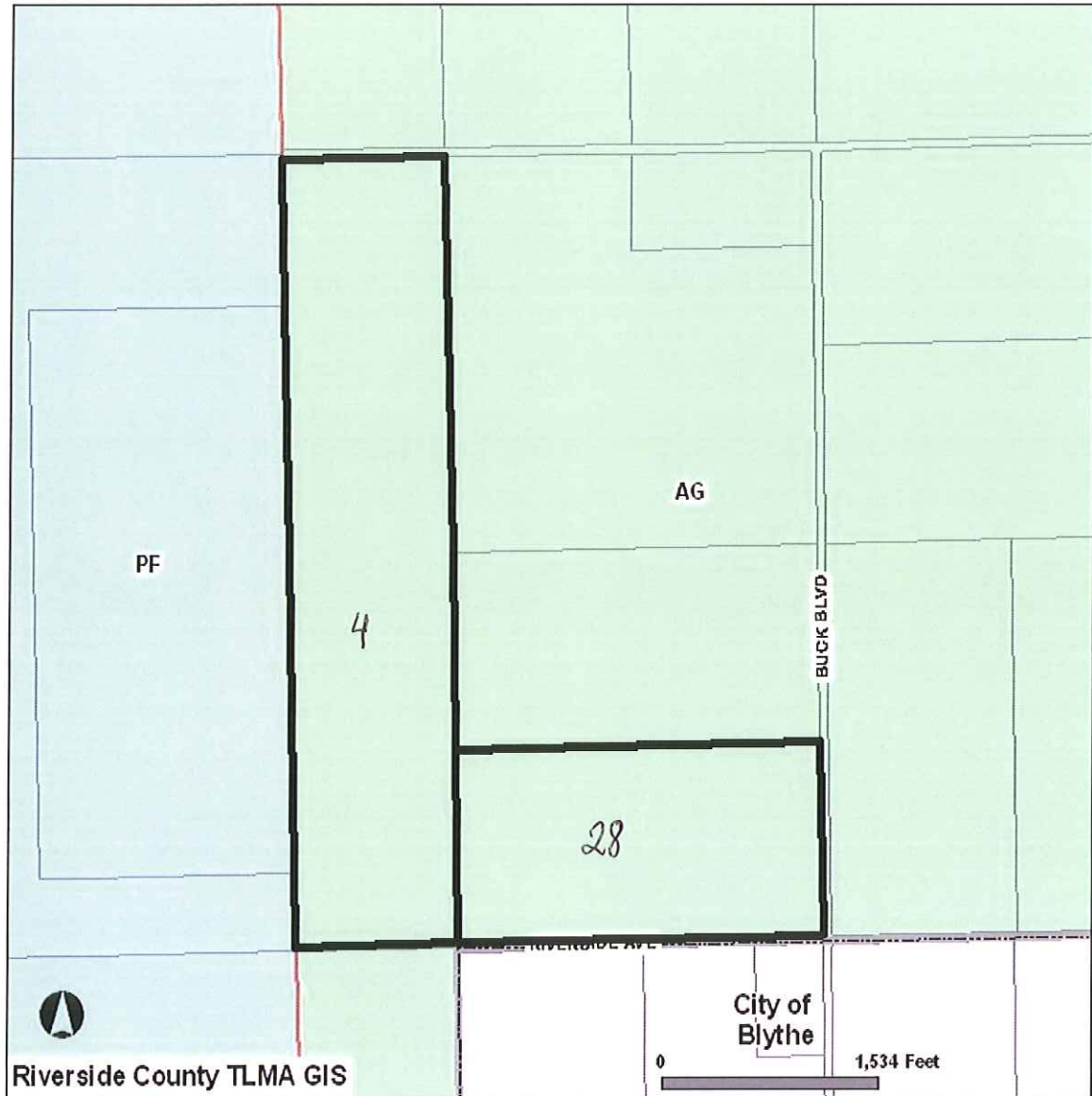
AIRPORTS

- | | | | |
|----------------------|-------------------------|--------------------|-----------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AIRPORT RUNWAYS | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATIBILITY ZONE B1 |
| COMPATIBILITY ZONE C | COMPATIBILITY ZONE D | | |

IMPORTANT
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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
821-110-004 821-120-028

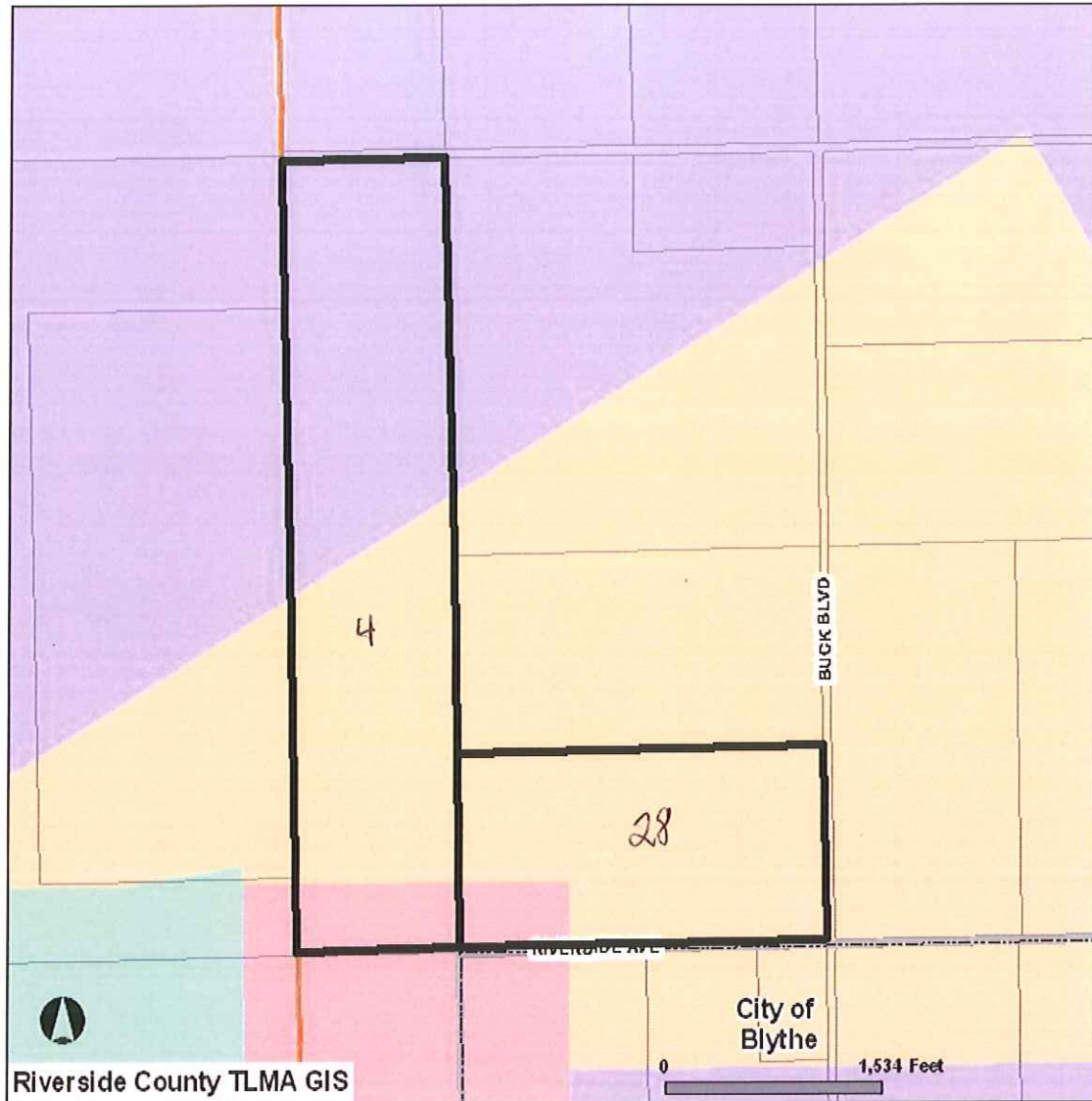
LAND USE

- SELECTED PARCEL
- INTERSTATES
- HIGHWAYS
- CITY
- PARCELS
- AG - AGRICULTURE
- PF - PUBLIC FACILITIES

IMPORTANT
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REPORT PRINTED ON...Tue May 20 14:58:50 2014
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
821-110-004 821-120-028

AIRPORTS

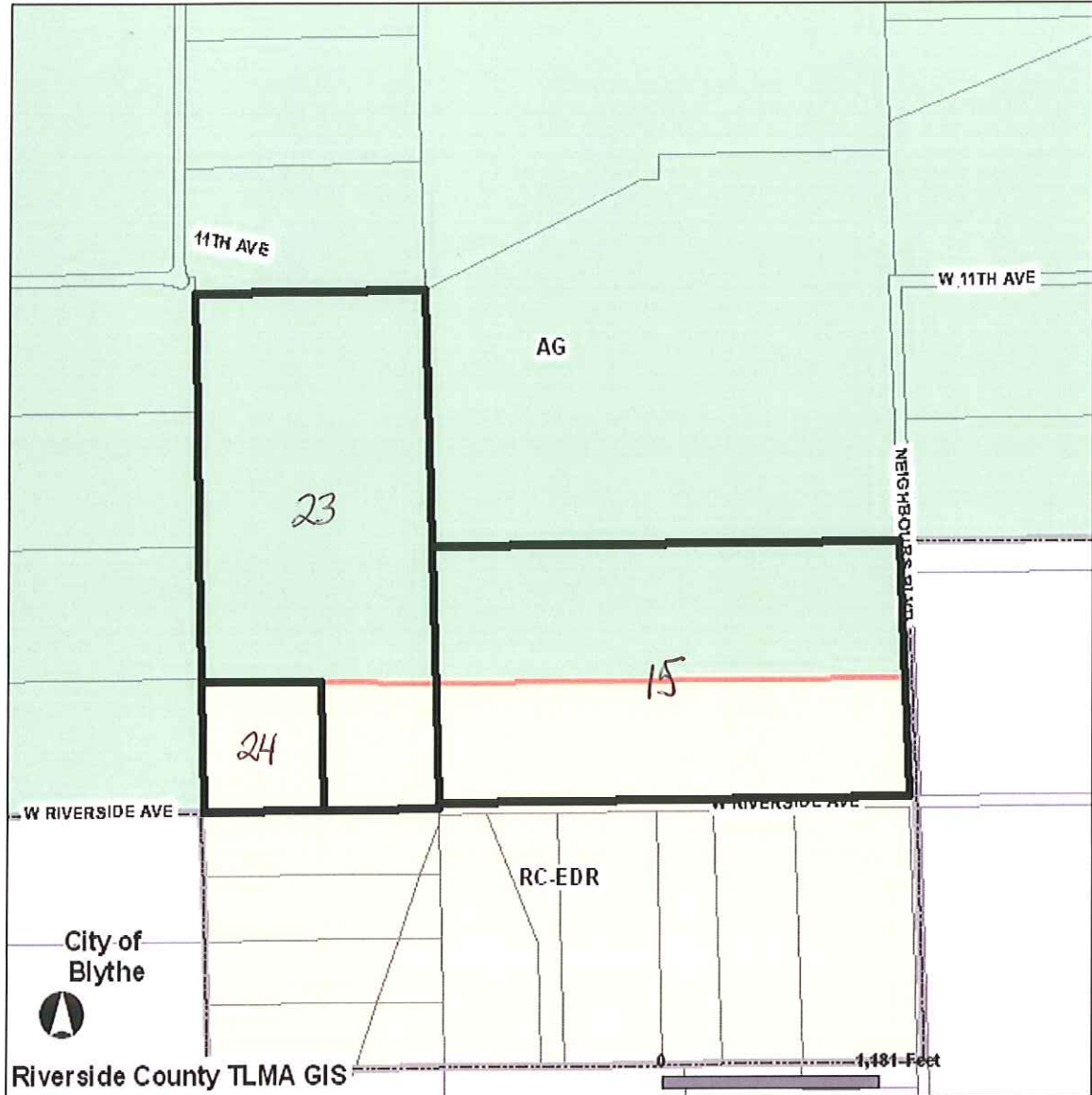
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|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AIRPORT RUNWAYS | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D | |

IMPORTANT
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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
821-120-015 821-120-023 821-120-024

LAND USE

- SELECTED PARCEL
- PARCELS
- INTERSTATES
- AG - AGRICULTURE
- HIGHWAYS
- EDR-RC - RURAL COMMUNITY
- ESTATE DENSITY
RESIDENTIAL
- CITY

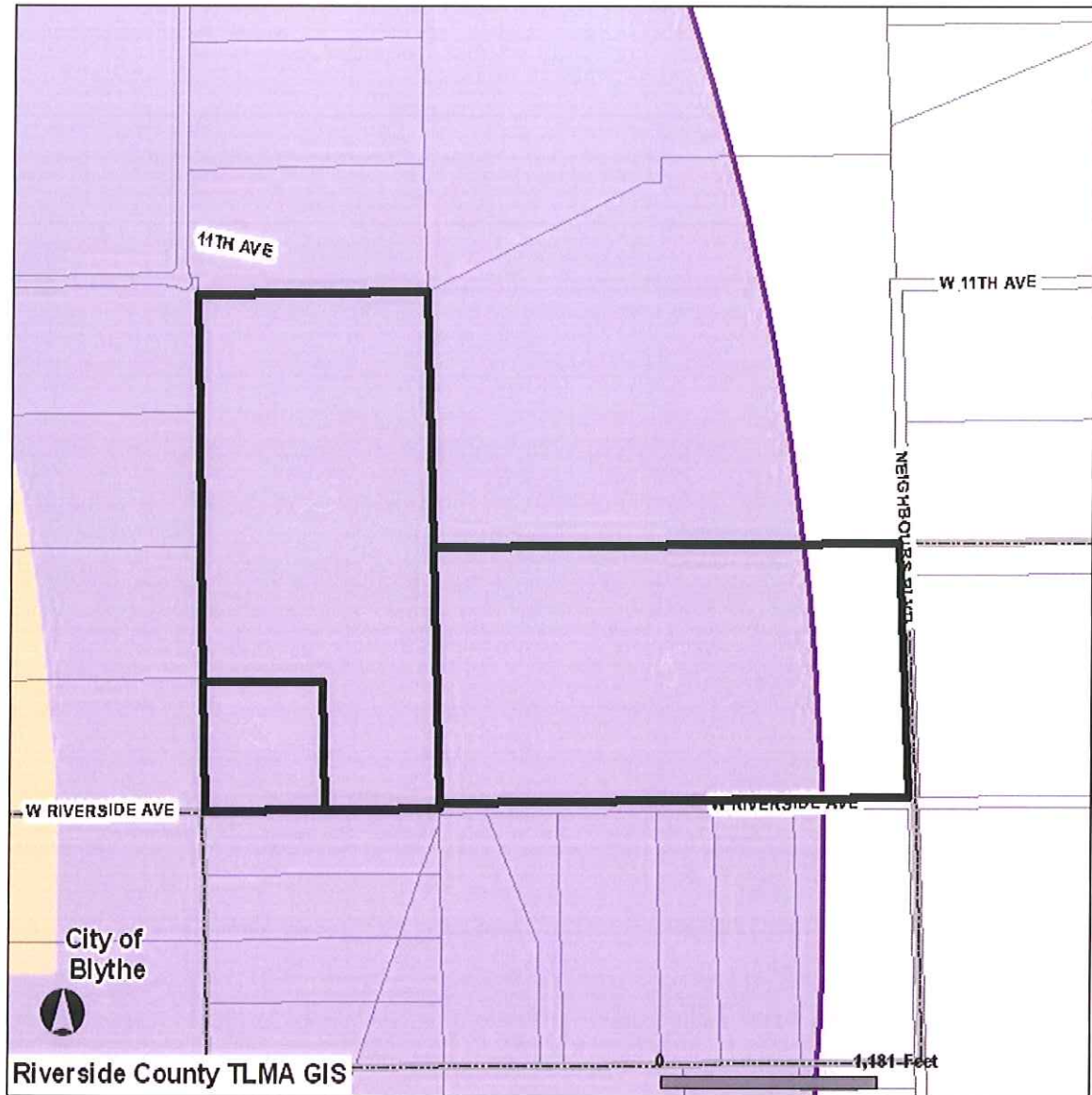
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
821-120-015 821-120-023 821-120-024

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- N INTERSTATES
- N COMPATIBILITY ZONE C
- N HIGHWAYS
- COMPATIBILITY ZONE D
- PARCELS

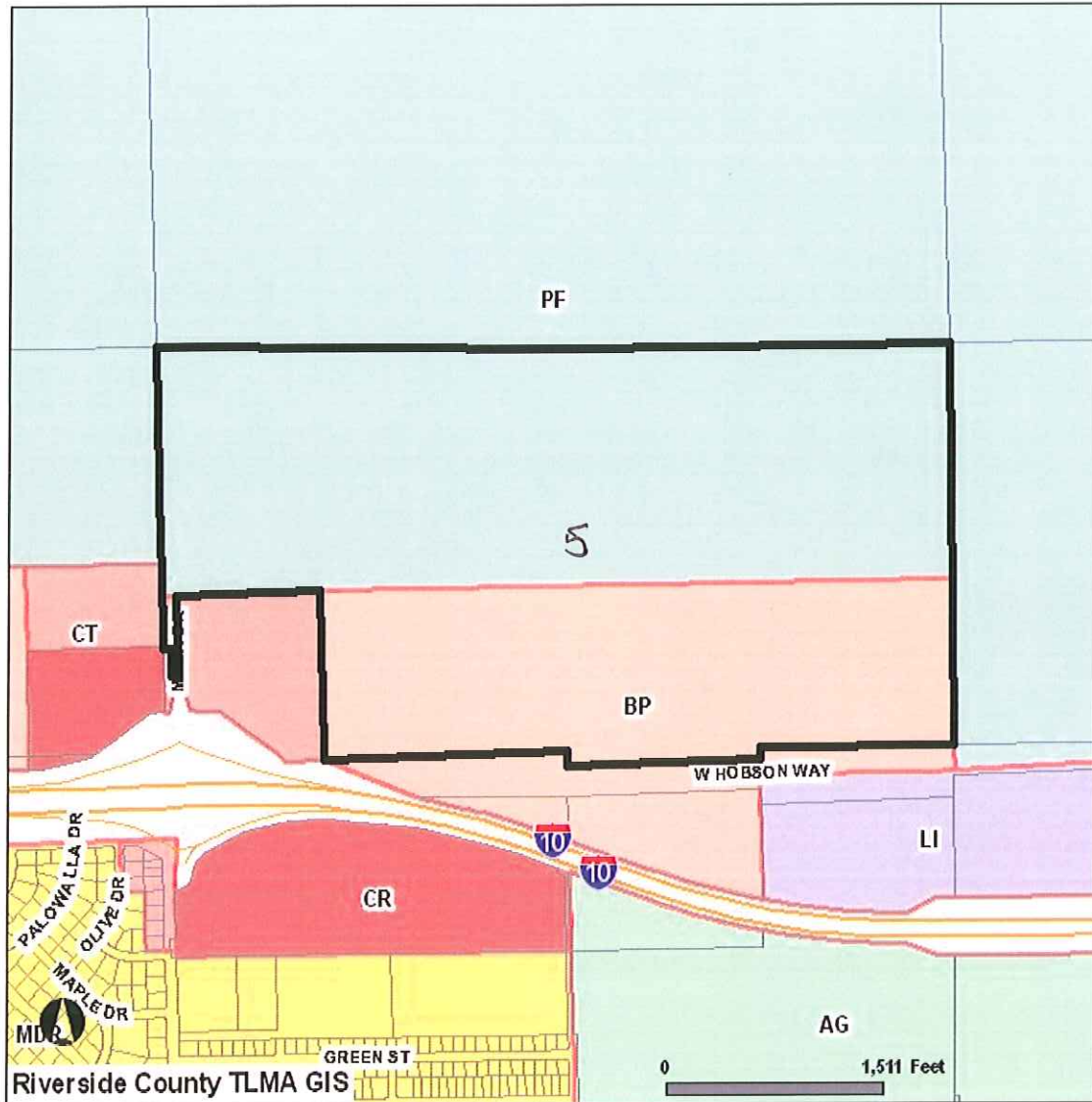
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-020-005

LAND USE

- | | | | |
|-----------------------|----------------------------------|------------------------|-------------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AG - AGRICULTURE | BP - BUSINESS PARK | CR - COMMERCIAL RETAIL | CT - COMMERCIAL TOURIST |
| LI - LIGHT INDUSTRIAL | MDR - MEDIUM DENSITY RESIDENTIAL | PF - PUBLIC FACILITIES | |

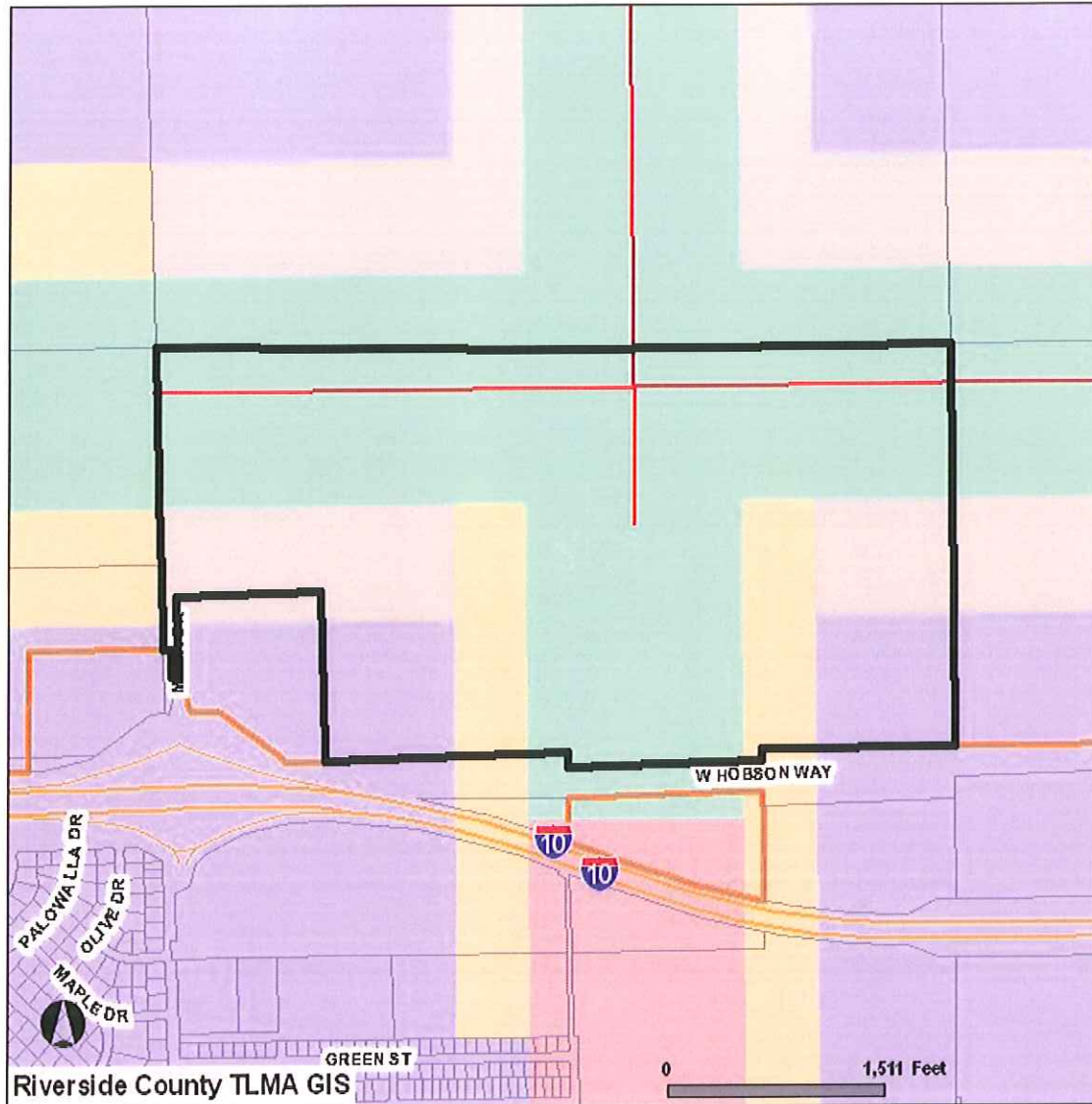
IMPORTANT

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REPORT PRINTED ON... Tue May 20 15:13:41 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-020-005

AIRPORTS

- | | | | |
|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AIRPORT RUNWAYS | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2 | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D |

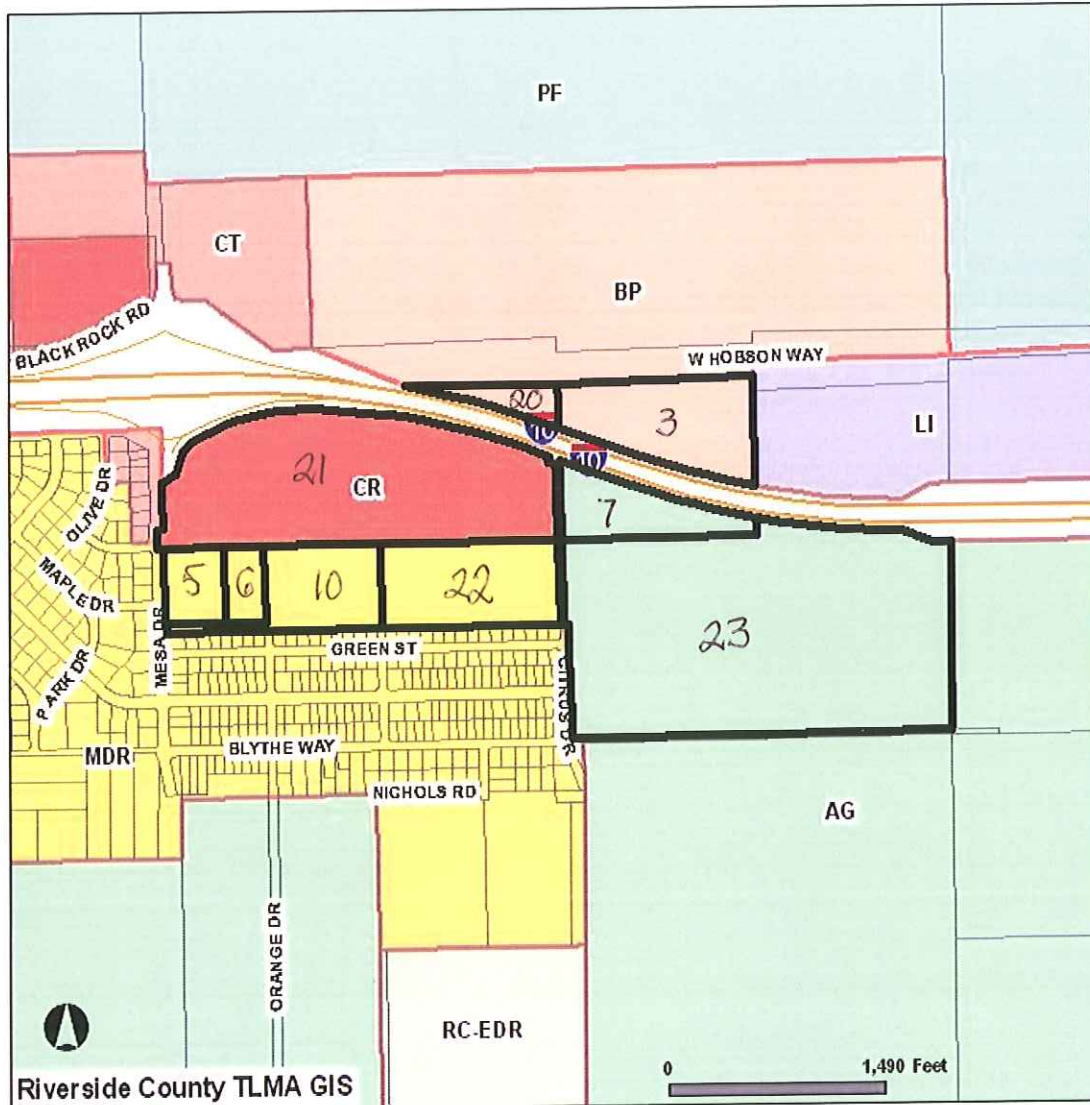
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
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 824-030-022 824-030-023

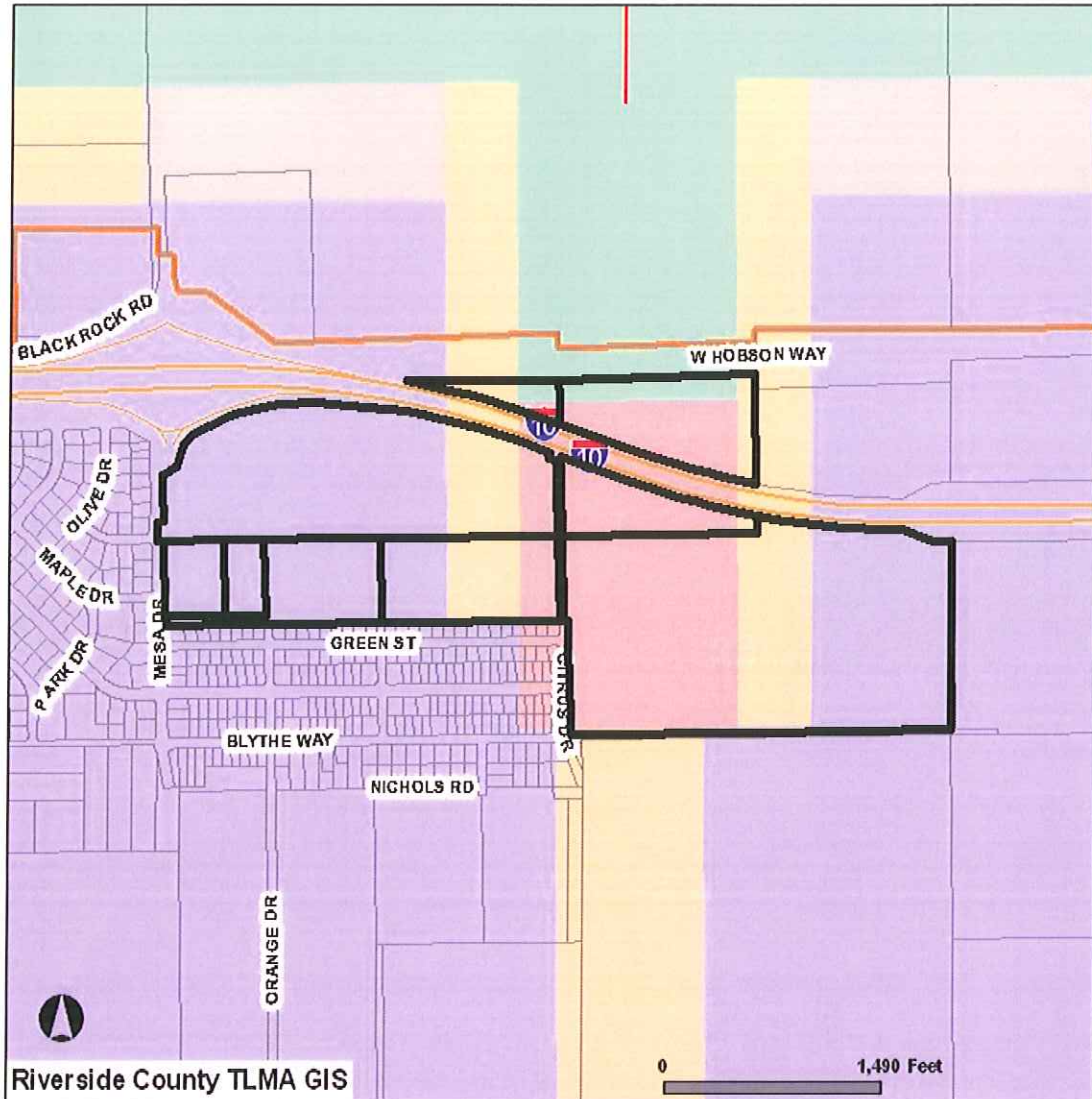
LAND USE

- | | | | |
|-----------------------|----------------------------------|------------------------|-------------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AG - AGRICULTURE | BP - BUSINESS PARK | CR - COMMERCIAL RETAIL | CT - COMMERCIAL TOURIST |
| LI - LIGHT INDUSTRIAL | MDR - MEDIUM DENSITY RESIDENTIAL | PF - PUBLIC FACILITIES | |

IMPORTANT
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REPORT PRINTED ON...Tue May 20 15:19:03 2014
 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
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 824-030-022 824-030-023

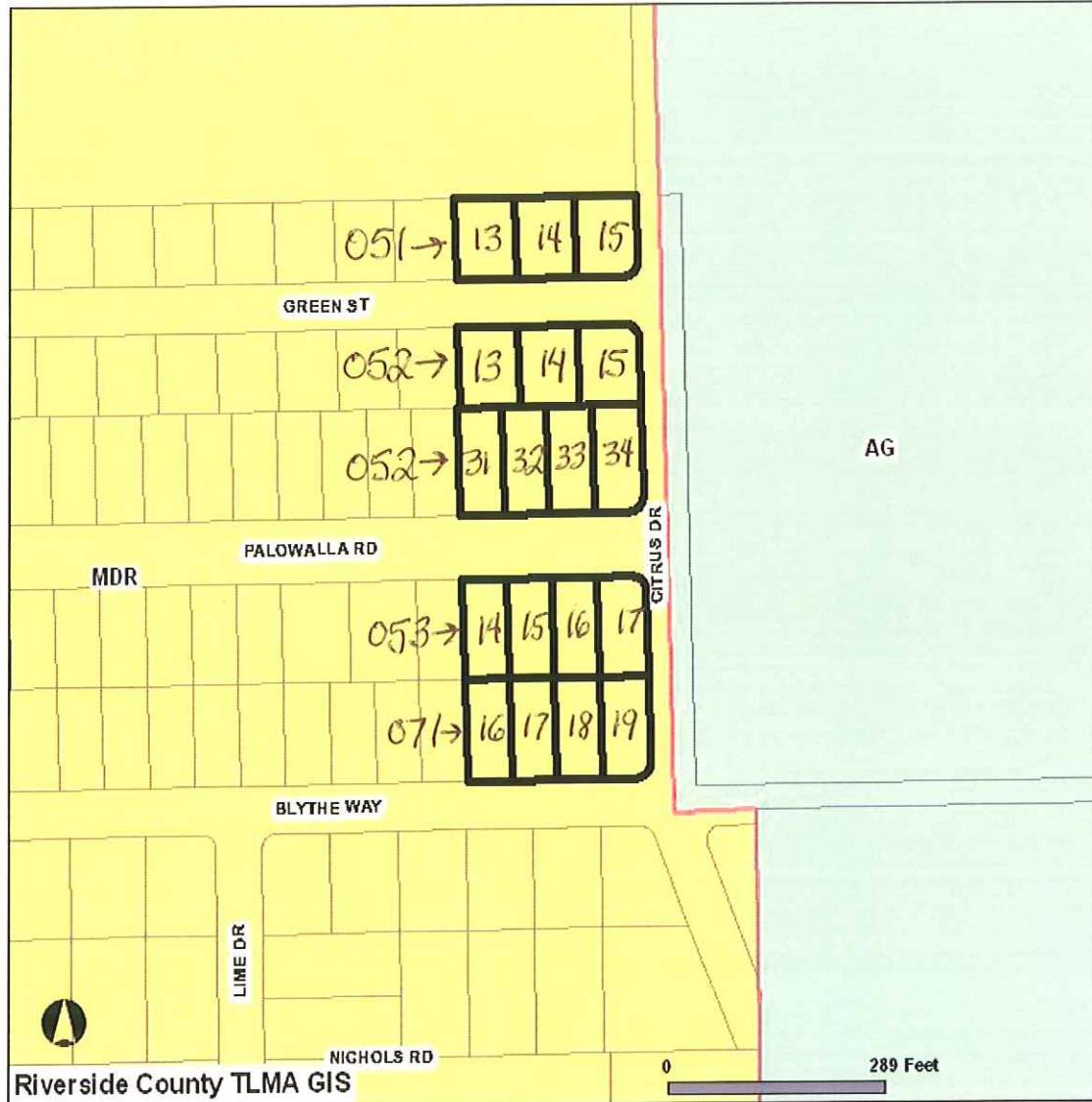
AIRPORTS

- SELECTED PARCEL
- INTERSTATES
- HIGHWAYS
- PARCELS
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES
- COMPATIBLTY ZONE A
- COMPATIBLTY ZONE B1
- COMPATIBLTY ZONE B2
- COMPATIBLTY ZONE C
- COMPATIBLTY ZONE D

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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

824-051-013 824-051-014 824-051-015 824-052-013 824-052-014 824-052-015 824-052-031
 824-052-032 824-052-033 824-052-034 824-053-014 824-053-015 824-053-016 824-053-017
 824-071-016 824-071-017 824-071-018 824-071-019

LAND USE

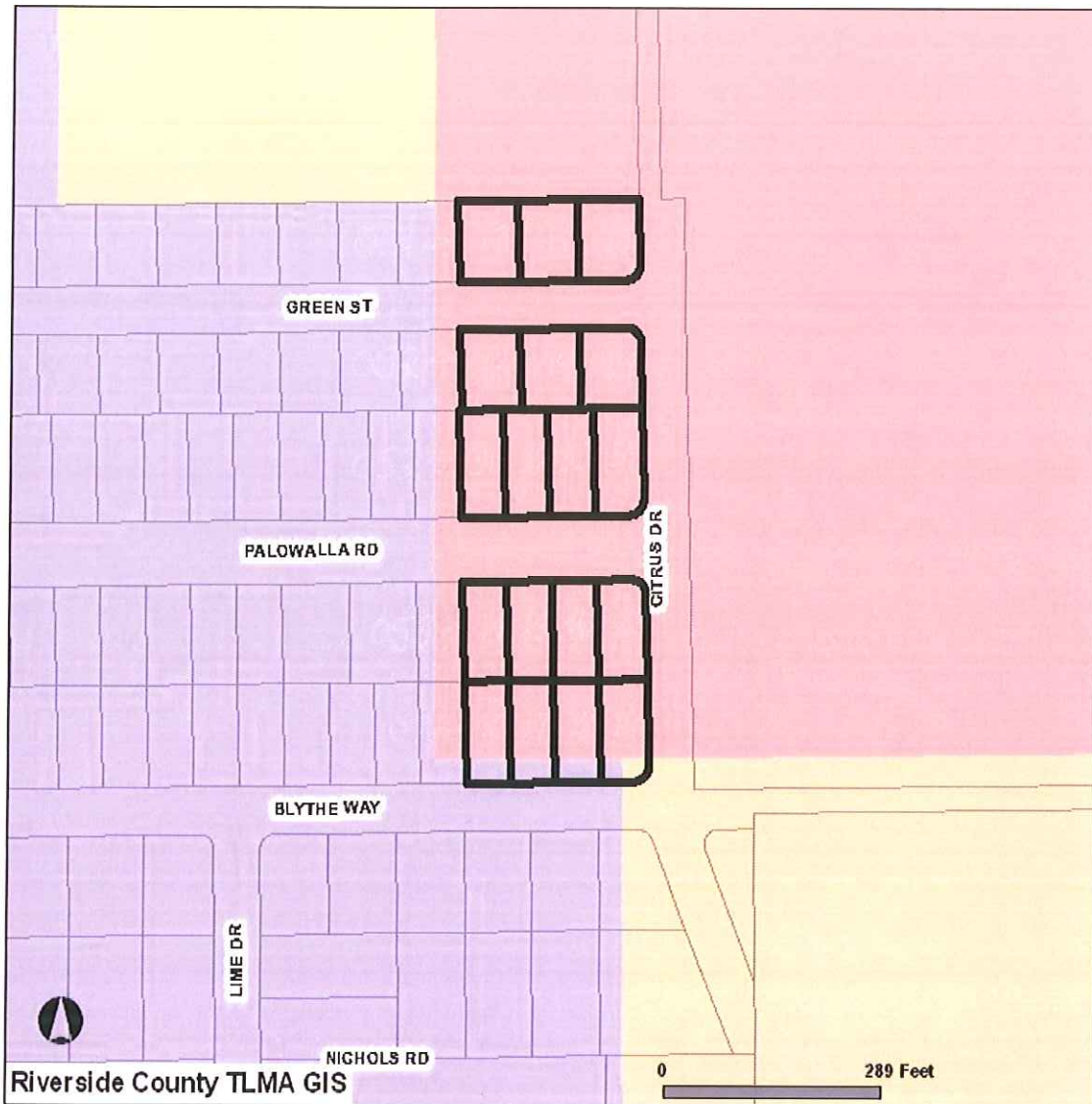
- SELECTED PARCEL
- N INTERSTATES
- / HIGHWAYS
- PARCELS
- AG - AGRICULTURE
- MDR - MEDIUM DENSITY RESIDENTIAL

IMPORTANT

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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

824-051-013 824-051-014 824-051-015 824-052-013 824-052-014 824-052-015 824-052-031
 824-052-032 824-052-033 824-052-034 824-053-014 824-053-015 824-053-016 824-053-017
 824-071-016 824-071-017 824-071-018 824-071-019

AIRPORTS

- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- AIRPORT INFLUENCE AREAS
- COMPATIBLTY ZONE B1
- COMPATIBLTY ZONE C
- COMPATIBLTY ZONE D

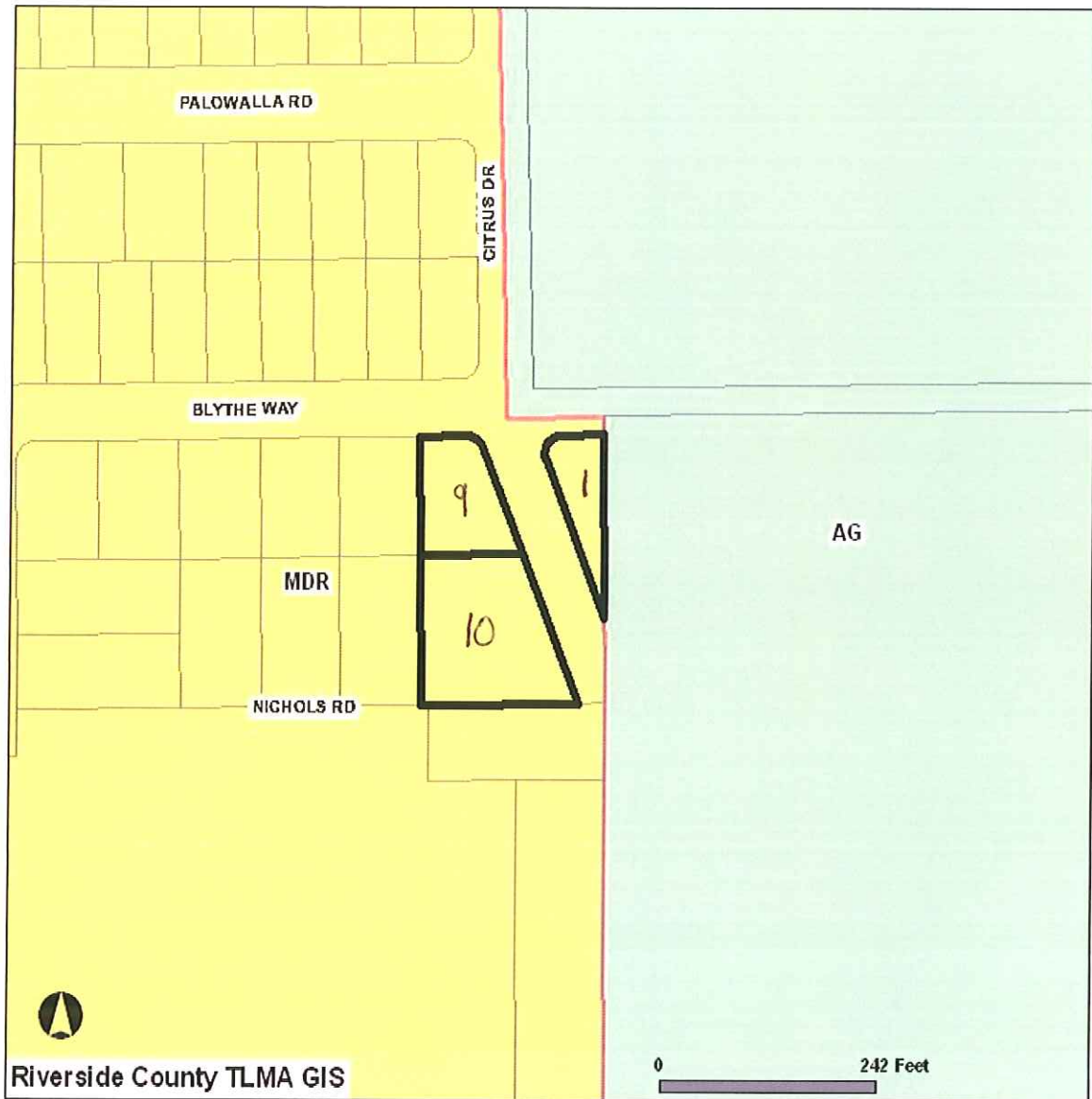
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 824-073-009 824-073-010 824-074-001

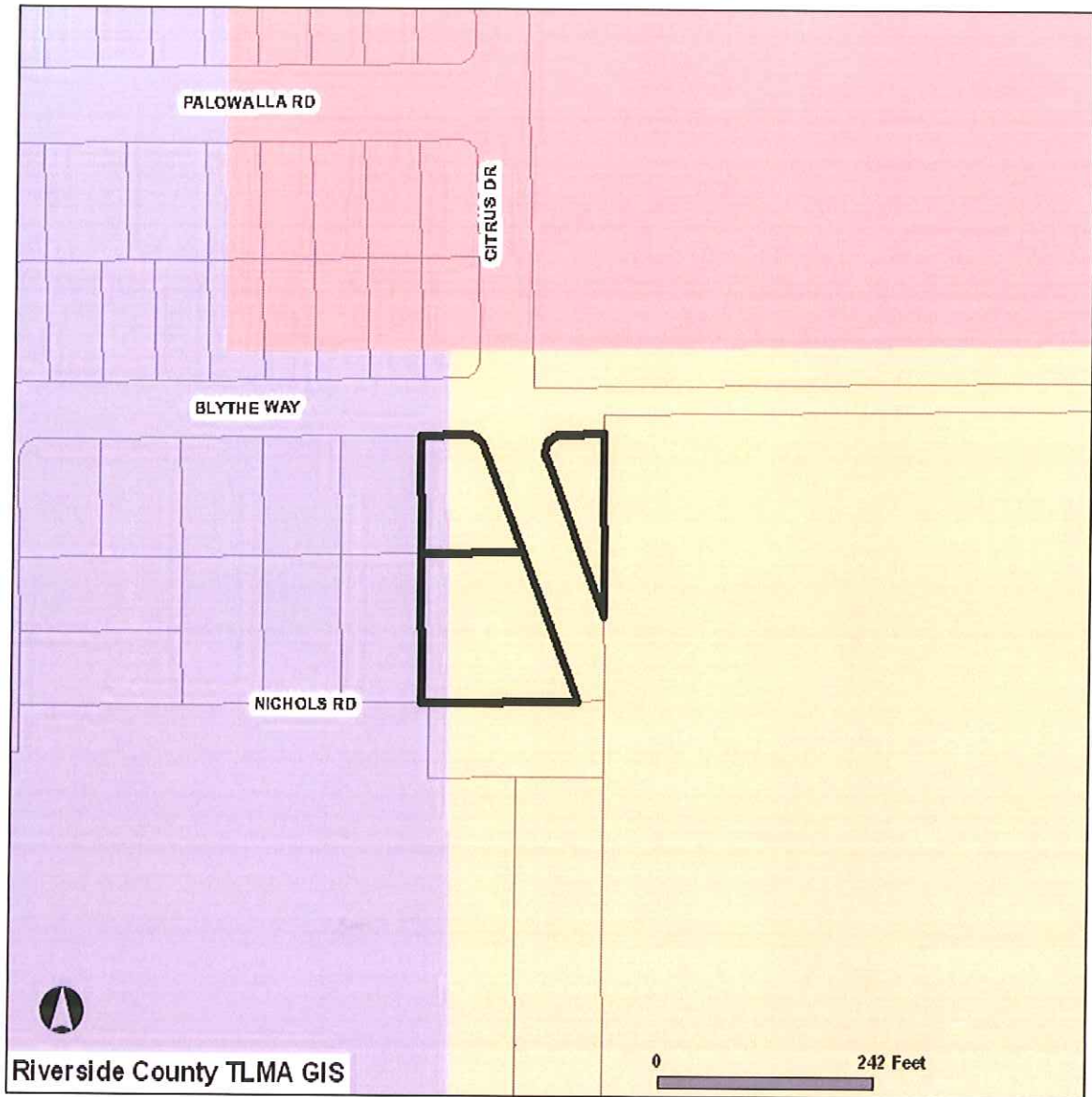
LAND USE

- SELECTED PARCEL
- AG - AGRICULTURE
- INTERSTATES
- MDR - MEDIUM DENSITY RESIDENTIAL
- HIGHWAYS
- PARCELS

IMPORTANT
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 Version 131127

RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

0 242 Feet

Selected parcel(s):

824-073-009 824-073-010 824-074-001

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- N INTERSTATES
- COMPATIBILITY ZONE B1
- N HIGHWAYS
- COMPATIBILITY ZONE C
- PARCELS
- COMPATIBILITY ZONE D

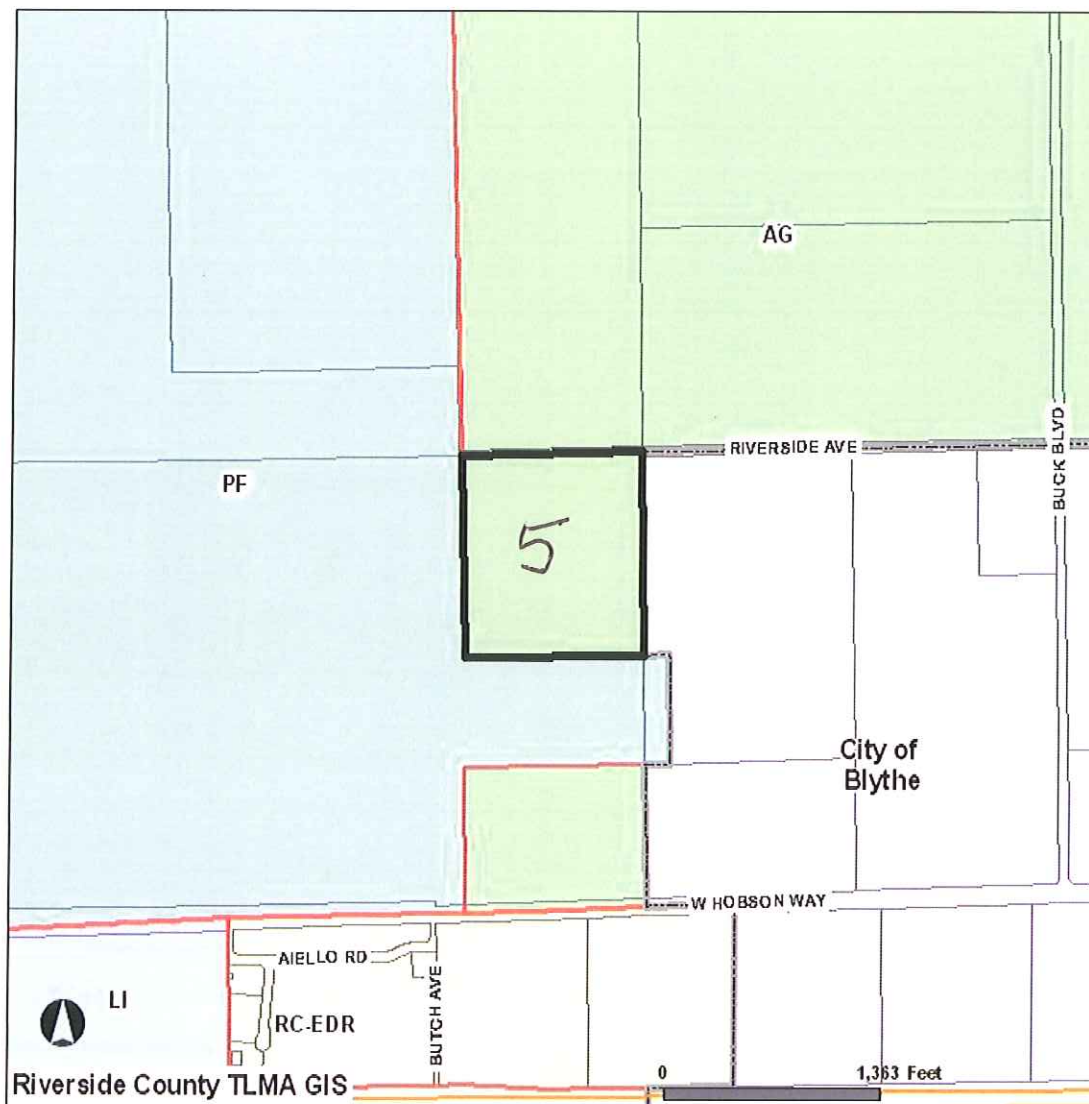
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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-080-005

LAND USE

- SELECTED PARCEL
- PARCELS
- N INTERSTATES
- AG - AGRICULTURE
- LI - LIGHT INDUSTRIAL
- CITY
- PF - PUBLIC FACILITIES
- EDR-RC - RURAL COMMUNITY
- ESTATE DENSITY
RESIDENTIAL

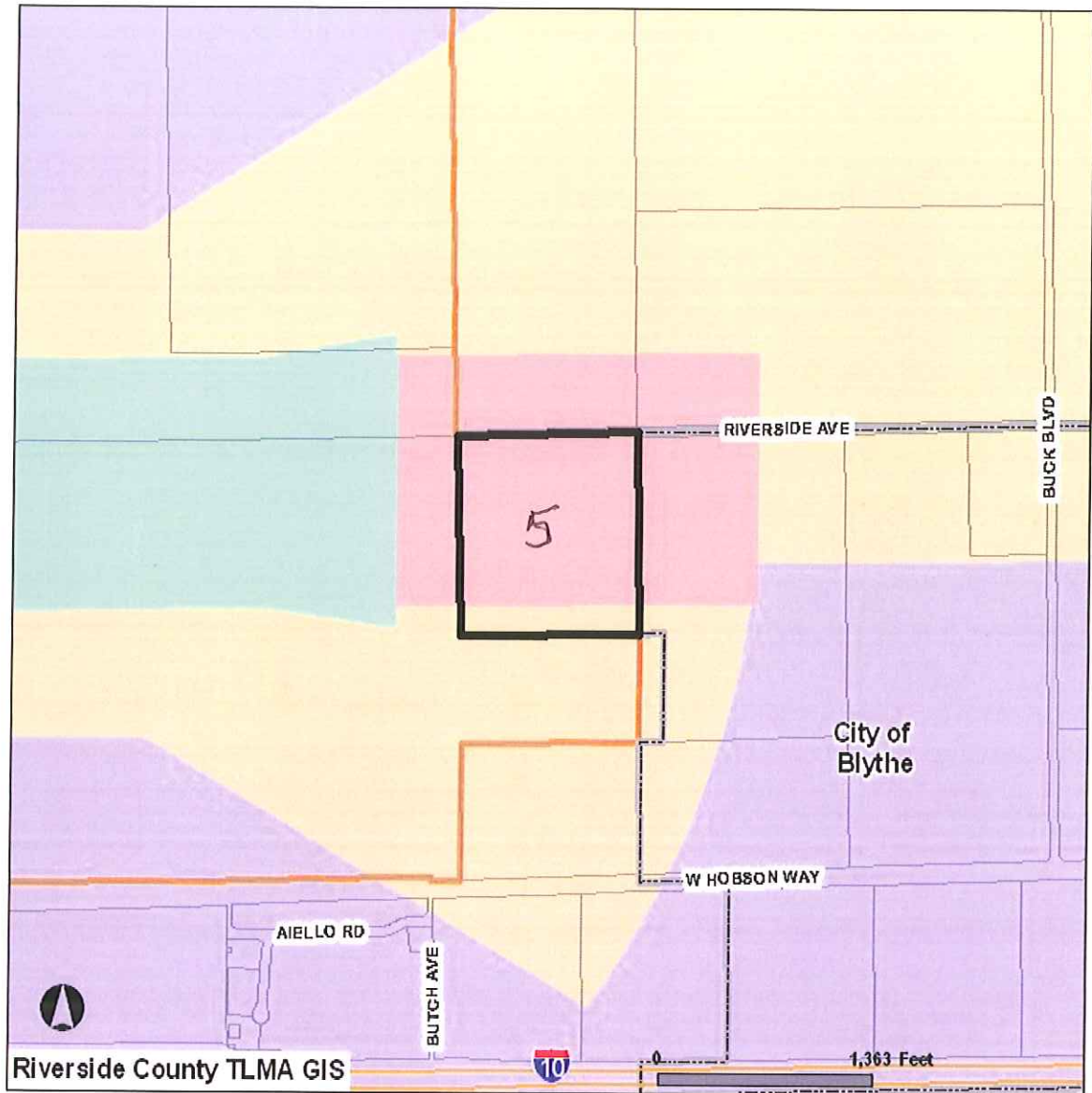
IMPORTANT

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-080-005

AIRPORTS

-  INTERSTATES
-  HIGHWAYS
-  PARCELS
-  AIRPORT RUNWAYS
-  AIRPORT INFLUENCE AREAS
-  AIRPORT BOUNDARIES

IMPORTANT

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REPORT PRINTED ON...Wed May 21 16:40:30 2014

Version 131127

RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):

824-090-018 824-090-025 824-090-028 824-090-031 824-090-032 824-090-033 824-090-034
 824-090-035 824-090-036 824-090-037

LAND USE

INTERSTATES

HIGHWAYS

PARCELS

none

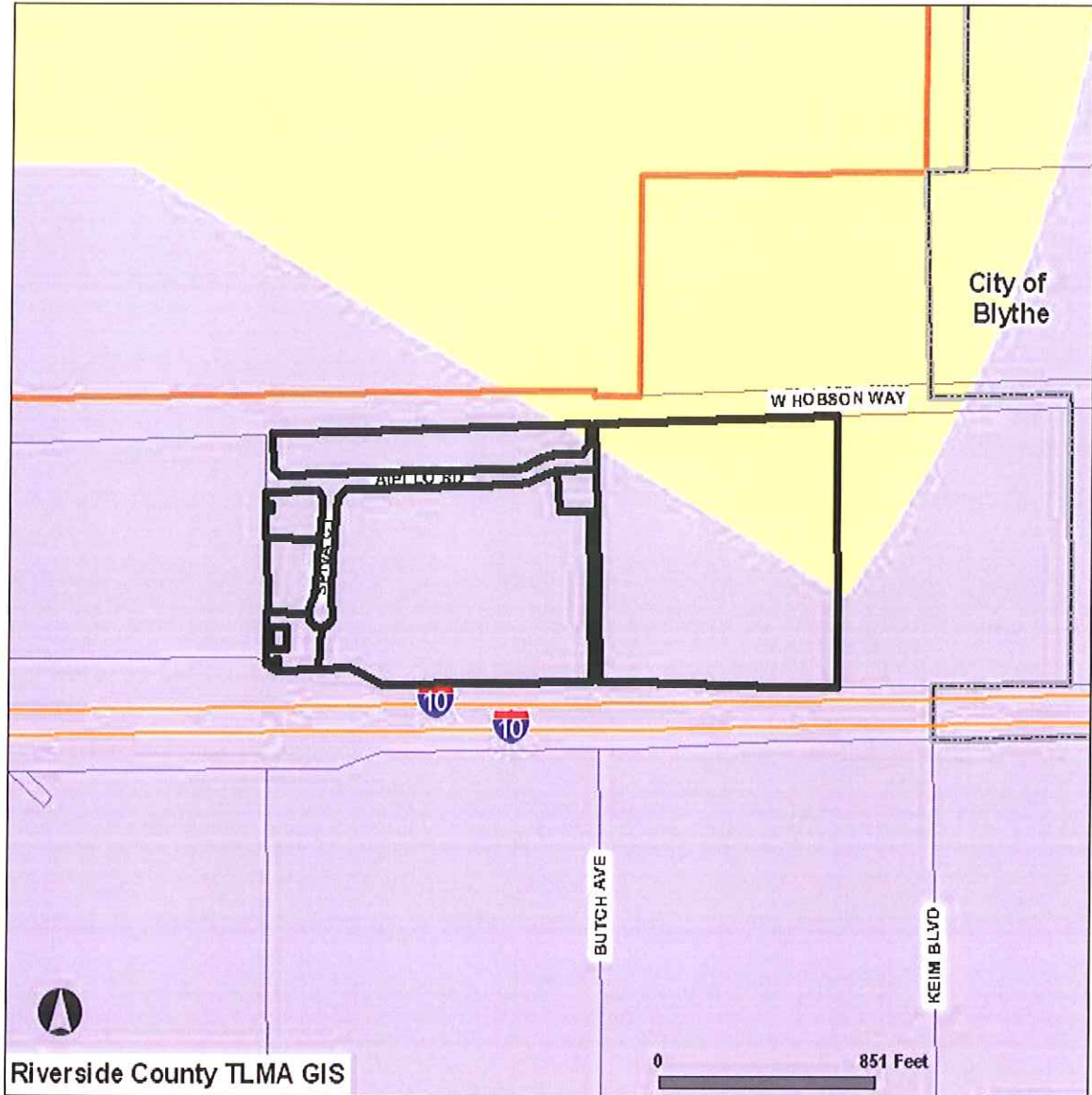
IMPORTANT

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REPORT PRINTED ON...Tue May 27 16:51:43 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

824-090-018 824-090-025 824-090-028 824-090-031 824-090-032 824-090-033 824-090-034
 824-090-035 824-090-036 824-090-037

AIRPORTS

-  INTERSTATES
-  HIGHWAYS
-  PARCELS
-  AIRPORT INFLUENCE AREAS
-  COMPATIBILITY ZONE C
-  COMPATIBILITY ZONE D

IMPORTANT

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REPORT PRINTED ON...Tue May 27 16:52:27 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-102-013 824-102-014 824-102-016

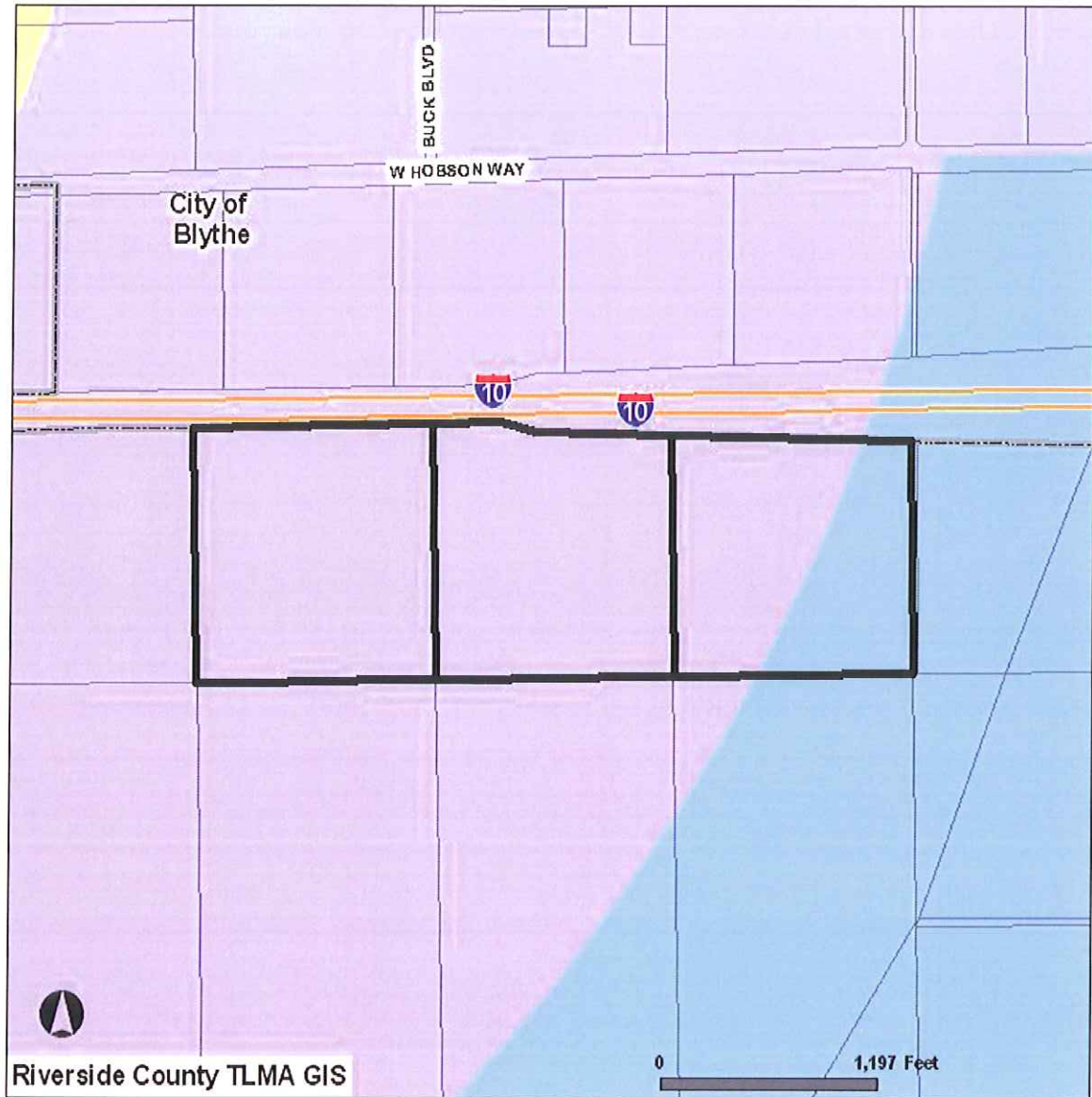
IMPORTANT

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REPORT PRINTED ON...Wed May 28 11:24:34 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 824-102-013 824-102-014 824-102-016

AIRPORTS

- SELECTED PARCEL
- COMPATIBILITY ZONE D
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- COMPATIBILITY ZONE E



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REPORT PRINTED ON... Tue May 27 17:13:16 2014
 Version 131127




Selected parcel(s):
824-102-015

LAND USE

 INTERSTATES
 none

 HIGHWAYS

 CITY

 PARCELS

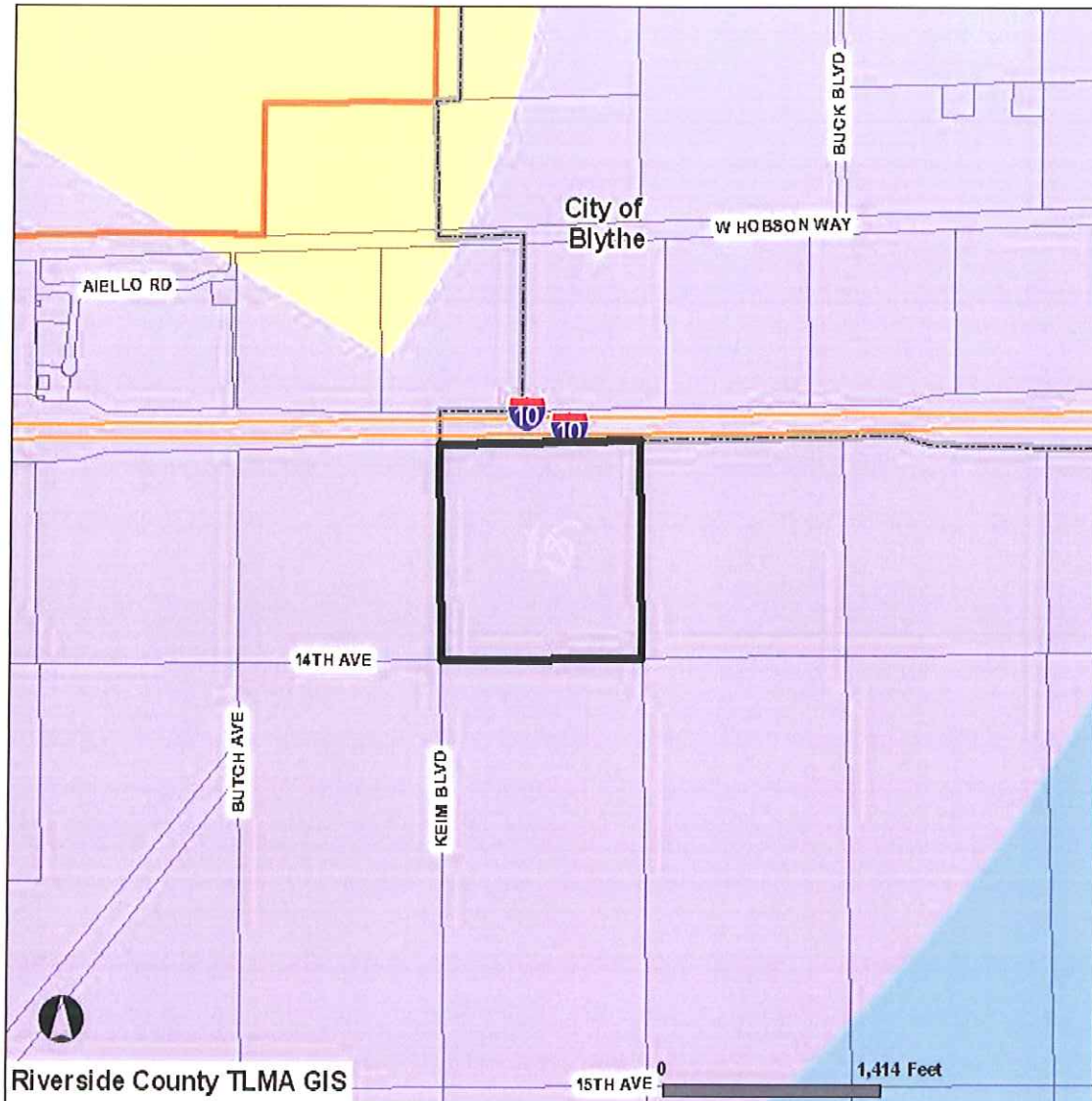
IMPORTANT

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REPORT PRINTED ON...Tue May 27 17:11:26 2014









Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-102-015

AIRPORTS

-  INTERSTATES
-  HIGHWAYS
-  PARCELS
-  AIRPORT RUNWAYS
-  AIRPORT INFLUENCE AREAS
-  AIRPORT BOUNDARIES
-  COMPATIBILITY ZONE C
-  COMPATIBILITY ZONE D
-  COMPATIBILITY ZONE E

IMPORTANT
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REPORT PRINTED ON...Tue May 27 17:11:56 2014
 Version 131127



Selected parcel(s):
824-102-025

LAND USE

- SELECTED PARCEL
- PARCELS
- N INTERSTATES
- AG - AGRICULTURE
- LI - LIGHT INDUSTRIAL
- CITY
- PF - PUBLIC FACILITIES
- EDR-RC - RURAL COMMUNITY
- ESTATE DENSITY
RESIDENTIAL

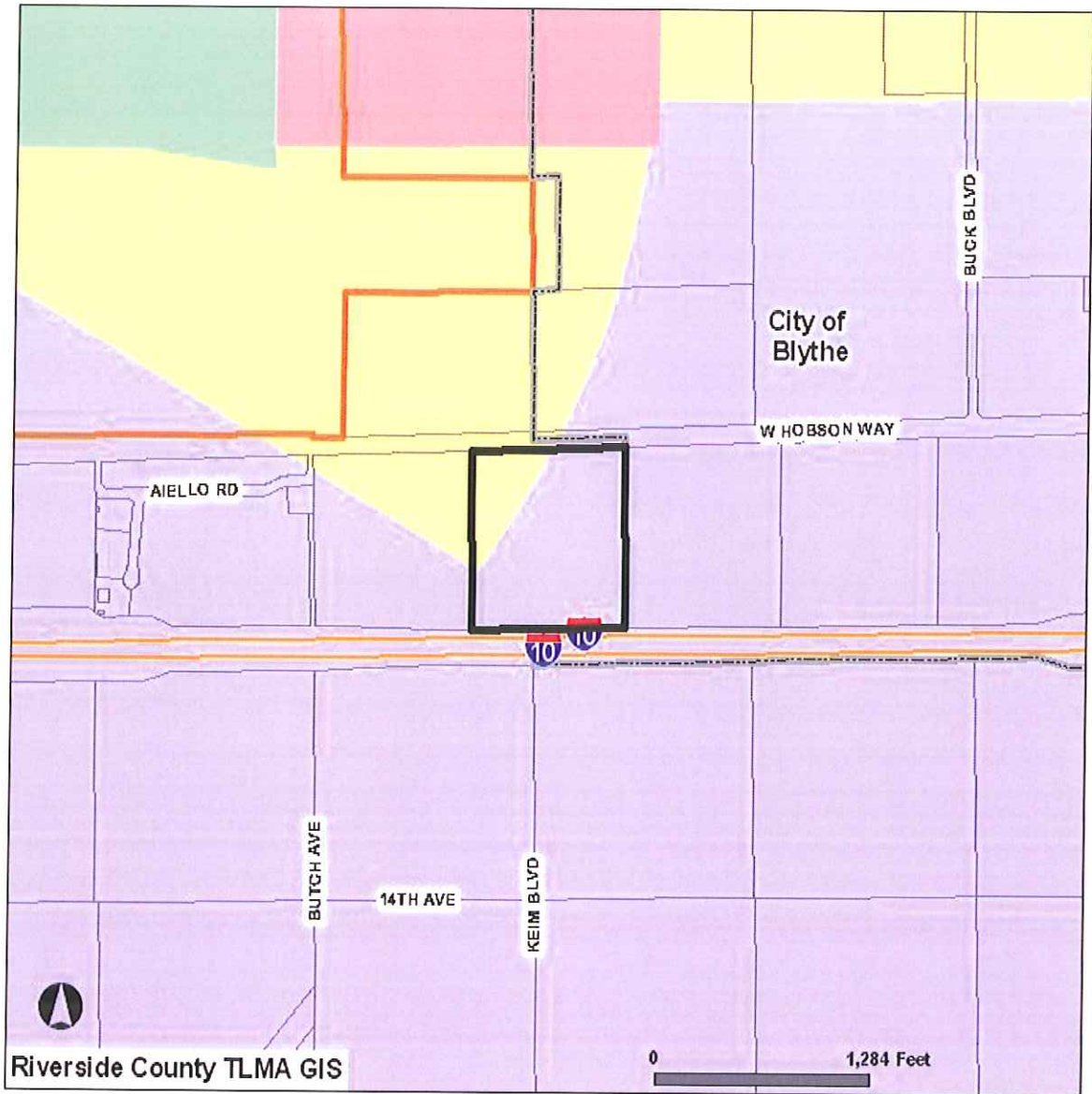
IMPORTANT

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REPORT PRINTED ON...Tue May 27 17:07:00 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-102-025

AIRPORTS

- SELECTED PARCEL
- INTERSTATES
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- HIGHWAYS
- AIRPORT BOUNDARIES
- PARCELS

IMPORTANT

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REPORT PRINTED ON...Tue May 27 17:06:18 2014
Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

824-110-009 824-110-016 824-110-018 824-110-019 824-110-020 824-110-021 824-110-022
 824-110-023 824-110-028 824-110-029 824-110-031 824-110-032 824-110-039 824-110-040

LAND USE

- SELECTED PARCEL
- PARCELS
- INTERSTATES
- AG - AGRICULTURE
- HIGHWAYS
- EDR-RC - RURAL COMMUNITY
- ESTATE DENSITY
RESIDENTIAL
- CITY

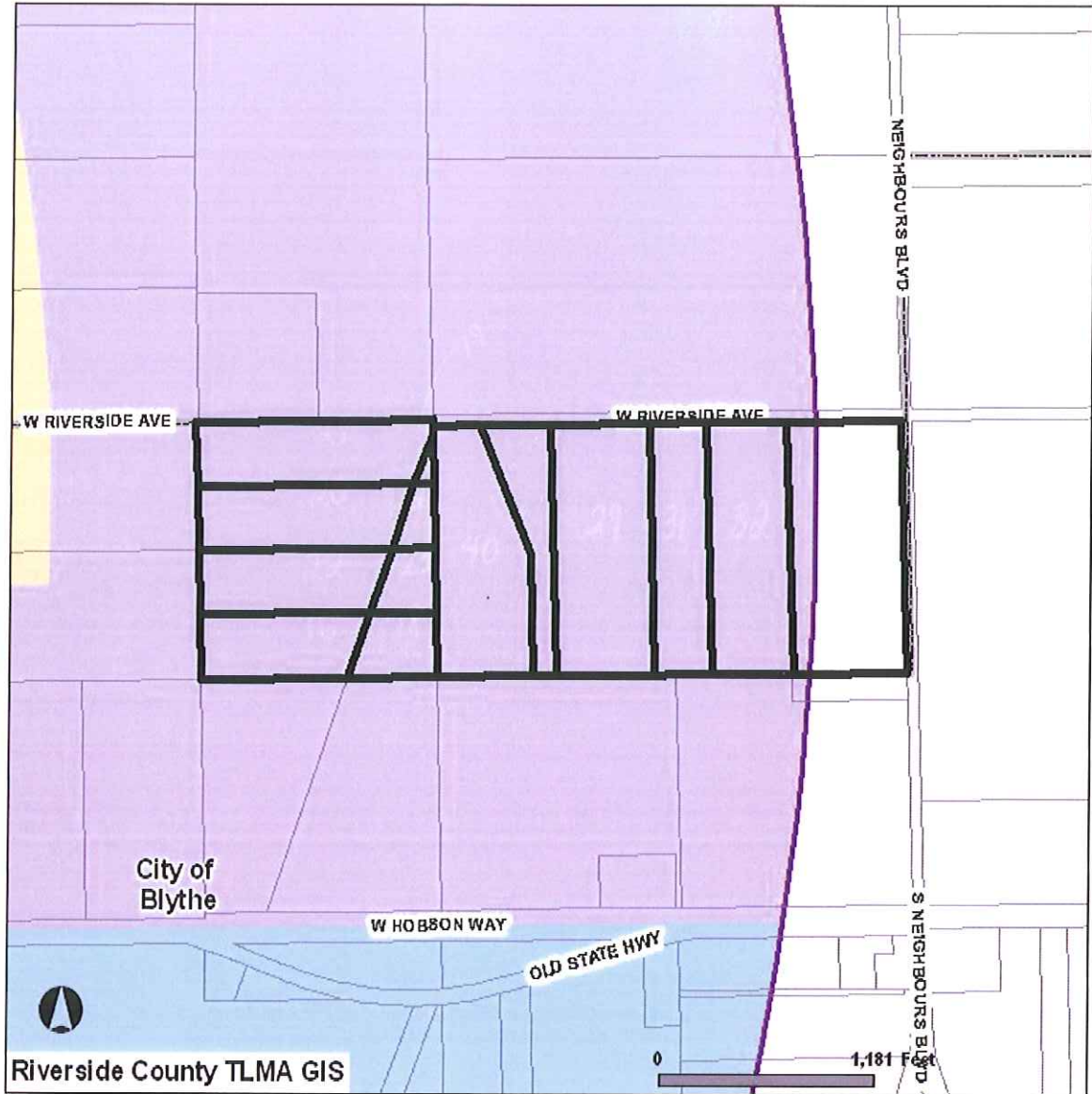
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REPORT PRINTED ON...Wed May 28 11:31:12 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

824-110-009 824-110-016 824-110-018 824-110-019 824-110-020 824-110-021 824-110-022
 824-110-023 824-110-028 824-110-029 824-110-031 824-110-032 824-110-039 824-110-040

AIRPORTS

- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE C
- COMPATIBILITY ZONE D
- COMPATIBILITY ZONE E

IMPORTANT

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REPORT PRINTED ON...Wed May 28 11:33:21 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-130-006

LAND USE

SELECTED PARCEL

INTERSTATES

HIGHWAYS

CITY

PARCELS

AG - AGRICULTURE

EDR-RC - RURAL COMMUNITY
- ESTATE DENSITY
RESIDENTIAL

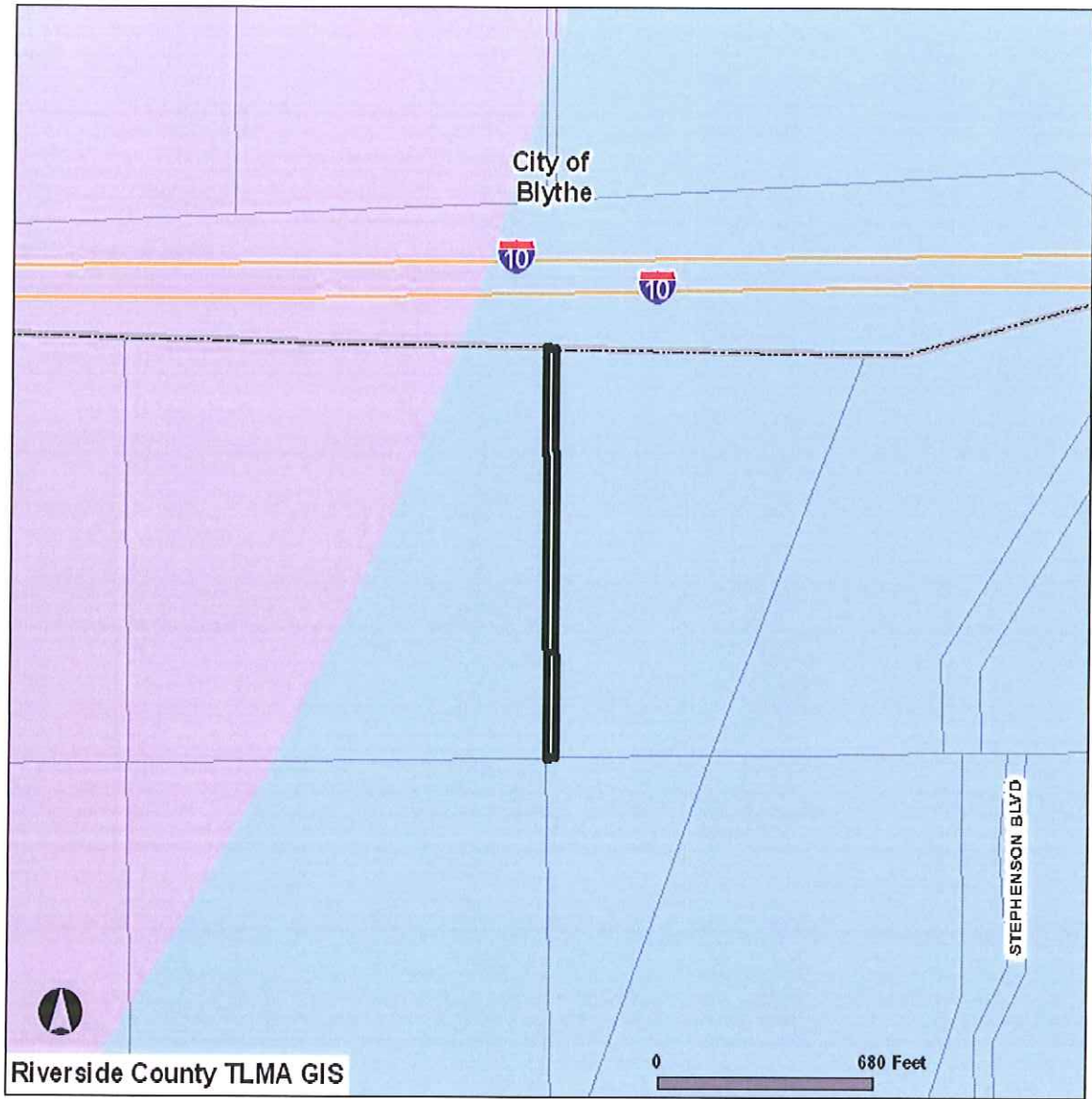
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REPORT PRINTED ON...Wed May 28 11:44:16 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
824-130-006

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
-  INTERSTATES
-  COMPATIBILITY ZONE D
-  HIGHWAYS
-  COMPATIBILITY ZONE E
- PARCELS

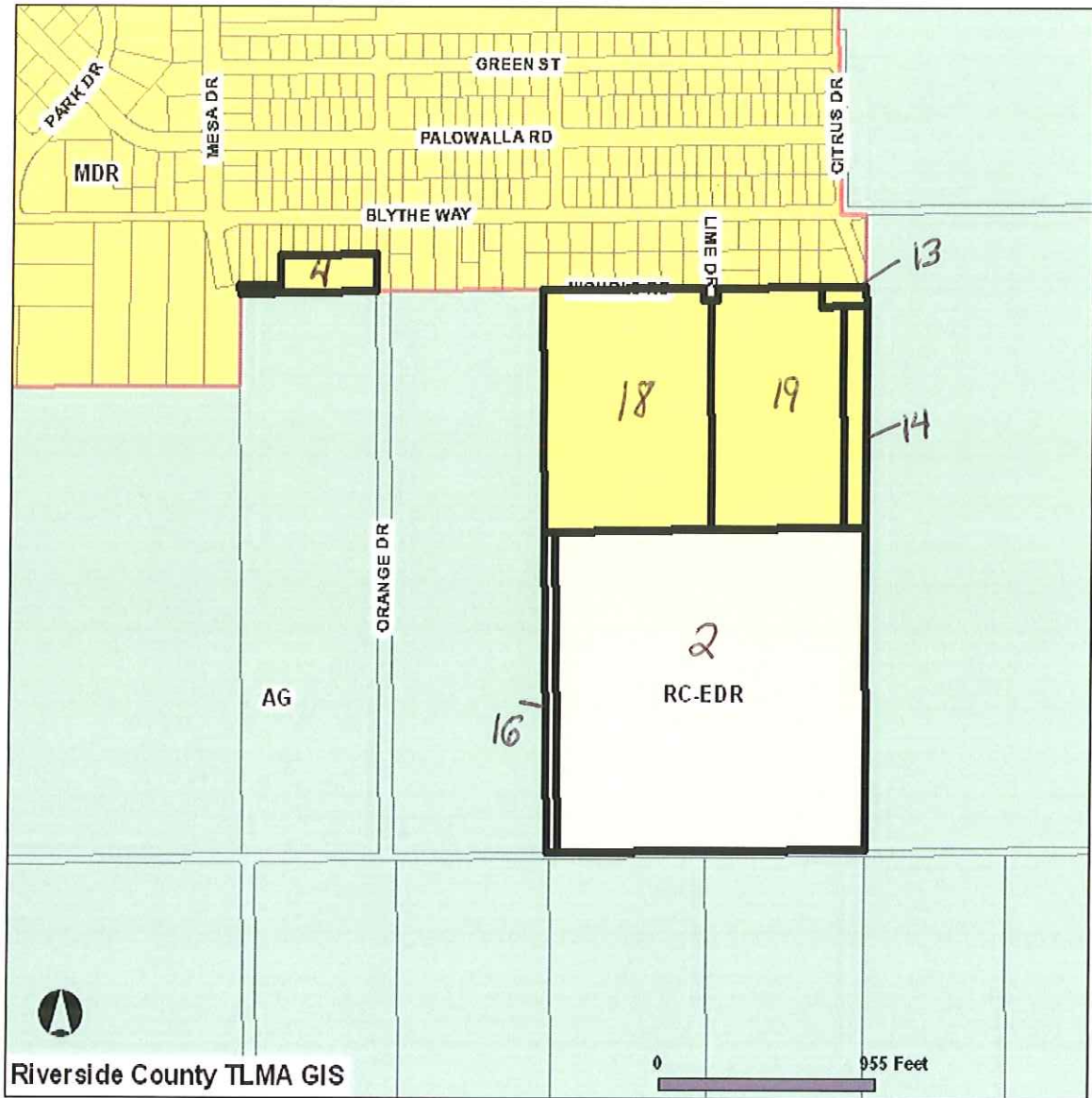
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REPORT PRINTED ON...Wed May 28 11:43:28 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

863-020-002 863-020-004 863-020-013 863-020-014 863-020-016 863-020-018 863-020-019

LAND USE

- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- AG - AGRICULTURE
- MDR - MEDIUM DENSITY RESIDENTIAL
- EDR-RC - RURAL COMMUNITY - ESTATE DENSITY RESIDENTIAL

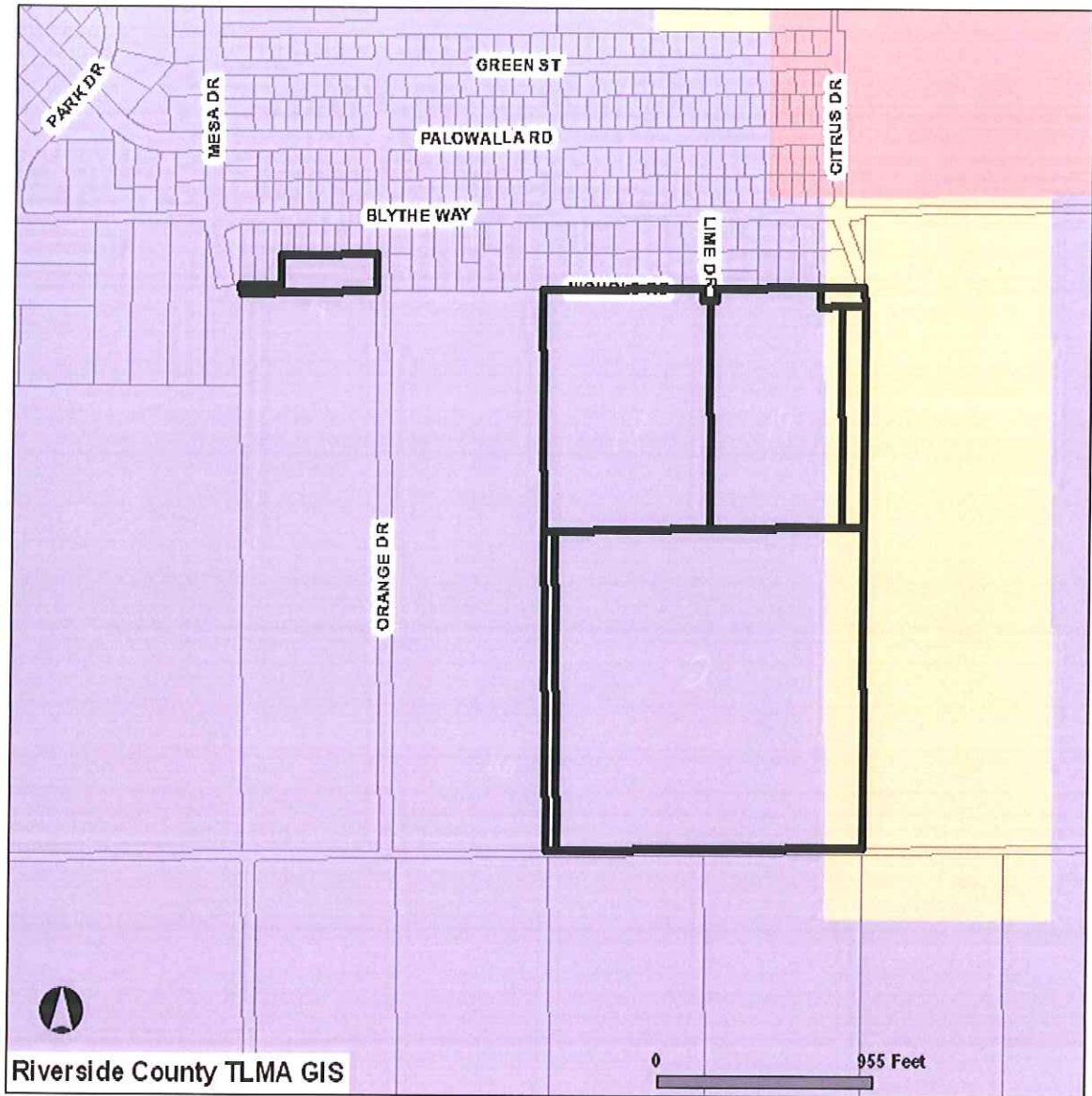
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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 863-020-002 863-020-004 863-020-013 863-020-014 863-020-016 863-020-018 863-020-019

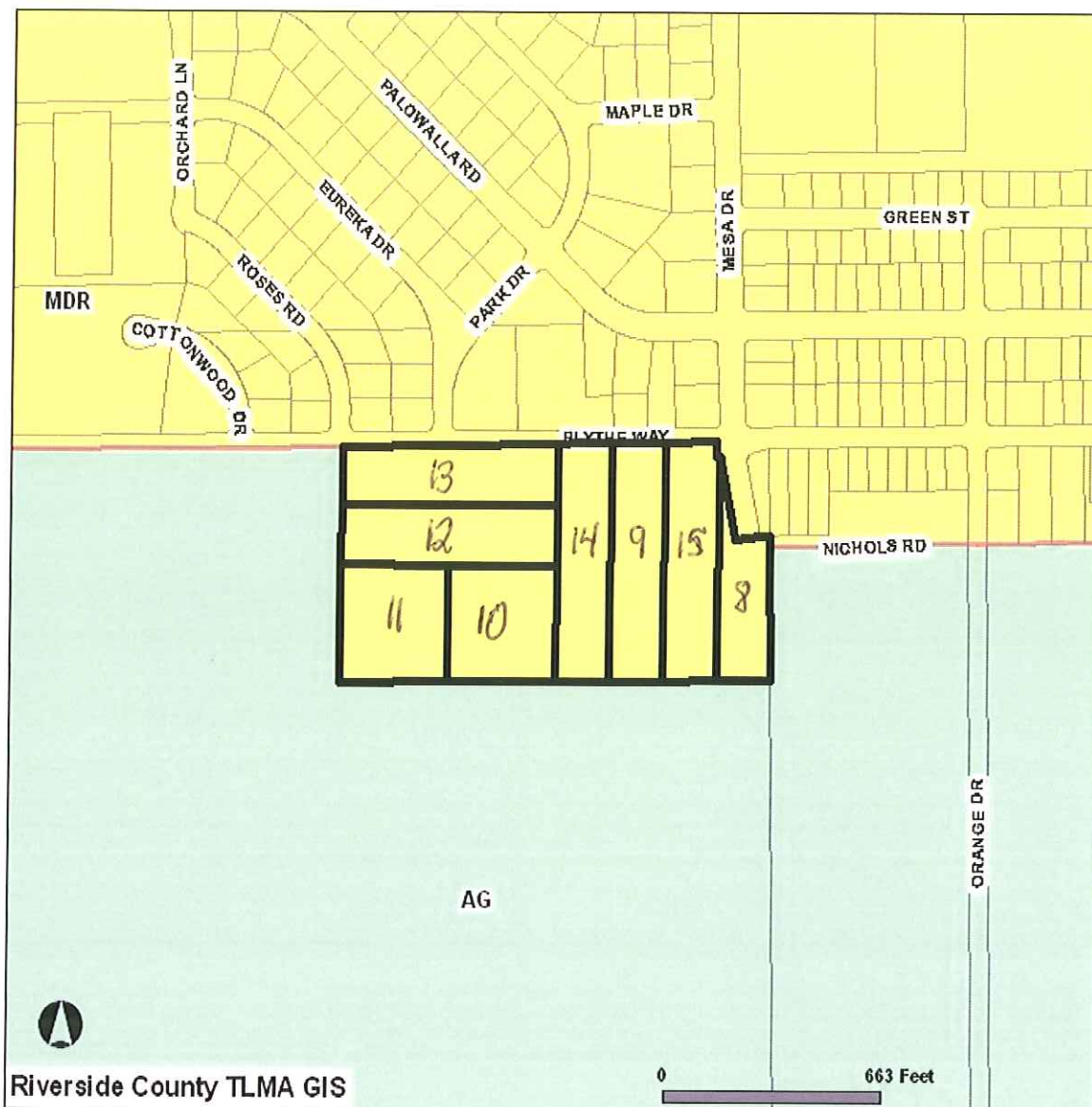
AIRPORTS

- SELECTED PARCEL
- N INTERSTATES
- / HIGHWAYS
- PARCELS
- AIRPORT INFLUENCE AREAS
- COMPATIBILTY ZONE B1
- COMPATIBILTY ZONE C
- COMPATIBILTY ZONE D

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REPORT PRINTED ON...Wed May 28 11:49:44 2014
 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

879-300-008 879-300-009 879-300-010 879-300-011 879-300-012 879-300-013 879-300-014
879-300-015

LAND USE

- SELECTED PARCEL
- AG - AGRICULTURE
- INTERSTATES
- MDR - MEDIUM DENSITY RESIDENTIAL
- HIGHWAYS
- PARCELS

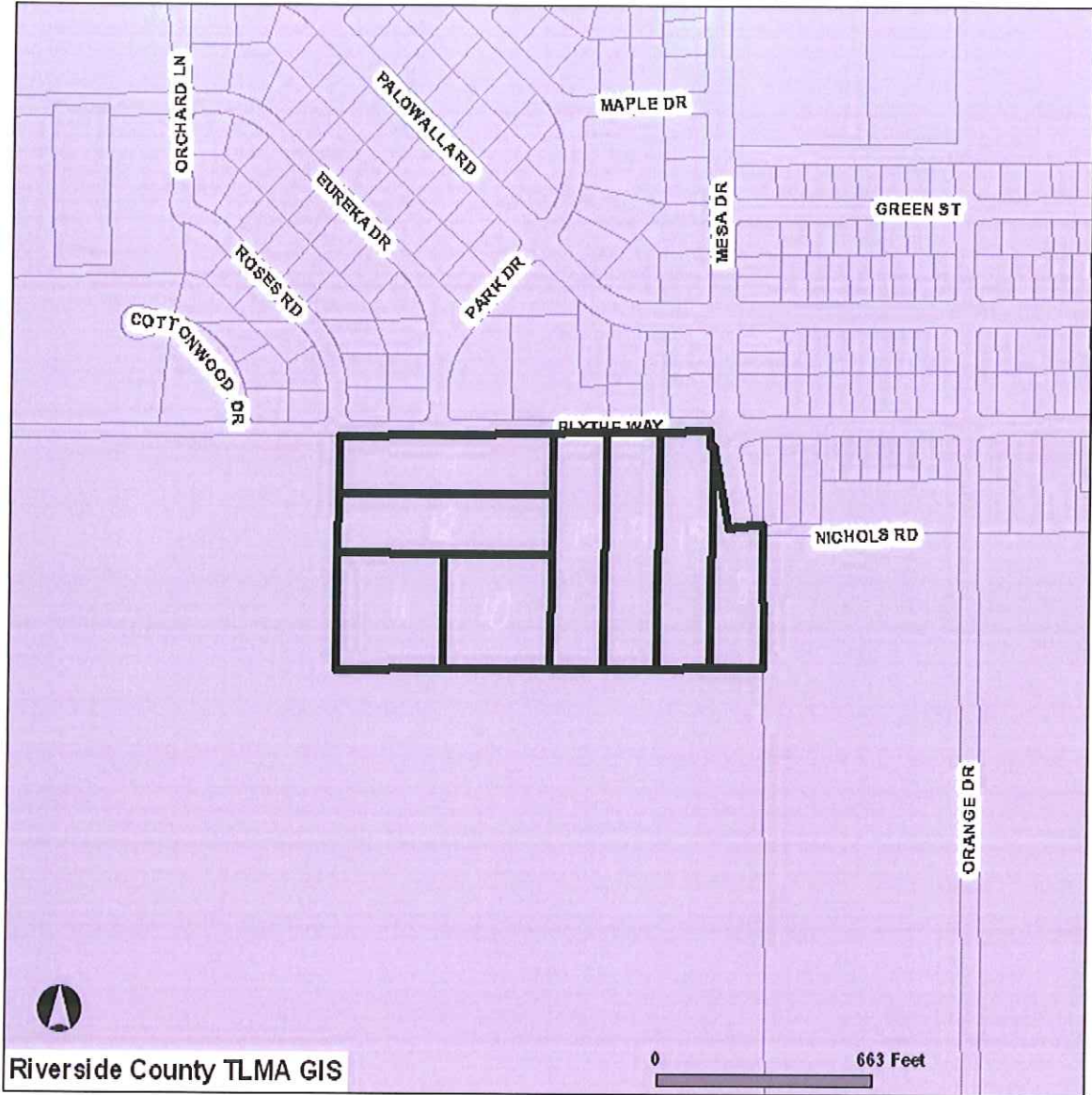
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REPORT PRINTED ON...Wed May 28 11:59:20 2014

Version 131127

RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):

879-300-008 879-300-009 879-300-010 879-300-011 879-300-012 879-300-013 879-300-014
879-300-015

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- COMPATIBILITY ZONE D

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REPORT PRINTED ON...Wed May 28 11:57:51 2014
 Version 131127

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 3.1** Director's Approvals. During the month of May, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed a non-legislative case in the Coachella Valley and determined that the proposal was consistent with the applicable Compatibility Plan.

ZAP1055BD14 (County Case Plot Plan No. 25311) proposes an unmanned telecommunications facility consisting of antennas on a 50-foot monopalm within a 1.14-acre parcel. The FAA made a "Determination of No Hazard to Air Navigation." The site is located southerly of Avenue 42, easterly of Washington Street, and westerly of Yucca Lane in Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area. Copies of the approval letter and background information are attached, for the Commission's information.

- 3.2** Reappointment of Members, Election of At-Large Member, and Election of Officers.

On May 6, the Riverside County Board of Supervisors reappointed Mr. Glen Holmes to the Riverside County Airport Land Use Commission.

On May 12, the City Selection Committee reappointed Mr. Greg Pettis to the Riverside County Airport Land Use Commission.

The current term of at-large Commissioner John Lyon is ending. Staff recommends that the Commission take this opportunity to appoint or reappoint an at-large Commissioner.

Staff also recommends that, once a full complement of Commissioners is present, the Commissioners take this opportunity to elect its officers (Chairman and Vice-Chairman) for the period ending May 2015.

- 3.3** Compatibility Plan Status Update. As of May 22, staff and Counsel have completed their reviews of the first administrative "screencheck" draft of the Environmental Impact Report for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. During the weeks of May 26 and June 2, staff will coordinate with Counsel to provide the consultant team with our comments on the first "screencheck." A second "screencheck" version will be prepared by the consultants, which will be shared with the affected jurisdictions pursuant to the terms of the funding agreement for a period of up to 30 days. Following that period and any necessary revisions, the consultants will prepare the Draft EIR, submit to the State Clearinghouse and release for public review.



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

May 12, 2014

CHAIR
Simon Housman
Rancho Mirage

Ms. Damaris Abraham, Assistant Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor

VICE CHAIRMAN
Rod Ballance
Riverside

Riverside, CA 92501
[VIA HAND DELIVERY]

COMMISSIONERS

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

Arthur Butler
Riverside

File No.: ZAP1055BD14

Glen Holmes
Hemet

Related File No.: PP 25311

APN: 609-500-001

John Lyon
Riverside

Dear Ms. Abraham:

Greg Pettis
Cathedral City

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above-referenced proposal for the establishment of an unmanned telecommunications facility consisting of antennas on a 50-foot high monopalm, with associated equipment shelter, on a 505 square foot lease area within a 1.14-acre parcel owned by the Palm Desert Church of Christ located southerly of Avenue 42, easterly of Washington Street, and westerly of Yucca Lane, in the unincorporated community of Bermuda Dunes.

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

The site is located within Airport Compatibility Zone E of the Bermuda Dunes Airport Influence Area (AIA). Given the site's proximity to the runway (approximately 6,410 feet), the applicant filed Form 7460-1 with the Federal Aviation Administration Obstruction Evaluation Service and obtained a "Determination of No Hazard to Air Navigation."

John Guerin
Russell Brady
Barbara Santos

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

As ALUC Director, I hereby find the above-referenced project **CONSISTENT** with the 2004 Bermuda Dunes Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

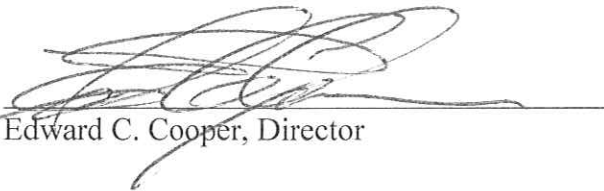
www.rcaluc.org

1. Any new outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
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, including but not limited to, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, artificial marshes, incinerators, and fly ash disposal.
 - (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 provided to all potential purchasers of the property and tenants of any habitable buildings thereon.
 4. The Federal Aviation Administration has conducted an aeronautical study of the proposed structure (Aeronautical Study No. 2013-AWP-4836-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
 5. The maximum height of the proposed structure shall not exceed 50 feet above ground level, and the maximum elevation of the proposed structure, including all towers and antennas, shall not exceed 158 feet above mean sea level.
 6. The specific coordinates, height, top point elevation of the proposed structure, frequencies, and power shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
 7. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
 8. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

Attachments: Notice of Airport in Vicinity
FAA Aeronautical Study No. 2013-AWP-4836-OE

cc: Jeffrey McConnell, Smartlink LLC, Irvine (representative)
Palm Desert Church of Christ – Attn.: Dan Johnson (property owner)
Smartlink LLC – Annapolis MD (payee)
Mike Smith, Manager, Bermuda Dunes Executive Airport
ALUC Staff

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1055BD14\ZAP1055BD14LTR.doc

NOTICE OF AIRPORT IN VICINITY

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



Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 2601 Meacham Boulevard
 Fort Worth, TX 76137

Aeronautical Study No.
 2013-AWP-4836-OE

Issued Date: 09/19/2013

ATT Mobility LLC
 John Monday
 2200 N Greenville Avenue
 Richardson, TX 75082

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Monopole RS0396
 Location: Palm Desert, CA
 Latitude: 33-44-34.50N NAD 83
 Longitude: 116-18-05.50W
 Heights: 108 feet site elevation (SE)
 50 feet above ground level (AGL)
 158 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 03/19/2015 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2013-AWP-4836-OE.

Signature Control No: 195537235-198544677
Karen McDonald
Specialist

(DNE)

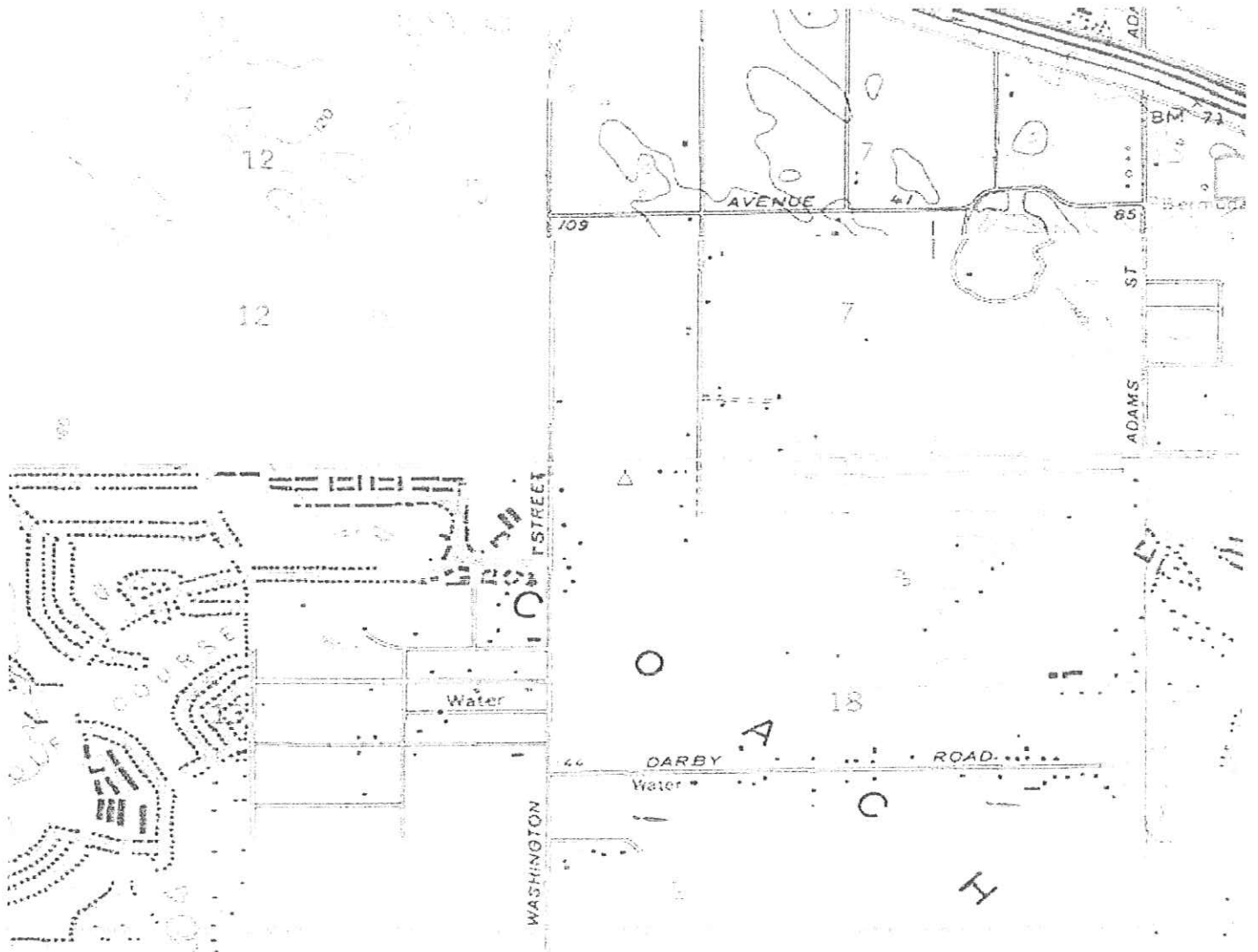
Attachment(s)
Case Description
Frequency Data
Map(s)

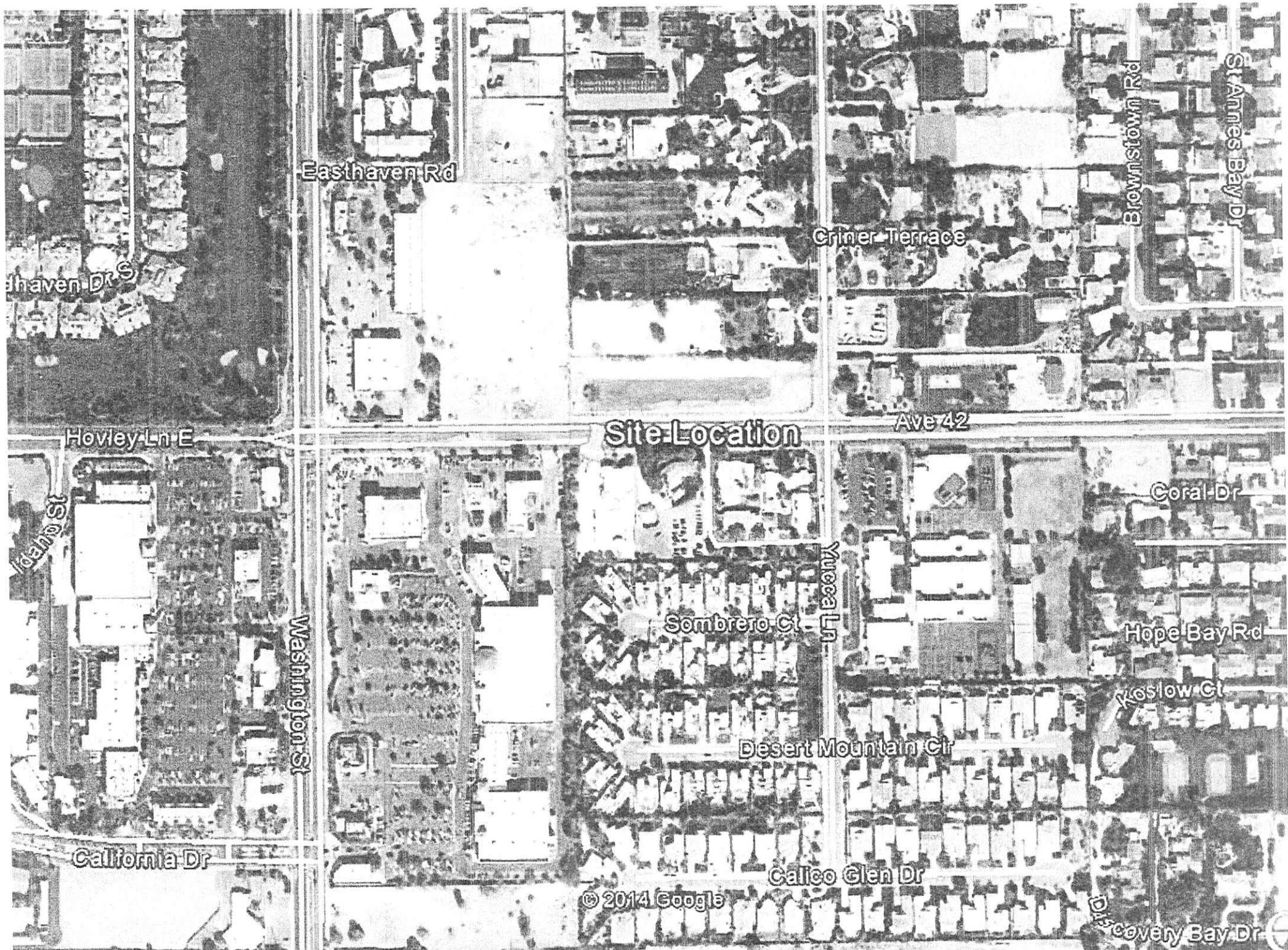
cc: FCC

constructing new monopalm

Frequency Data for ASN 2013-AWP-4836-OE

LOW FREQUENCY	HIGH FREQUENCY	FREQUENCY UNIT	ERP	ERP UNIT
698	806	MHz	1000	W
806	824	MHz	500	W
824	849	MHz	500	W
851	866	MHz	500	W
869	894	MHz	500	W
896	901	MHz	500	W
901	902	MHz	7	W
930	931	MHz	3500	W
931	932	MHz	3500	W
932	932.5	MHz	17	dBW
935	940	MHz	1000	W
940	941	MHz	3500	W
1850	1910	MHz	1640	W
1930	1990	MHz	1640	W
2305	2310	MHz	2000	W
2345	2360	MHz	2000	W





Easthaven Rd

Criner Terrace

Brownstown Rd

St Annes Bay Dr

Easthaven Dr S

Hovley Ln E

Site Location

Ave 42

Coral Dr

Sombrero Ct

Yucca Ln

Hope Bay Rd

Washington St

Koslow Ct

Desert Mountain Cir

California Dr

Calico Glen Dr

© 2014 Google

Discovery Bay Dr



at&t

SITE NAME: PALM DESERT CHURCH OF CHRIST
SITE NO.: RS0396
78135 AVENUE 42
BERMUDA DUNES, CA 92203

NOT FOR CONSTRUCTION

AFFILIANT:

 12900 PARK PLAZA DRIVE
 CERRITOS, CA 90703

PROJECT COORDINATION & MANAGEMENT:
SMARTLINK LLC.
 626 C ADMIRAL DRIVE, SUITE 313
 ANNAPOLIS, MD 21401
 PH: (410) 263-5465
 FAX: (410) 263-5470

PREPARED BY:

 21 B Street | Burlington, MA 01803
 Tel: (781) 273-2500 | Fax: (781) 273-3311
 www.ebiconsulting.com



PROJECT INFORMATION	
SITE NAME:	PALM DESERT CHURCH OF CHRIST
SITE NO.:	RS0396
SITE ADDRESS:	78135 AVENUE 42 BERMUDA DUNES, CA 92203
ZONING DISTRICT:	ZONING DISTRICT: R-1 & R-1-12000 (ONE-FAMILY DWELLINGS) OVERLAY DISTRICT: BERMUDA DUNES NEIGHBORHOOD PRESERVATION DISTRICT
TAX ID:	609-500-001-5
PLOT PLAN NO:	25311
PROPOSED USE:	WIRELESS TELECOMMUNICATION FACILITY
PROPERTY OWNER:	PALM DESERT CHURCH OF CHRIST C/O DAN T. JOHNSON 134 VISTA ROYALE PALM DESERT, CA 92260
PROPOSED STRUCTURE HEIGHT:	50'-0"± AGL (TOP OF POLE)
PANEL ANTENNA RAD CENTER:	44'-0"± AGL
COORDINATES:	LATITUDE: 33°44'36.8556" N LONGITUDE: 116°18'4.341" W
GROUND ELEVATION:	112'± A.M.S.L. (USGS CELESTATION)

PROJECT DESCRIPTION	
THE PROPOSED PROJECT INCLUDES THE FOLLOWING:	
1.	(2) NEW LEASE AREAS TOTALLING ±1225 SQ FT.
2.	INSTALLATION OF NEW EQUIPMENT SHELTER AND NEW DIESEL GENERATOR AT GRADE.
3.	INSTALLATION OF (12) PANEL ANTENNAS ON NEW 50' STEALTH MONOPALM W/ MIN. 80 PALM FRONDS.
4.	INSTALLATION OF (24) BRN'S AND (4) DC SURGE SUPPRESSORS BEHIND NEW PANEL ANTENNAS.
5.	INSTALLATION OF (1) GPS ANTENNA.
6.	INSTALLATION OF INDOOR EQUIPMENT CABINETS WITHIN NEW EQUIPMENT SHELTER.
7.	INSTALLATION OF NEW 110V POWER & TELCO UTILITIES TO NEW EQUIPMENT SHELTER IN UTILITY BASEMENT.
8.	INSTALLATION OF NEW FIBER/POWER CABLES ROUTED FROM NEW EQUIPMENT SHELTER TO NEW BRN'S.
9.	INSTALLATION OF (2) LIVE PALM TREES & NEW IRRIGATION.

SHEET INDEX	
SHEET	DESCRIPTION
T-1	TITLE SHEET
Z-1	PLOT PLAN & NOTES
Z-2	SITE PLAN
Z-3	ELEVATIONS
Z-4	ELEVATIONS
L-1	LANDSCAPING PLAN
C-1	SITE SURVEY

GENERAL NOTES

- THIS IS AN UNMANNED TELECOMMUNICATION FACILITY CONSISTING OF BT'S EQUIPMENT AND ANTENNAS.
- SIGNALS FROM THE ANTENNA SHALL NOT INTERFERE WITH ANY EXISTING COMMUNICATION SITES. ALL ITEMS SHOWN HEREON ARE EXISTING UNLESS OTHERWISE NOTED.
- THIS IS AN UNMANNED FACILITY - NO SOLID WASTE, THE SITE WILL CREATE NO TRASH, THIS REQUIRES NO DUMPSTER.
- DEVELOPMENT AND USE OF THE SITE WILL CONFORM TO ALL APPLICABLE CODES AND ORDINANCES.
- FACILITY IS UNMANNED AND NOT FOR HUMAN HABITATION. HANDICAPPED ACCESS NOT REQ'D.

SETBACKS AND HEIGHT:
 THE SETBACK AND HEIGHT LIMITATIONS FOR THE PROPOSED WIRELESS FACILITY WILL BE IN ACCORDANCE WITH SECTION 19.410c & m. OF ORDINANCE NO. 348.

PROPOSED GENERATOR:
 THE PROPOSED DIESEL GENERATOR MAKE AND MODEL T.B.D. PER JURISDICTION REQUIREMENTS, A NOISE STUDY REPORT TO BE CONDUCTED PER DETERMINE MAKE AND MODEL ALONG WITH MAINTENANCE/TESTING TIMES AND DURATIONS.

PROJECT TEAM		
APPLICANT:	AT&T 12900 PARK PLAZA DRIVE CERRITOS, CA 90703	
PROJECT COORDINATION & MANAGEMENT:	SMARTLINK LLC. 626 C ADMIRAL DRIVE, SUITE 313 ANNAPOLIS, MD 21401 PH: 410-263-5465 FAX: 410-263-5470	
AS/E:	EBC CONSULTING 21 B STREET BURLINGTON, MA 01803 PHONE: 781-273-2500 FAX: 781-273-3311	
SITE ACQUISITION:	ALEXIS HADLEY PH: 949-838-7313	
ZONING:	CHUDY LEHART PH: 714-293-7800	
BE ENGINEER:	NOEL OAZI PH: 714-624-9957	
CONSTRUCTION:	RYLE LOCKE PH: 951-359-2240	

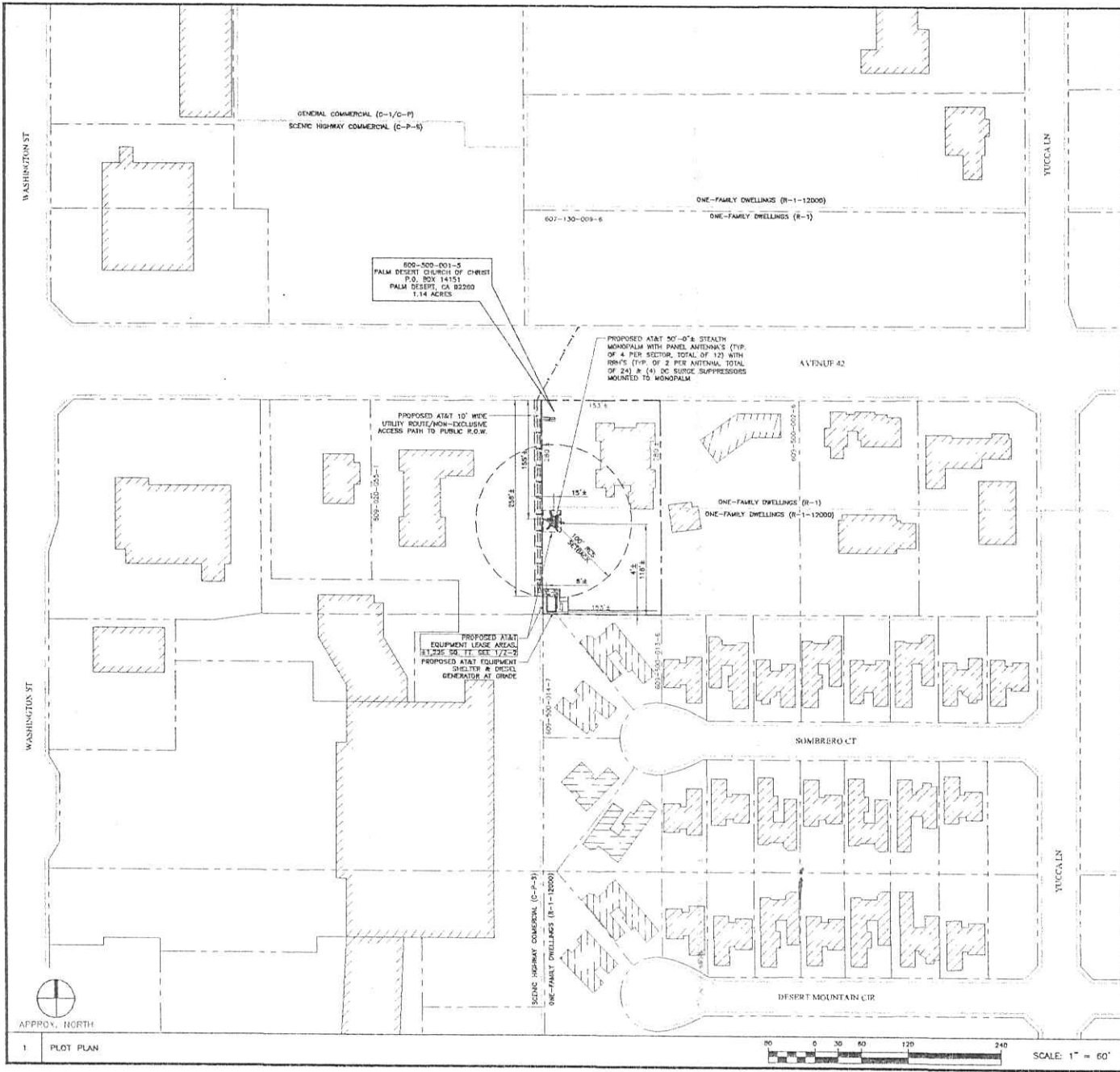
APPROVALS		
NAME	SIGNATURE	DATE
LEASING/SITE ACQUISITION		
BY ENGINEER		
SITE OWNER/LANDLORD		
CONSTRUCTION		
ZONING		
DO NOT SCALE DRAWINGS		
CONTRACTOR SHALL VERIFY ALL PLANS AND EXISTING DIMENSIONS AND CONDITIONS ON THE JOB SITE AND SHALL IMMEDIATELY NOTIFY THE ARCHITECT IN WRITING OF ANY DISCREPANCIES BEFORE PROCEEDING WITH THE WORK.		

SUBMITTALS			
NO.	DATE	DESCRIPTION	BY
1	01/24/13	90% ZONING DRAWINGS	LV
2	02/22/13	95% ZONING DRAWINGS	JM
3	05/01/13	REVISED PER COMMENTS	TR
4	07/25/13	REVISED PER COMMENTS	LV
5	11/05/13	COURTY COMMENTS	TR
6	03/25/14	PARKING SPACE REVISIONS	TR

EDR JOB NO: 81130001

SITE INFO:
SITE NAME:
 PALM DESERT
 CHURCH OF CHRIST
SITE NO.:
 RS0396
 78135 AVENUE 42
 BERMUDA DUNES, CA 92203

SHEET TITLE:	
TITLE SHEET	
DRAWN BY: LV	SHEET NO.: T-1
CHECKED BY: TR	
DATE: 07/14/12	



NOT FOR CONSTRUCTION

APPLICANT:



12601 PARK PLAZA DRIVE
CERRITOS, CA 90703

PROJECT COORDINATION & MANAGEMENT:

SMARTLINK LLC.

626 C ADMIRAL DRIVE, SUITE 313
ANNAPOLIS, MD 21401
PH: (410) 263-5400
FAX: (410) 263-5430

PREPARED BY:



21 B Street | Burlington, MA 01803
Tel: (781) 273-2500 | Fax: (781) 273-3311
www.ebiconsulting.com

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2	02/22/13	95% ZONING DRAWINGS	JA
3	05/07/13	REVISED PER COMMENTS	TB
4	07/25/13	REVISED PER COMMENTS	LV
5	11/05/13	COUNTY COMMENTS	TB
6	03/25/14	PARKING SPACE REVISIONS	TB

SETBACK/HEIGHT LIMITATION NOTES:

- SETBACKS AND HEIGHT LIMITATIONS SHOULD BE IN ACCORDANCE WITH SECTION 19.410.C.M.M. OF ORDINANCE NO. 549.
 - SETBACKS - DESIRED WIRELESS COMMUNICATION FACILITIES IN OR ADJACENT TO RESIDENTIAL ZONE CLASSIFICATIONS SHALL BE SETBACK FROM HABITABLE DWELLINGS A DISTANCE EQUAL TO TWO HUNDRED (200) PERCENT OF THE FACILITY HEIGHT OR SHALL BE SETBACK FROM RESIDENTIAL PROPERTY LINES A DISTANCE EQUAL TO ONE HUNDRED (100) PERCENT OF THE FACILITY HEIGHT, WHICHEVER IS GREATER.
 - HEIGHT RESTRICTION - DESIRED WIRELESS COMMUNICATION FACILITIES IN RESIDENTIAL ZONE CLASSIFICATIONS SHALL NOT EXCEED FIFTY (50) FEET.

NOTES:

- PLOT PLAN IS NOT THE RESULT OF A SURVEY. IT IS BASED ON FIELD DIMENSIONS/NOTES, AERIAL PHOTOS & EXISTING PARCEL MAPS AVAILABLE FROM THE IRVINE COUNTY OF DAIRYLAND AND LISTED BELOW. ALL INFORMATION SHOWN IS APPROXIMATE ONLY AND SUBJECT TO ANY CORRECTION THAT A SURVEY MAY REVEAL.
- ALL SETBACKS SHOWN ARE FROM PROPOSED ANTENNAS & EQUIPMENT TO EXISTING PROPERTY LINES.

ZONING INFORMATION

ZONING DISTRICT: R-1 & R-1-12000

PLOT PLAN NO.: 25311

ANTENNAS (SEE SETBACK & HEIGHT LIMITATIONS ABOVE):

DIMENSION REQUIREMENTS:	REQUIRED	PROPOSED
FRONT YARD SETBACK:	20'	155'±
REAR YARD SETBACK:	10'	118'±
SIDE YARD SETBACK:	5'	15'
MAXIMUM ZONING HEIGHT:	50'	50'

PROPOSED EQUIPMENT SHELTER:

DIMENSION REQUIREMENTS:	REQUIRED	PROPOSED
FRONT YARD SETBACK:	20'	256'±
REAR YARD SETBACK:	10'	6'±
SIDE YARD SETBACK:	5'	4'±
MAXIMUM ZONING HEIGHT:	50'	10.5'±

APPLICANT: AT&T
12601 PARK PLAZA DRIVE
CERRITOS, CA 90703

PROPERTY OWNER: PALM DESERT CHURCH OF CHRIST
C/O DAN T. JOHNSON
134 VIOLET BOULEVARD
PALM DESERT, CA 92260

LEGEND

- PROPERTY LINE - SUBJECT PARCEL
- PROPERTY LINE - ADJUTERS
- ZONING DISTRICT BOUNDARY LINE
- TOWN BOUNDARY LINE
- EXISTING BUILDINGS

JOB NO: 81130001

SITE NO:

SITE NAME:
PALM DESERT
CHURCH OF CHRIST
SITE NO.:
RS0396
78135 AVENUE 42
BERMUDA DUNES, CA 92203

SHEET TITLE:

PLOT PLAN & NOTES

DRAWN BY: LV

CHECKED BY: TB

DATE: 01/14/12

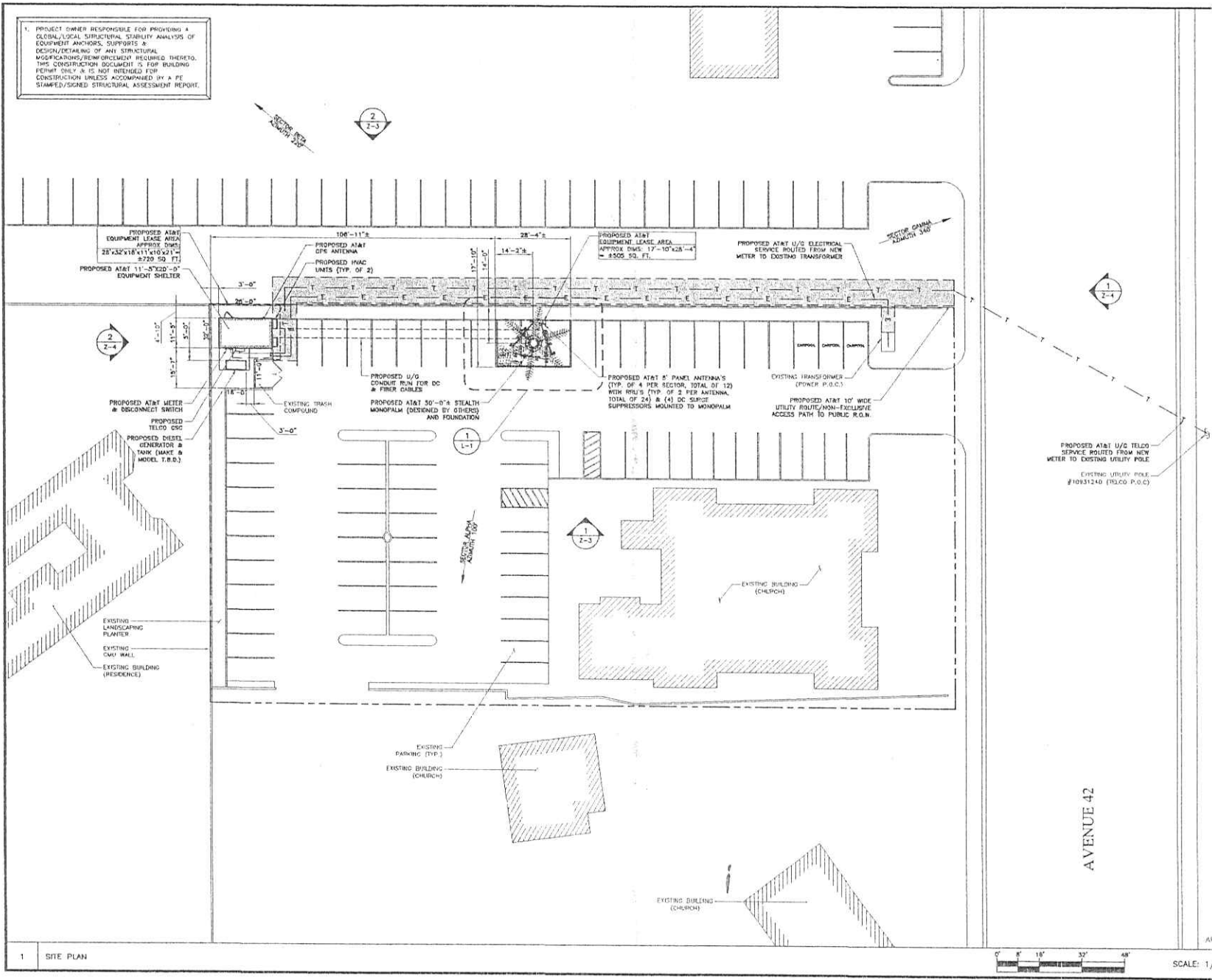
SHEET NO:

Z-1



1 PLOT PLAN

1. PROJECT OWNER RESPONSIBLE FOR PROVIDING A GLOBAL/LOCAL STRUCTURAL STABILITY ANALYSIS OF EQUIPMENT ANCHORS, SUPPORTS & DESIGN/DETAILING OF ANY STRUCTURAL MODIFICATIONS/REINFORCEMENT REQUIRED THEREON. THIS CONSTRUCTION DOCUMENT IS FOR BUILDING PERMIT ONLY & IS NOT INTENDED FOR CONSTRUCTION UNLESS ACCOMPANIED BY A PE STAMPED/SIGNED STRUCTURAL ASSESSMENT REPORT.



NOT FOR CONSTRUCTION

AT&T
 12900 PARK PLAZA DRIVE
 CERRITOS, CA 94703

PROJECT COORDINATION & MANAGEMENT:
SMARTLINK LLC.
 628 C CAPITAL DRIVE, SUITE 313
 ANNAPOLIS, MD 21401
 PH: (410) 263-5405
 FAX: (410) 263-5470

PREPARED BY:
EBI Consulting
 21 B Street | Burlington, MA 01803
 Tel: (781) 273-2500 | Fax: (781) 273-3311
 www.ebiconsulting.com

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EBI JOB NO: 81130001

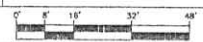
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 SITE NAME:
PALM DESERT CHURCH OF CHRIST
 SITE NO.:
RS0396
 78135 AVENUE 42
 BERMDA DUNES, CA 92203

SHEET TITLE:
SITE PLAN

DRAWN BY: LV
 CHECKED BY: TR
 DATE: 01/11/12

SHEET NO.:
Z-2

AVENUE 42



SCALE: 1/16" = 1'-0"

1 SITE PLAN

NOT FOR CONSTRUCTION

APPLICANT:



12000 FAUN PLAZA DRIVE
CERRITOS, CA 90703

PROJECT COORDINATION & MANAGEMENT:

SMARTLINK LLC.

626 C. ALDRICH DRIVE, SUITE 312
ANNAPOLIS, MD 21401
PH: (410) 763-5400
FAX: (410) 263-5470

PREPARED BY:



21 B Street | Burlington, MA 01803
Tel: (781) 273-2500 | Fax: (781) 273-3311
www.ebiconsulting.com

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EBI JOB NO.: **81130001**

SITE #NO.:

SITE NAME:
PALM DESERT
CHURCH OF CHRIST
SITE NO.:
RS0396
78135 AVENUE 42
BERMUDA DUNES, CA 92203

SHEET TITLE:

ELEVATIONS

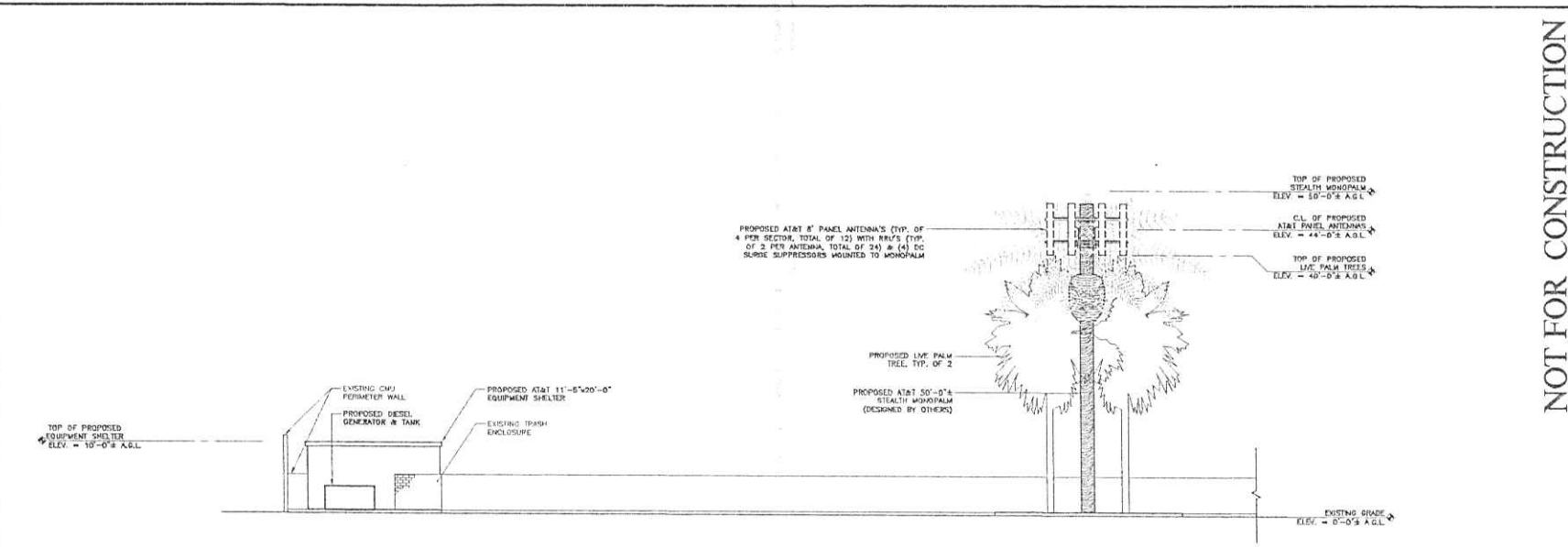
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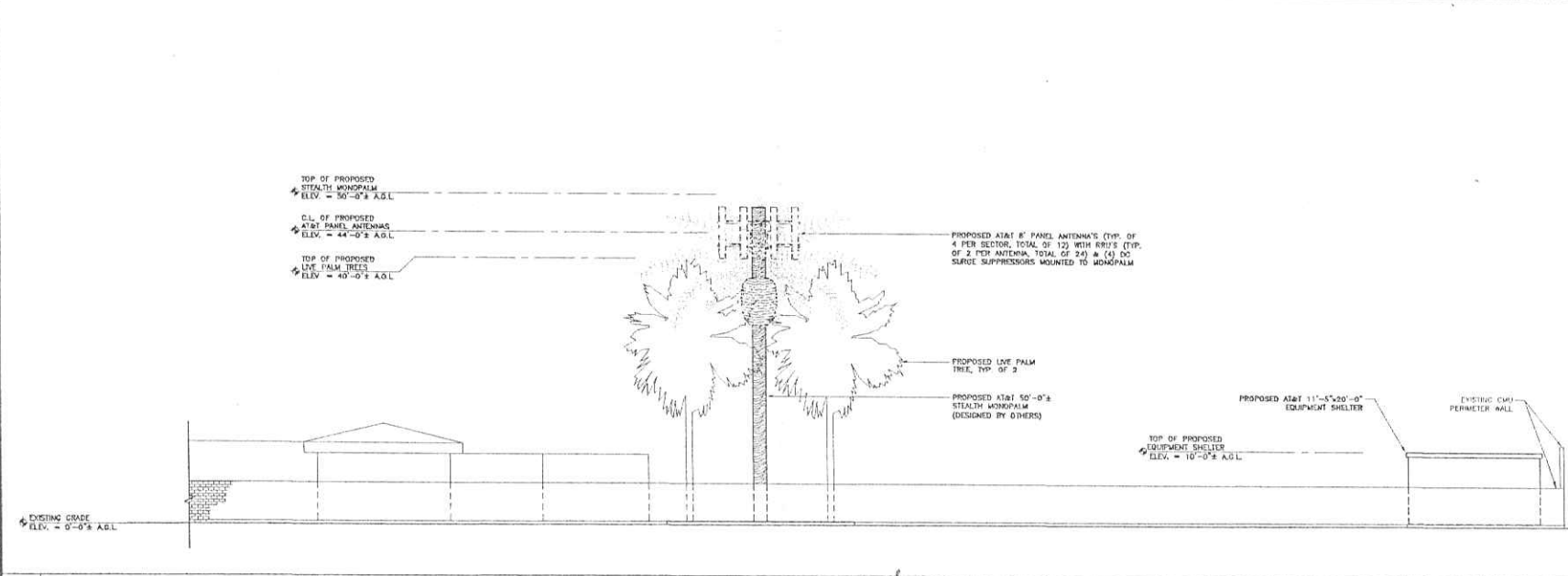
Z-3



1 EAST ELEVATION

0' 4' 8' 16' 24'

SCALE: 1/8" = 1'-0"



2 WEST ELEVATION

0' 4' 8' 16' 24'

SCALE: 1/8" = 1'-0"

NOT FOR CONSTRUCTION

APPLICANT:



12900 PARK PLAZA DRIVE
CERRITOS, CA 90305

PROJECT COORDINATION & MANAGEMENT:

SMARTLINK LLC.

626 C ADMIRAL DRIVE, SUITE 313
ANNAPOLIS, MD 21401
PH: (410) 263-5455
FAX: (410) 263-5440

PREPARED BY:



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ENGINEER STAMP/SIGNATURE

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SUBMITTALS			
NO.	DATE	DESCRIPTION	BY
1	01/24/12	90% ZONING DRAWINGS	LV
2	02/22/13	95% ZONING DRAWINGS	JM
3	05/07/13	REVISED PER COMMENTS	TR
4	07/25/13	REVISED PER COMMENTS	LV
5	11/05/13	COUNTY COMMENTS	TR
6	03/20/14	PADDING SPACE REVISIONS	TR

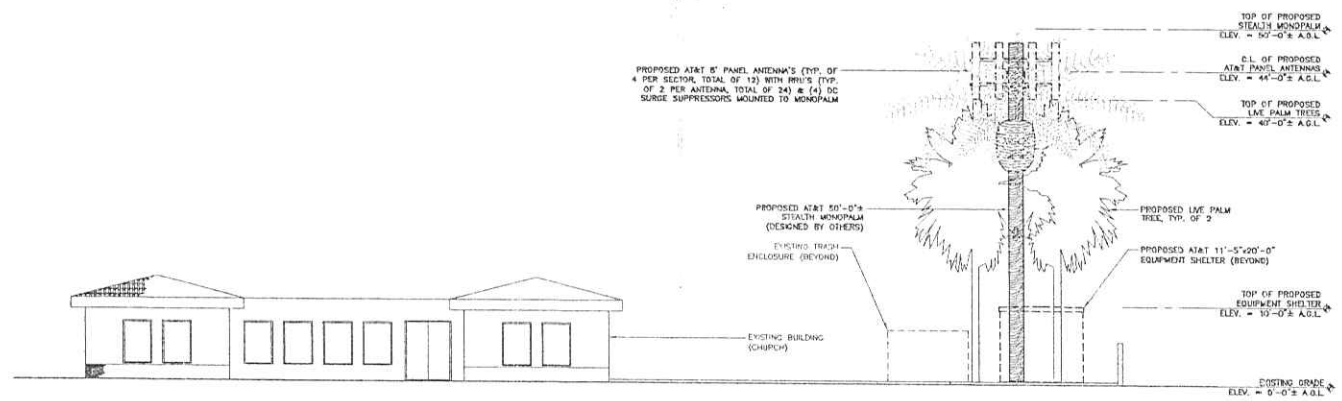
EBI JOB NO: 81130001

SITE INFO:

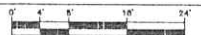
SITE NAME:
PALM DESERT
CHURCH OF CHRIST
SITE NO.:
RS0396
78135 AVENUE 42
BERMUDA DUNES, CA 92203

SHEET TITLE:
ELEVATIONS

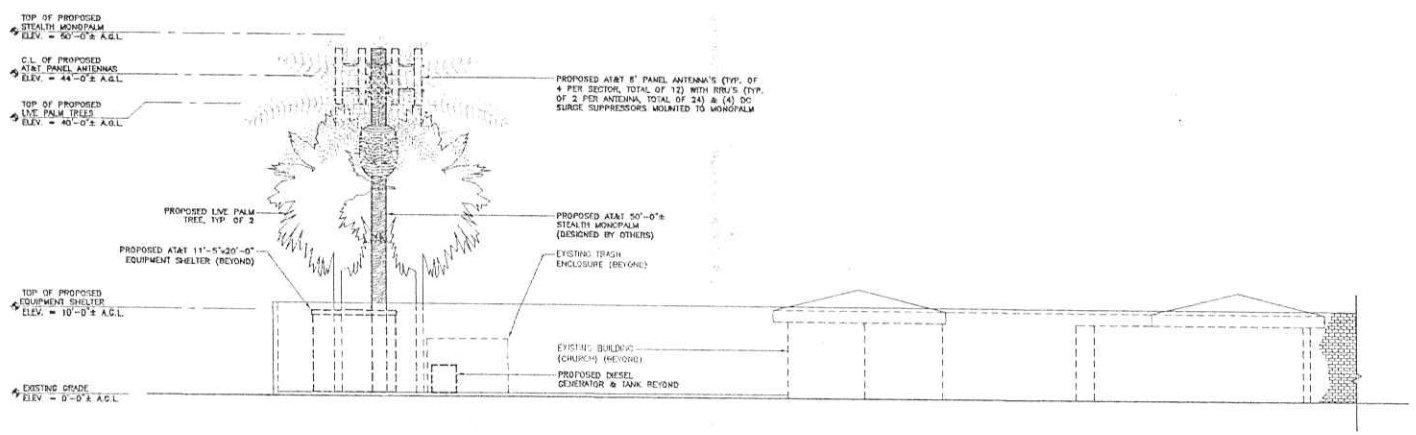
DESIGN BY: LV	SHEET NO: Z-4
CHECKED BY: TR	
DATE: 01/14/12	



1 NORTH ELEVATION



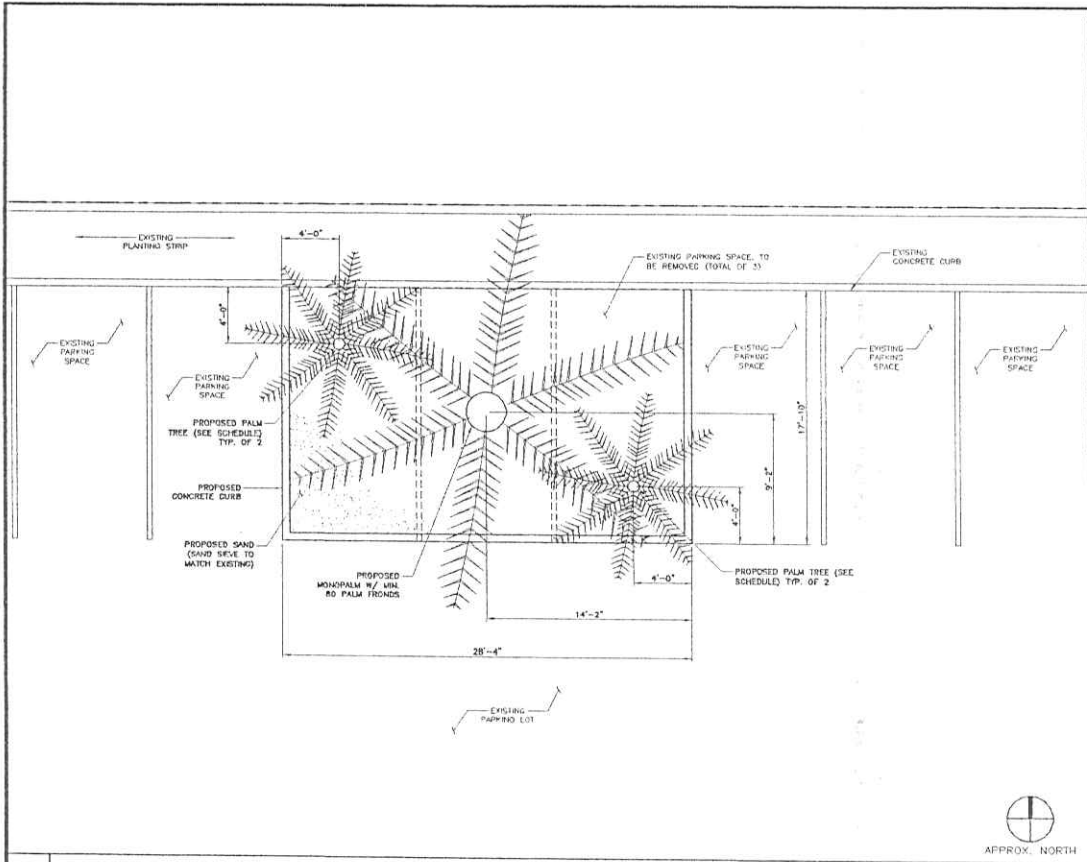
SCALE: 1/8" = 1'-0"



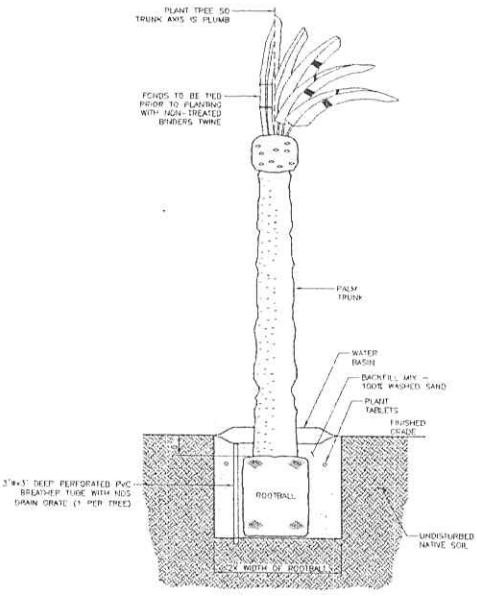
2 SOUTH ELEVATION



SCALE: 1/8" = 1'-0"



- NOTES:**
1. NO SOIL OR MULCH SHALL BE PLACED AGAINST ROOT COLLAR OF PLANT
 2. PLANTING DEPTH SHALL BE THE SAME OR HIGHER AS GROWN IN NURSERY



NOT FOR CONSTRUCTION

APPLICANT:

12900 RAIN PLAZA DRIVE
CERRITOS, CA 90703

PROJECT COORDINATION & MANAGEMENT:

SMARTLINK LLC.

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SUBMITTALS			
NO.	DATE	DESCRIPTION	BY
1	01/24/12	WORK ZONING DRAWINGS	LV
2	02/22/13	WORK ZONING DRAWINGS	JW
3	05/07/13	REVISED PER COMMENTS	TB
4	07/25/13	REVISED PER COMMENTS	LV
5	11/05/13	COUNTY COMMENTS	TB
6	03/25/14	PARKING SPACE REVISIONS	TB

1 LANDSCAPING PLAN SCALE: 1/8" = 1'-0"

3 PALM TREE PLANTING DETAIL SCALE: N.T.S.

PLANTING SCHEDULE								
QTY.	BOTANICAL NAME	COMMON NAME	TYPE	HEIGHT AT PLANTING	HEIGHT AT MATURITY	SPREAD/CAULK	SPACING	TREE SYMBOL
2	TRACHYCARPUS FORTENSEI	CHINESE WINDMILL PALM	PALM	VARIABLE	30' - 40'	6' - 10'	AS SHOWN	

2 PLANTING SCHEDULE SCALE: 1/8" = 1'-0"

4 SPACE NOT USED SCALE: N.T.S.

TB JOB NO: 81130001

SITE NAME:
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CHURCH OF CHRIST
SITE NO.:
RS0396
78135 AVENUE 42
BERMUDA DUNES, CA 92203

SHEET TITLE:
LANDSCAPING PLAN

DRAWN BY: LV SHEET NO:
CHECKED BY: TB
DATE: 07/14/12

L-1