



# 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., July 10, 2014

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Rancho Mirage

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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, 14<sup>th</sup> 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](mailto:basantos@rctlma.org). Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

## 1.0 INTRODUCTIONS

### 1.1 CALL TO ORDER

### 1.2 SALUTE TO FLAG

### 1.3 ROLL CALL

## 2.0 PUBLIC HEARING: CONTINUED CASE

### REGIONAL

2.1 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](mailto:jguerin@rctlma.org).

Staff Recommendation: CONSISTENT IF FURTHER REVISED

**3.0 PUBLIC HEARING: NEW CASES****MARCH AIR RESERVE BASE**

- 3.1 ZAP1096MA14 – Stratford Ranch Investors, LLC (Representative: Jason Keller) – City of Perris Case Nos. GPA 14-02-0003 (General Plan Amendment), ZC 14-02-0004 (Zone Change) and TR 36648 (Tentative Tract Map). Tentative Tract Map No. 36648 is a proposal to divide 65.8 gross acres located westerly of Evans Road, easterly of the Perris Valley Storm Drain Channel, northerly of an easterly straight-line extension of La Vina/Markham Street, and southerly of an easterly straight-line extension of Oleander Avenue and the Moreno Valley/Perris boundary into 271 single-family residential lots, plus 5 open space lots for drainage. GPA 14-02-0003 is a proposal to amend the City's General Plan land use designation of the project area from SP (Specific Plan) to R-6,000. (There is no adopted Specific Plan in effect for this property.) ZC 14-02-0004 is a proposal to re-zone the project area from R-10,000 to R-6,000. (Area III of March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**HEMET RYAN AIRPORT**

- 3.2 ZAP1033HR14 – AP North Lake Solar, LP (Representative: EPD Solutions, Jeremy Krout) – City of Hemet Case No. CUP 14-006 (Conditional Use Permit). A proposal to construct and operate a 20 megawatt solar photovoltaic (PV) electric generation facility on 94 acres of a 134-acre parcel (the Breliant property) located southerly of Acacia Avenue, westerly of Sanderson Avenue, and northeasterly of Hemet-Ryan Airport (Areas I and II of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**JACQUELINE COCHRAN REGIONAL AIRPORT**

- 3.3 ZAP1023TH14 – Fullerton Architects PC (Nick Fullerton), for Rahul and Manju Chopra – County Case No. BNR140009 (Building Permit). The applicant proposes to install and operate roof mounted, non-tracking photovoltaic solar panels on a three-story private member's garage, at Lot 4 of Thermal Club, a motorsports facility located northerly of 62<sup>nd</sup> Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60<sup>th</sup> Avenue in the unincorporated community of Thermal (Zone C of the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT



**FRENCH VALLEY AIRPORT**

3.4 ZAP1055FV13 – Agate Real Estate C/O Cornerstone Communities (Representative: MDMG, Larry Markham) - County Case Nos. SP00265A1 (Specific Plan Amendment), CZ07806 (Change of Zone), GPA01123 (General Plan Amendment), and TR36546 (Tentative Tract Map). The Specific Plan Amendment proposes to primarily amend the land use designations and boundaries for the proposed Tentative Tract Map to add Medium Density Residential (2-5 dwelling units per acre) and Medium High Density Residential (5-8 dwelling units per acre) land use designations to the Specific Plan for a total of 269 dwelling units. In addition, the Specific Plan Amendment proposes to adjust the boundaries of the Specific Plan to remove areas annexed into the City of Murrieta and purchased for the French Valley Airport, revise the alignment of Borel Road within the Plan boundaries and update Planning Area acreages per more accurate data. The Change of Zone proposes to amend the Specific Plan Zoning ordinance to comply with the proposed Specific Plan Amendment. The General Plan Amendment proposes to revise the boundaries of the Specific Plan area and designate the area removed from the Specific Plan within the jurisdiction of the County of Riverside as Public Facility (PF). The Tentative Tract Map proposes to subdivide 161.89 gross acres located westerly of Leon Road, southerly of Borel Road, northerly of McGowans Pass, and generally easterly of existing Calistoga Road into 269 residential lots, 2 open space lots, 10 water quality lots, 8 HOA lots, and 4 park lots. (Zones A, B1, B2, C, and D of French Valley Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT (GPA and Change of Zone);  
INCONSISTENT (Specific Plan and Tract Map)

**4.0 ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals
- 4.2 Compatibility Plan Status Update
- 4.3 Solar Glare Hazard Analysis Tool

**5.0 APPROVAL OF MINUTES**

June 12, 2014

**6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA****7.0 COMMISSIONER'S COMMENTS**

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 2.1 2.6

**HEARING DATE:** July 10, 2014 (continued from 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~~ *Staff has attempted 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 and is proposing that additional documents be included in Appendix L-1, and that the text of the Land Use and Circulation Elements and some of the Area Plans be modified as specified herein.* ~~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.~~

*Provided that the County of Riverside incorporates the proposed modifications and additional documents into the proposed project, staff recommends that General Plan Amendment No. 960 be found CONSISTENT with all applicable Compatibility Plans.*

*It is further stated that, upon adoption of the proposed amendment, the Riverside County General Plan will be consistent with the Banning, Corona, and Blythe Airport Land Use Compatibility Plans.*



**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:**

**Staff's review is centered on three questions:**

**Does the proposed amendment exacerbate the existing inconsistency status?**

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 (**LU 6.1a.**) 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. **Policy LU 6.1b. proceeds to state "When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments."** However, ALUC-adopted airport land use compatibility zones prohibit day care centers in Compatibility Zones A, B1, B2, and C. **Policy LU 6.1 as written is, therefore, inconsistent with the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan.**

**In order to bring General Plan Amendment No. 960 into consistency with the Countywide Policies, staff recommends that Policy LU 6.1 be revised to read as follows (proposed revised text in italics):**

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)

- a. 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 *and areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risks that are not amenable to mitigation, such as... aircraft accident potential.*
- b. When feasible, require day care facilities in new residential, commercial, office/industrial and larger mixed use developments, *except in areas where day care facilities are prohibited pursuant to adopted Airport Land Use Compatibility Plans. Limit the capacity of new (or expanded capacity of existing) day care facilities in areas subject to hazards or risks that are not amenable to mitigation, such as ... aircraft accident potential.*

**The County Planning Department may wish to include other hazards or risks that are not amenable to mitigation (such as seismic ground rupture or dam inundation) in our recommended final sentences of these policies if deemed appropriate.**

**Area Plan Policies and Appendix L-1: The County takes a giant step forward with inclusion of the 2004 Riverside County Airport Land Use Compatibility Plan as Appendix L-1 of the General Plan moving forward, but takes two small steps back by not including the texts of the Compatibility Plans presently applicable within the Hemet-Ryan and March Airport Influence Areas therein.**

**Each of the Area Plans that include unincorporated land within the existing March Air Reserve Base Airport Influence Area (AIA) includes a policy that references the “March JPA General Plan” as the guiding document addressing land use compatibility for the AIA. This is not the correct reference, as the March JPA General Plan is only applicable to lands within the boundaries of the March Joint Powers Authority’s jurisdiction. For the present time, the correct reference in Area Plan policies MVAP 2.1, HAP 2.1, HVWAP 2.1, LMWAP 4.1, LNAP 3.1, and RCBAP 1.1 should be the 1984 Riverside County Airport Land Use Plan.**

**Additionally, the statements in the paragraphs addressing Hemet-Ryan Airport in the San Jacinto Valley Area Plan (SJVAP) and the Harvest Valley-Winchester Area Plan (HVWAP) and in Area Plan policies SJVAP 5.1 and HVWAP 1.1, respectively, that the ALUCP for Hemet-Ryan Airport is “fully set forth in Appendix L-1” is erroneous at this time.**



**Additional Area Plan Errata:**

**On page II of the Mead Valley Area Plan, the List of Figures refers to a Figure 5 depicting a “Ferns Valley Airport Influence Area,” which is simply a misreading of a handwritten identification of the word “Perris.”**

**On page 8 of the Palo Verde Valley Area Plan, Blythe Airport is listed as operated by the City of Blythe. This was correct for several years, but its operations are now once again the responsibility of the County.**

**In the Southwest Area Plan, the special version of Table 2A incorporating the Additional Compatibility Policies for French Valley Airport does not include all of the Additional Compatibility Policies as notes.**

**Vista Santa Rosa:**

**ALUC prepared a detailed letter to the Planning Department a few years ago regarding an approach for achieving airport land use compatibility as the Vista Santa Rosa area transitions from an agricultural area into an equestrian-friendly low density community, but the specific provisions included in that letter have not been incorporated into the proposed Vista Santa Rosa policies in the Eastern Coachella Valley Area Plan.**

**Circulation Element:**

**While staff participated in development of the proposed revisions to the paragraphs addressing “Local Aviation Facilities,” recent jurisdictional changes and the acknowledgement of Perris Valley as a public use airport have indicated a need to further modify this section. Staff proposes that this section be revised to read as follows:**

*“In addition to Palm Springs International Airport and March Air Reserve Base/Inland Port Airport, ~~Twelve~~ eleven additional public-use airports are situated within the boundaries of Riverside County are available for general aviation activities., and the The County owns five six of these airports (Blythe, Chiriaco Summit, ~~Desert Center, Desert Resorts Regional, French Valley, and Hemet-Ryan, and Jacqueline Cochran Regional~~). Six other airports (Banning Municipal, Bermuda Dunes, Corona Municipal, Flabob, Palm Springs International, and Riverside Municipal) ~~Three~~ are owned by cities (Banning, Corona, and Riverside Municipal Airports) or private entities, while three (Bermuda Dunes, Flabob, and Perris Valley) are privately owned. As defined by the Riverside County Airport Land Use Commission, As of 2009, the airport influence areas of all each of these airports (plus Chino Airport in San Bernardino County) except Palm Springs International affect included lands within unincorporated areas of the County . Furthermore, three other airports, Chino Airport in San Bernardino County, March Air Reserve Base, and private-use Skylark Airport also affect unincorporated lands. , although, with the incorporation of the cities of Eastvale and Jurupa Valley,*

*the airport influence areas of Chino Airport, Flabob Airport, and Riverside Municipal Airport no longer include unincorporated areas. 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."*

**Does the proposed amendment reduce the inconsistency of the existing General Plan?**

**Yes, first by bringing Palo Verde Valley Area Plan residential land use designations in the Blythe Airport Influence Area into consistency with the density criteria of the applicable Compatibility Zones, and second, by integrating Table 2A (as modified for individual airports) into the text of each Area Plan that includes Airport Influence Areas of airports addressed in the 2004 Riverside County Airport Land Use Compatibility Plan and the subsequent airport-specific Compatibility Plans adopted through 2009.**

**Blythe Airport Influence Area:**

**A total of 440 parcels in the Blythe Airport Influence Area would experience a change in their Palo Verde Valley Area Plan land use designation through General Plan Amendment No. 960. Most of these parcels are suburban lots in the Mesa Verde community south of the airport (on the opposite side of Interstate 10), in Compatibility Zone D. Their designation will be changed from Medium Density Residential (2 to 5 dwelling units per acre) to Medium High Density Residential (5 to 8 dwelling units per acre), in order to bring the mapped land use designations of these properties into consistency with Zone D criteria that prohibit intermediate densities for new development projects.**

**For the record, staff would note that a General Plan designation that simply reflects an existing land use and does not allow for further subdivision would not be considered inconsistent with the Compatibility Plan. Therefore, an existing residential lot in Zone D that is less than 0.4 acre in size could retain its Medium Density Residential designation without the General Plan being considered inconsistent. Of the 360 parcels proposed for a change from Medium Density Residential to Medium High Density Residential, 304 are less than 0.4 acre in area and could, therefore, remain designated Medium Density Residential without jeopardizing the quest for consistency.**

**An additional 79 parcels would experience changes that would reduce potential for residential development. These include six parcels (67.37 acres) that would change from Medium Density Residential to Rural Residential, eight parcels (19.63 acres) that would change from Medium Density Residential to Estate Density Residential, twenty-one parcels (4.18 acres) that would change from Medium Density Residential to Low Density Residential, thirty-four parcels (420.99 acres) that would change from Rural Community – Estate Density Residential to Rural Residential, and six parcels and a portion of a seventh parcel (116.54 acres) that would change from Agriculture to Open Space - Rural. One parcel and a portion of a second parcel (15.39 acres) would change from Medium Density Residential to Light Industrial, and one parcel**



**(11.35 acres) would change from Rural Community – Low Density Residential to Light Industrial.**

**Staff Report Supplement B includes maps depicting all of the parcels in the Blythe AIA whose land use designation would be changed (other than a change from Medium Density Residential to Medium High Density Residential).**

**Does the proposed amendment contribute to public awareness of airport land use compatibility policies set forth in ALUC's adopted Compatibility Plans?**

**Yes, the text and subject-specific maps of each affected Area Plan will include Table 2A and maps of the adopted Compatibility Zones of affected airports. Additionally, the entire text of the 2004 Riverside County Airport Land Use Compatibility Plan is included in Appendix L-1.**

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.~~

## **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.



## **AGENDA ITEM 2.1: 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 <sup>3</sup> : 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 <sup>3</sup> : 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. <sup>4</sup>
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheatres, stadiums. <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. <sup>4,5</sup>

**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 amphitheatres.

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.

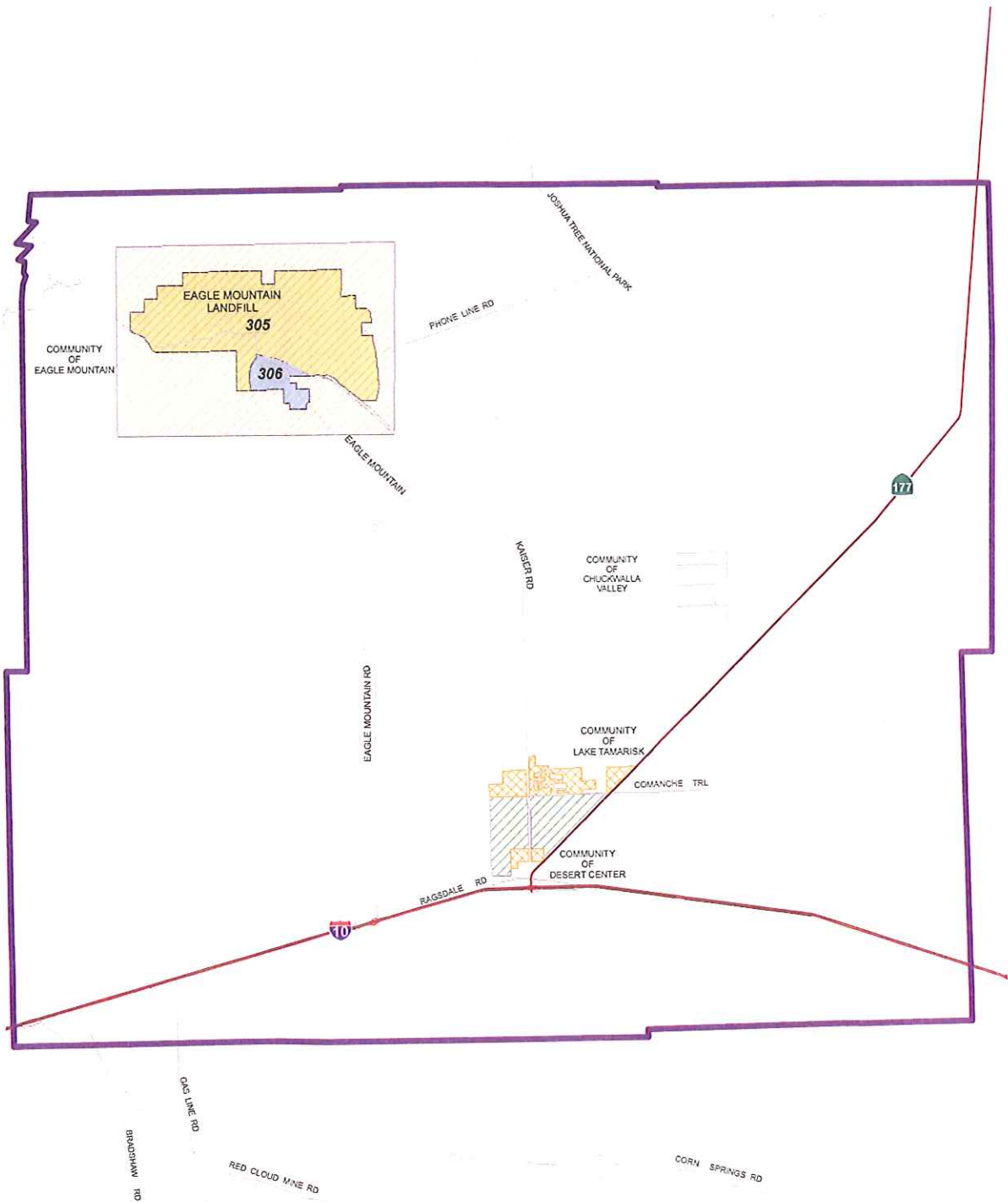
Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

## 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.

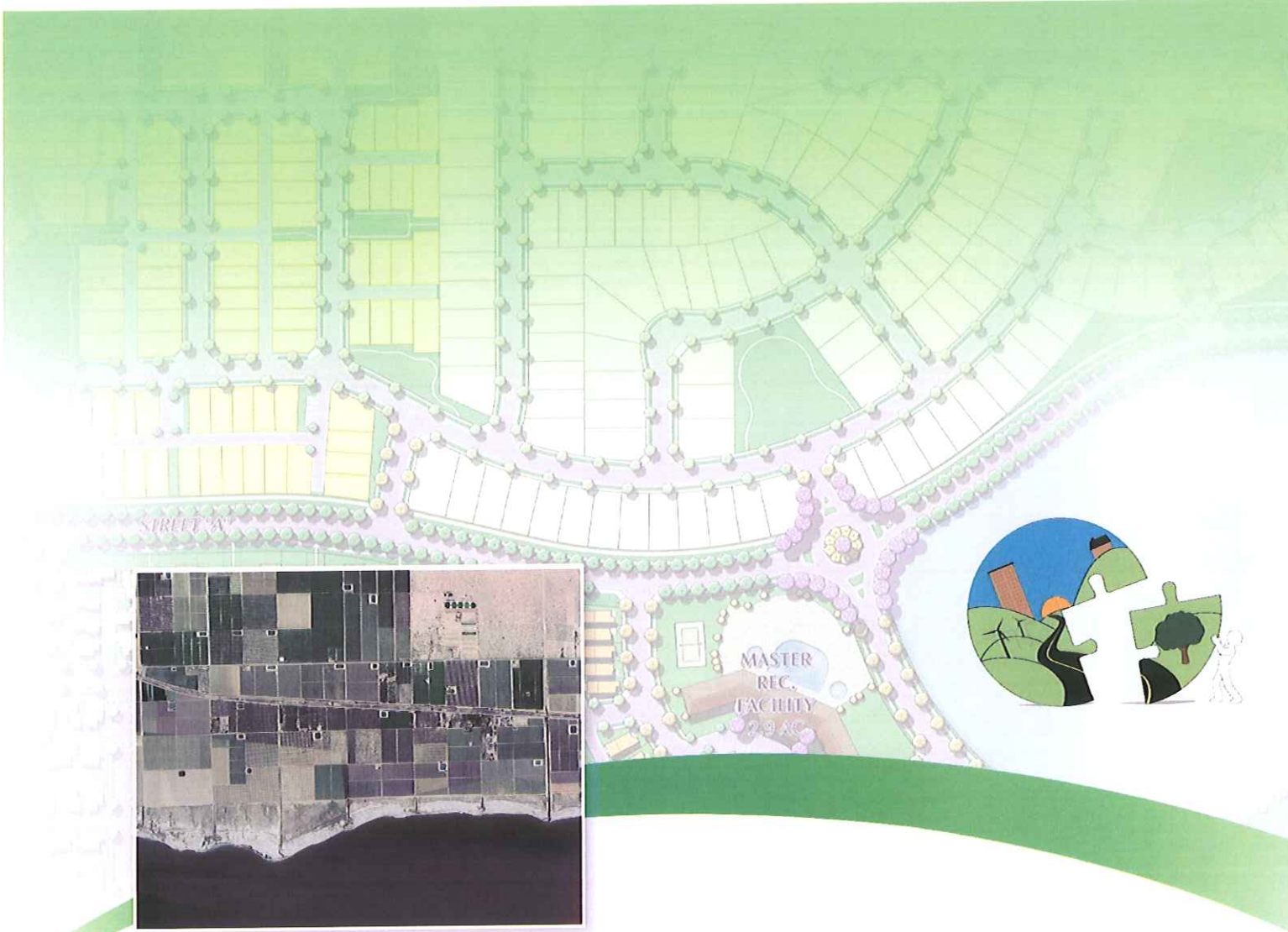
The fundamental purpose of the circulation system in Desert Center is to support the mobility needs of the residents, visitors, and businesses in this area while accommodating travelers on Interstate 10.

“

*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 66<sup>th</sup> 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 <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
Community Development Overlay	4,009	42,484	198,570	37,502
Community Center Overlay <sup>1</sup>	474	2,182	10,201	5,471
<i>Total Area Subject to Overlays:<sup>4, 5</sup></i>	4,484	44,666	208,771	42,973
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	28,517			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>				
	<b>33,001</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	53,438	2,672	7,936	2,672
<i>Agriculture Foundation Component Sub-Total</i>	53,438	2,672	7,936	2,672
<b>Rural Foundation Component</b>				
Rural Residential (RR)	894	134	388	NA
Rural Mountainous (RM)	0	0	0	NA
Rural Desert (RD)	4,772	239	709	NA
<i>Rural Foundation Component Sub-Total</i>	5,666	373	1,107	0
<b>Rural Community Foundation Component</b>				
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>	477	358	1,062	0
<b>Open Space Foundation Component</b>				
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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
TOTAL AREA WITHIN SUPPLEMENTALS <sup>7</sup>	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.

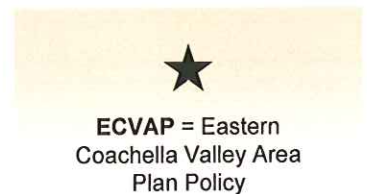
### Policy Areas

#### 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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities<sup>12</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall<sup>15</sup></li> <li>Deed notice required</li> </ul>



# Eastern Coachella Valley Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19,20</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall<sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged<sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall<sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks<sup>18</sup></li> </ul>
□	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

**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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>• All structures except ones with location set by aeronautical function</li> <li>• Assemblages of people</li> <li>• Objects exceeding FAR Part 77 height limits</li> <li>• Storage of hazardous materials</li> <li>• Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>• Children's schools, day care centers, libraries</li> <li>• Hospitals, nursing homes</li> <li>• Places of worship</li> <li>• Bldgs with &gt;2 aboveground habitable floors</li> <li>• Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>• Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>• Critical community infrastructure facilities<sup>12</sup></li> <li>• Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>• Locate structures maximum distance from extended runway centerline</li> <li>• Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>• Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>• Avigation easement dedication</li> </ul>
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# Eastern Coachella Valley Area Plan

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D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>
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E	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

**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).
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- 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 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 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 <sup>1</sup>	0 <sup>1</sup>	No significant obstructions <sup>2</sup>
ISZ—Inner Safety Zone	0 <sup>1</sup>	0 <sup>1</sup>	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures <sup>3</sup> : 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 <sup>3</sup> : 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. <sup>4</sup>
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheatres, stadiums. <sup>6</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. <sup>4,5</sup>

**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. Aviation 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 aviation easements are granted to Riverside County.~~
- ~~Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan~~



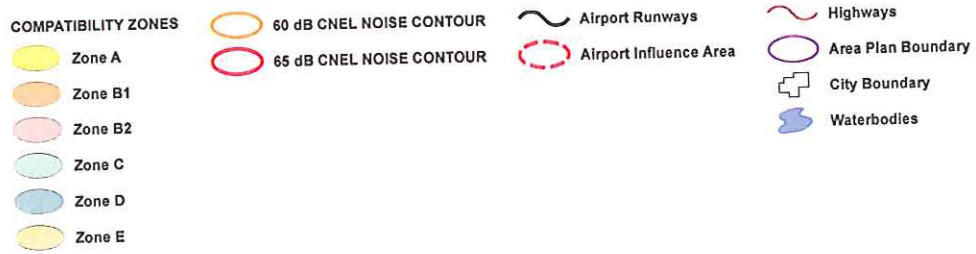
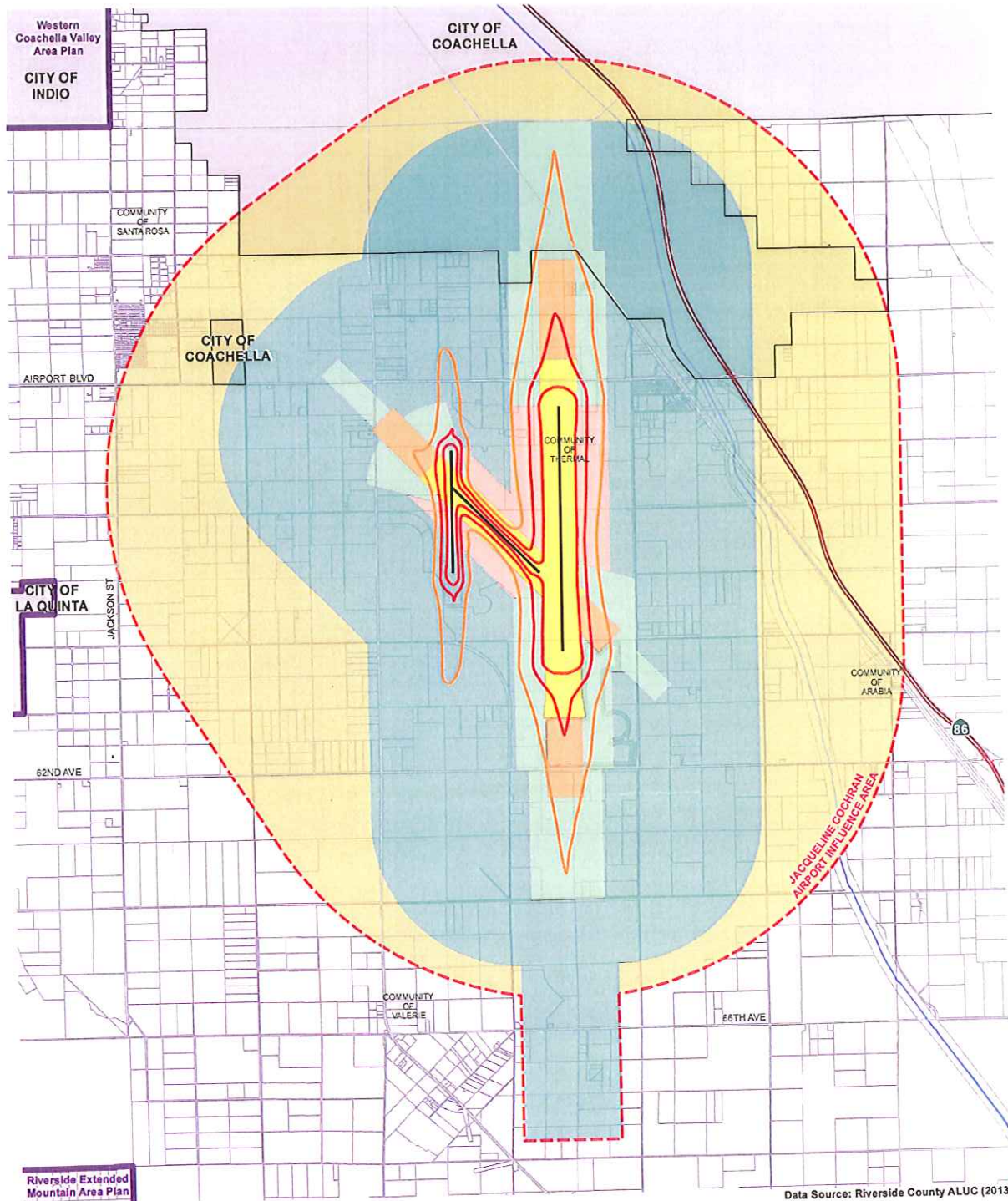
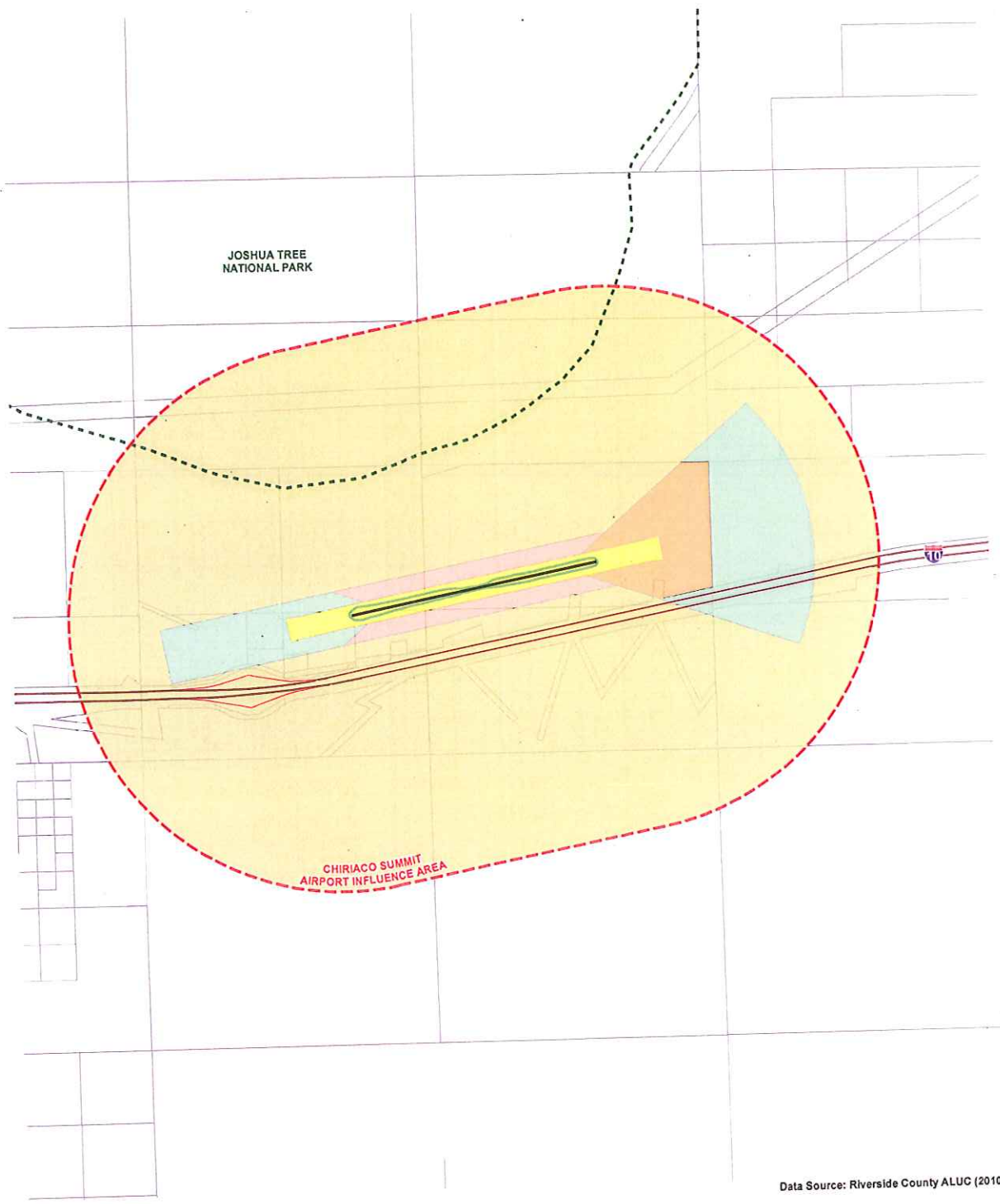


Figure 5





Data Source: Riverside County ALUC (2010)

**COMPATIBILITY ZONES**

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone E

55 dB CNEL NOISE CONTOUR

Airport Runways

Airport Influence Area

Joshua Tree National Park

Figure 6

- 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 (*WR*C 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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
Equestrian Sphere	4	—	—	—
<i>Total Area Within Policy Areas<sup>6</sup></i>	<i>5,148</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>5,608</b>			

**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. <sup>4</sup> No petroleum or explosives No above grade powerlines
Area II	Uses in Structures: <sup>5</sup> 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: <sup>5</sup> 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. <sup>6</sup>
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. <sup>6</sup>

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



**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) <sup>1</sup>	Other Uses (people/ac) <sup>2,22</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40	80	104	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities <sup>12</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Deed notice required</li> </ul>



# Eastvale Area Plan

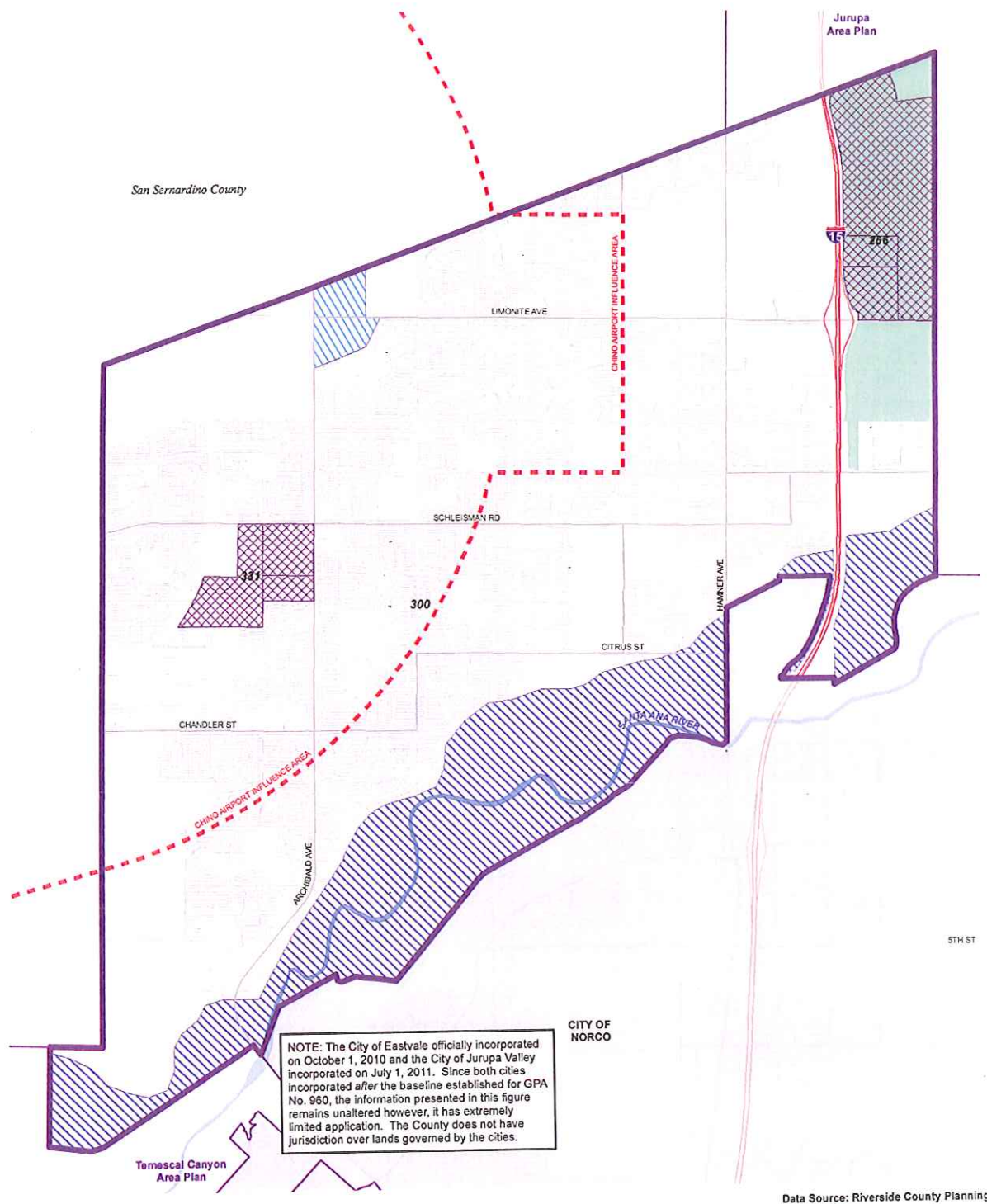
Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2,22</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19,20,21</sup>	150	450	585	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall <sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup></li> </ul>
•	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

**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.

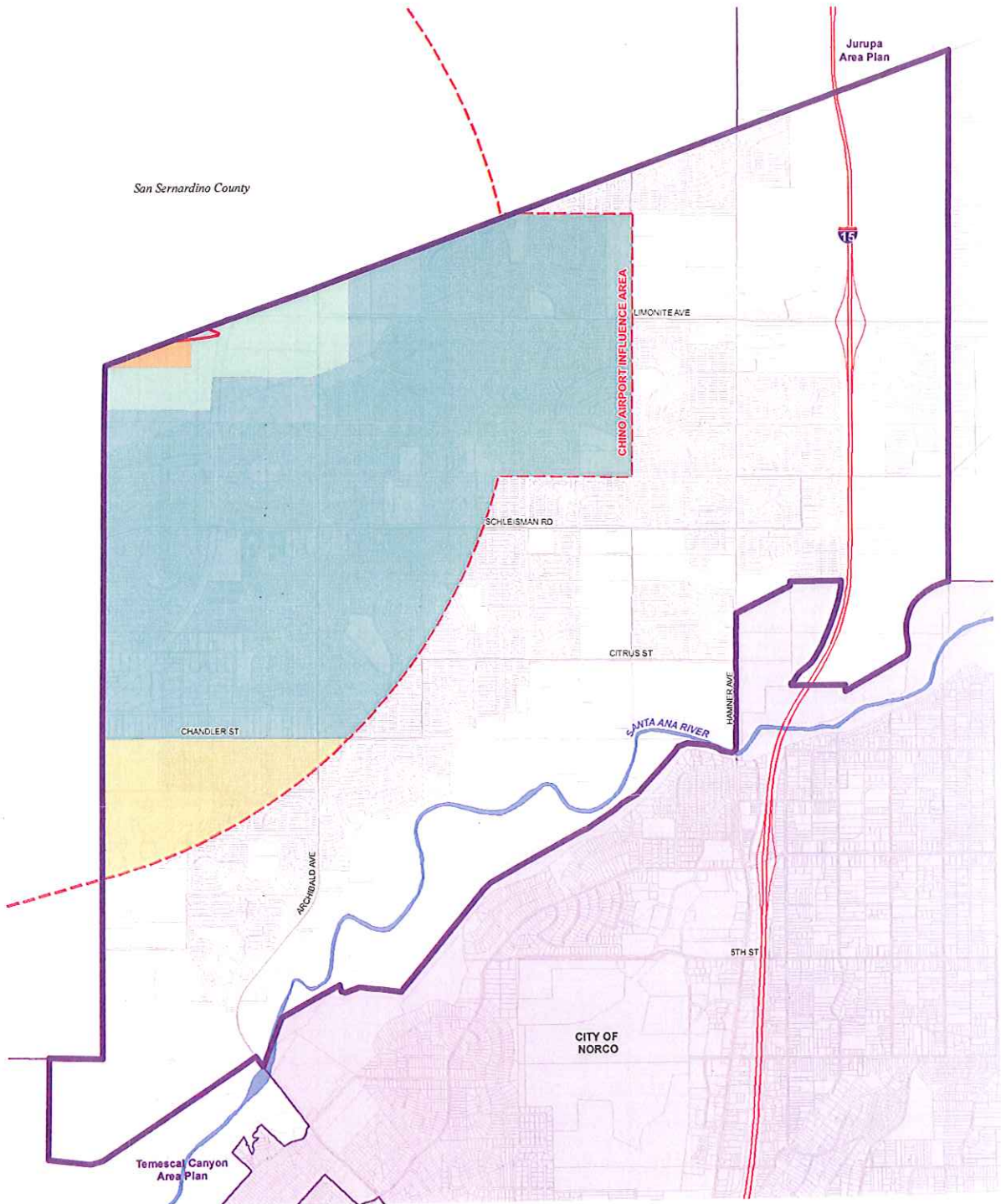
15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are 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)

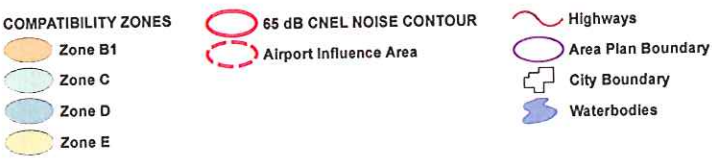


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### Temescal Wash

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 <sup>1</sup>	327
Oak Springs Ranch	340
Renaissance Ranch	333

Source: County of Riverside Planning Department.

<sup>1</sup> 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<sup>1,2</sup>**

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0. <sup>3</sup>	0. <sup>3</sup>	No significant obstructions. <sup>4</sup> No petroleum or explosives No above-grade powerlines
Area II	Uses in Structures: <sup>5</sup> 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: <sup>5</sup> 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. <sup>6</sup>
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. <sup>6</sup>

<sup>1</sup> ————— 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.

<sup>2</sup> ————— Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.

<sup>3</sup> ————— No structures permitted in ETZ or ISZ.

<sup>4</sup> ————— 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.

<sup>5</sup> ————— 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.

<sup>6</sup> ————— 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 <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREA</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
Community Center Overlay	457	1,701	4,703	28,354
<i>Total Area Subject to Overlays:<sup>4,5</sup></i>	457	1,701	4,703	28,354
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	41,890			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND-USE PLANNING AREAS</b>				
<b>BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	0	0	0	0
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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



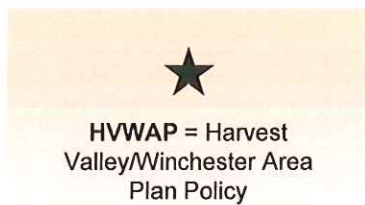
## Policy Areas

~~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
<del>Menifee Ranch<sup>1</sup></del>	<del>304</del>
BSA Properties	322
<i>Trailmark</i>	<i>344</i>
<i>Domenigoni/Barton Properties<sup>1</sup></i>	<i>310</i>

Source: County of Riverside Planning Department.

<sup>1</sup> 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)<sup>1, 2, 3</sup>**

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 <sup>3</sup>	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.

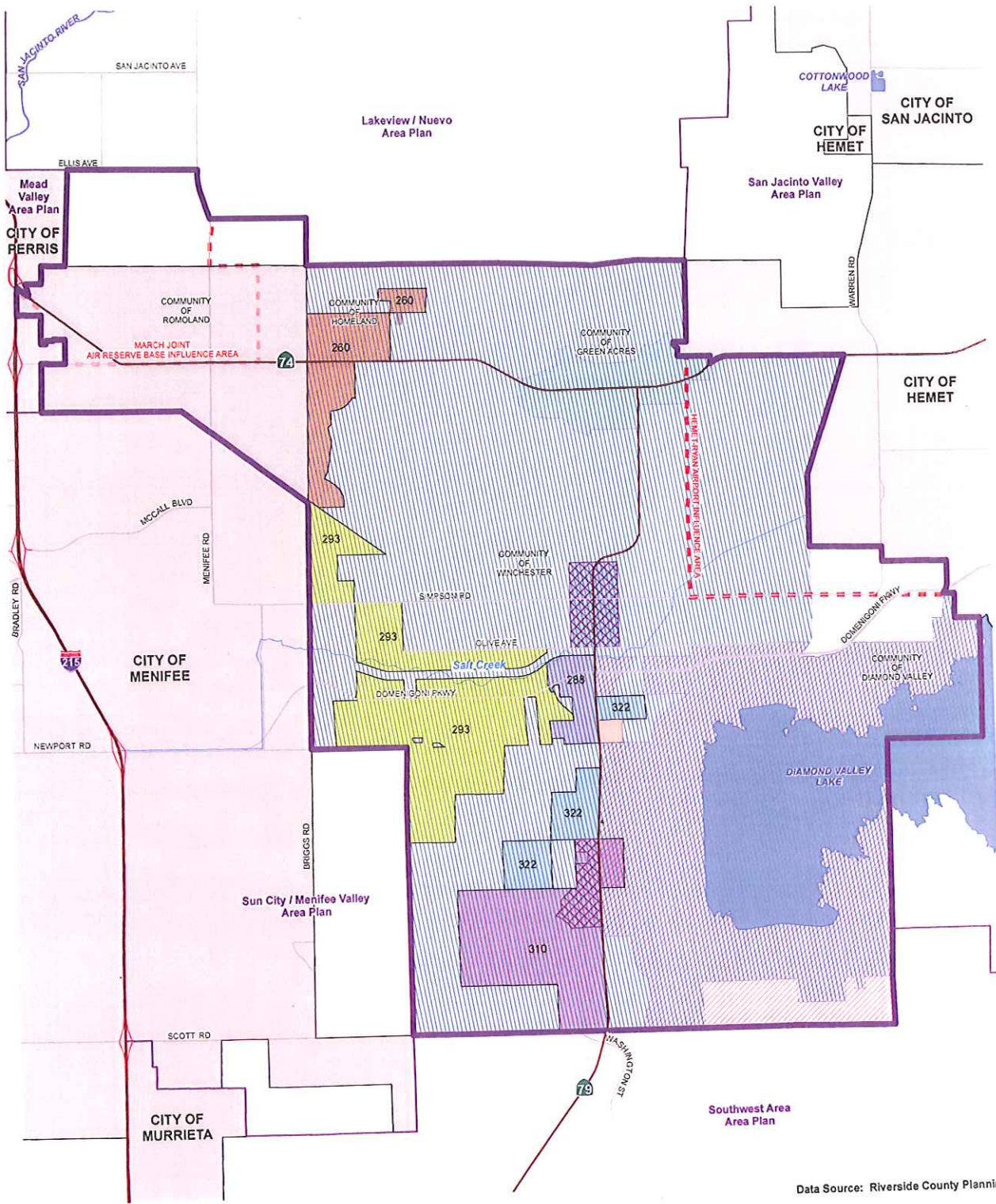
The first of the two Community Center Overlay land use designations is located in the community of Winchester. Given the transportation opportunities and the presence of the nearby Diamond Valley Lake, this land use designation allows the flexibility for this community to create a special place in western 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.



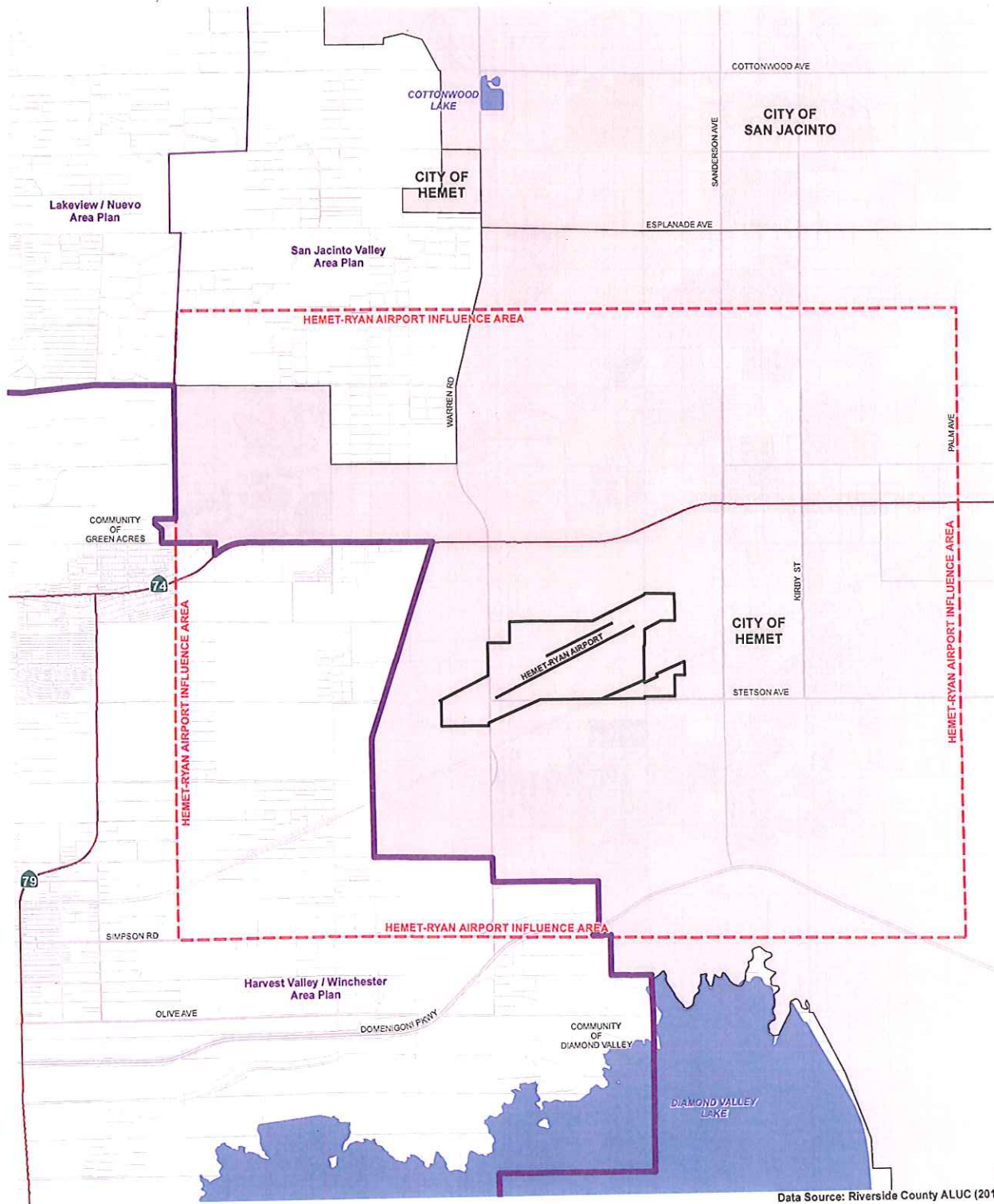


Data Source: Riverside County Planning

- Community Center Overlay
- Highway 79 Policy Area
- Diamond Valley Lake Policy Area
- Green Acres Policy Area
- Winchester Policy Area
- Winchester Rd/Newport Rd Policy Area
- Closed Landfill Policy Area
- ### Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 4



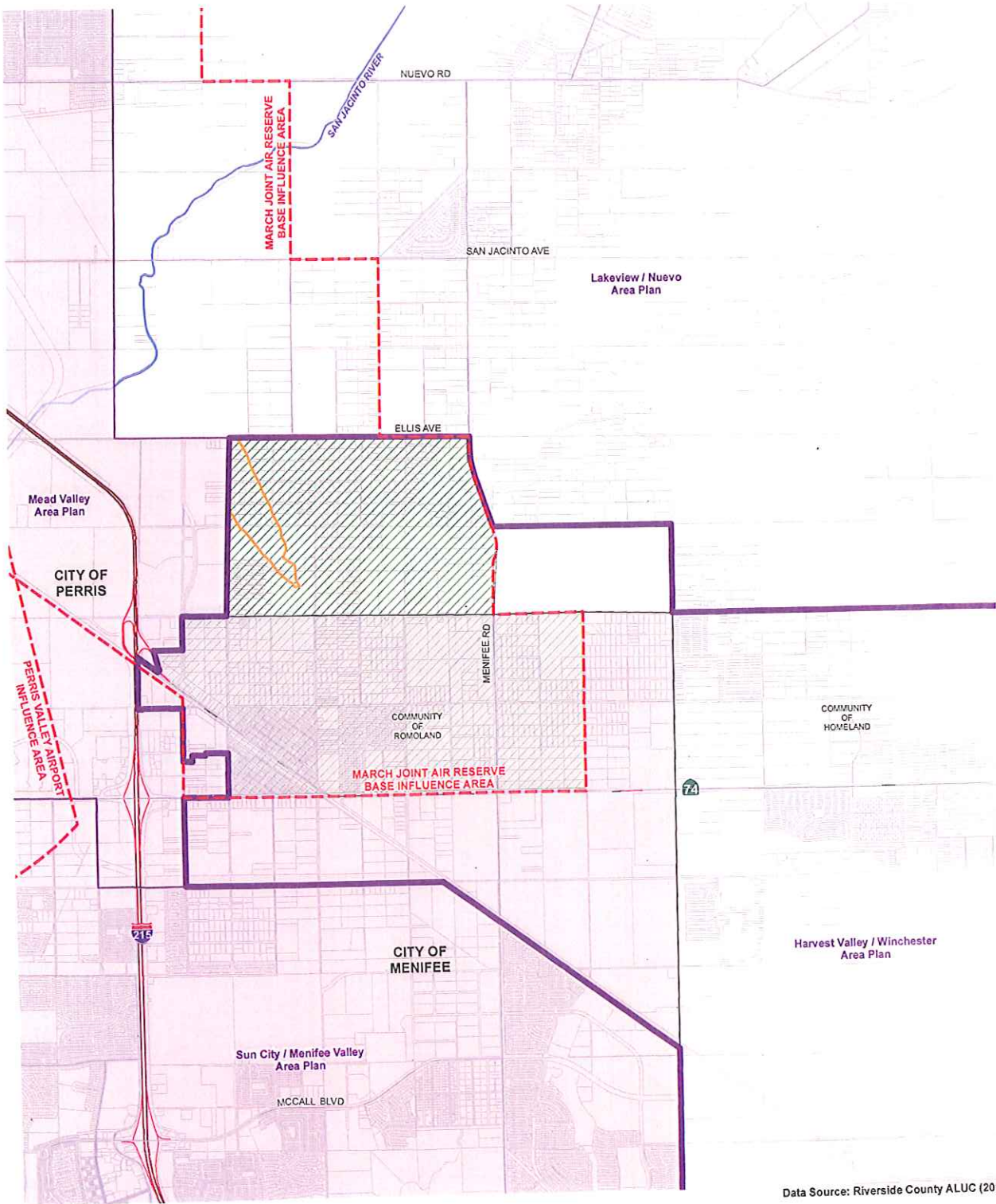


Data Source: Riverside County ALUC (2010)

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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>4</sup></b>				
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:<sup>4</sup></i>	7,092			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>7,092</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	2	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	2	0	0	0
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>4</sup></b>				
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:<sup>4</sup></i>	7,092			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>7,092</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	2	0	0	0
<i>Agriculture Foundation Component Sub-Total</i>	2	0	0	0
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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 <sup>1</sup>		
	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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>3,957</b>	<b>5,103</b>	<b>15,358</b>	<b>5,396</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION-</b>				
Cities	310			
Indian Lands	0			
Freeways	128			
<i>Other Lands Sub-Total</i>	<i>438</i>			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>4,395</b>			
<b>SUPPLEMENTAL LAND-USE PLANNING AREAS</b>				
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.				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>POLICY AREAS<sup>6</sup></b>				
Highgrove-Community	2,754	---	---	---
City-of-Riverside-Sphere-of-Influence	4,083	---	---	---
March-Air-Reserve-Base-Influence-Area	478	---	---	---
<i>Total Area Within Policy Areas<sup>6</sup></i>	<i>7,315</i>	<i>---</i>	<i>---</i>	<i>---</i>
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>7,315</b>	<b>---</b>	<b>---</b>	<b>---</b>

**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.

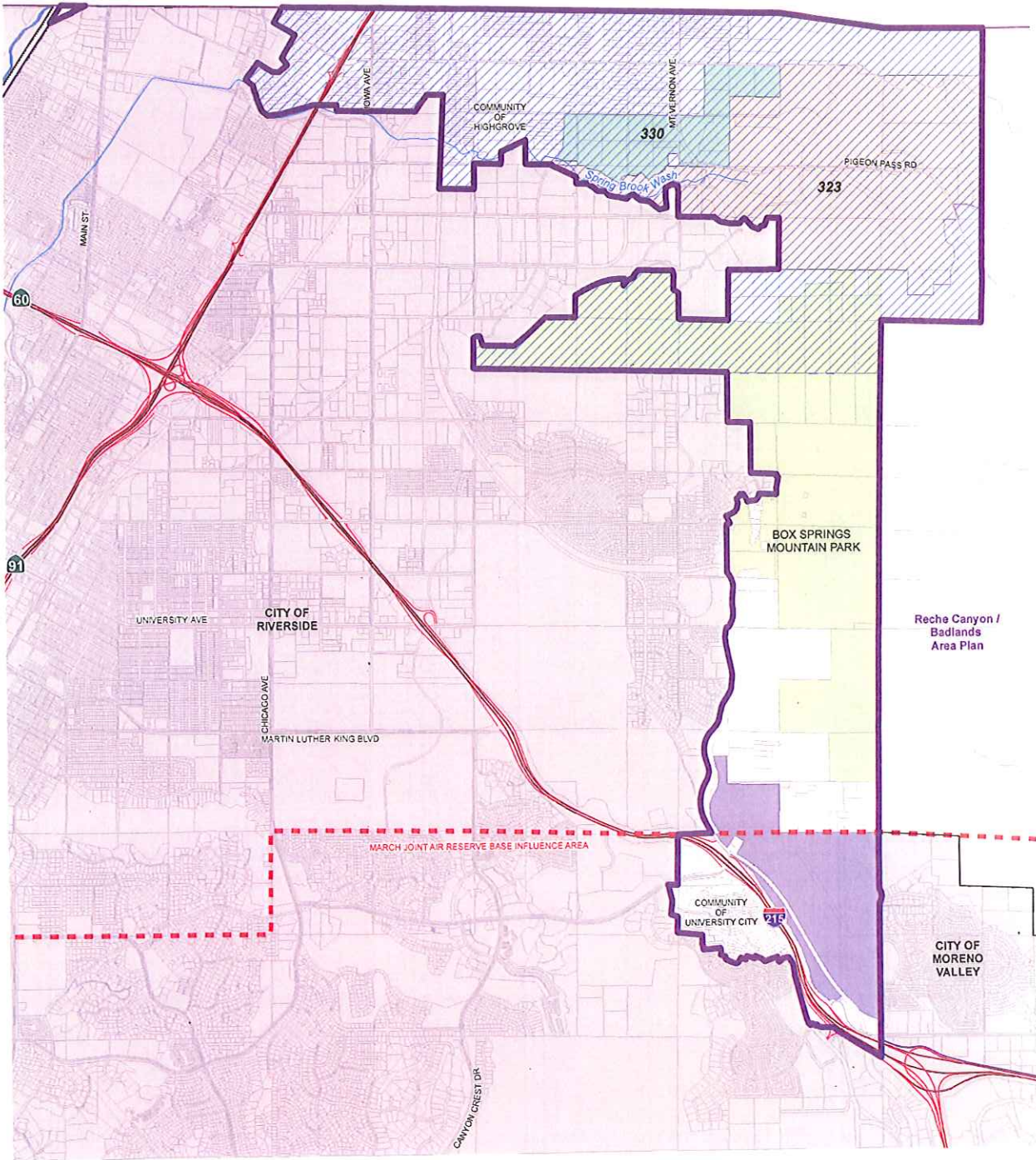
The Highgrove Community Policy Area applies to approximately 2,454 acres of unincorporated land located immediately south of the San Bernardino County line. The Highgrove area stretches eastward to the Box Springs Mountains and southward to the incorporated limits of the City of Riverside.

### 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 <sup>1</sup>	323
<i>Springbrook Estates</i>	<i>330</i>

Source: Riverside County Planning Department.

<sup>1</sup> Portions of this specific plan extend into a neighboring Area Plan

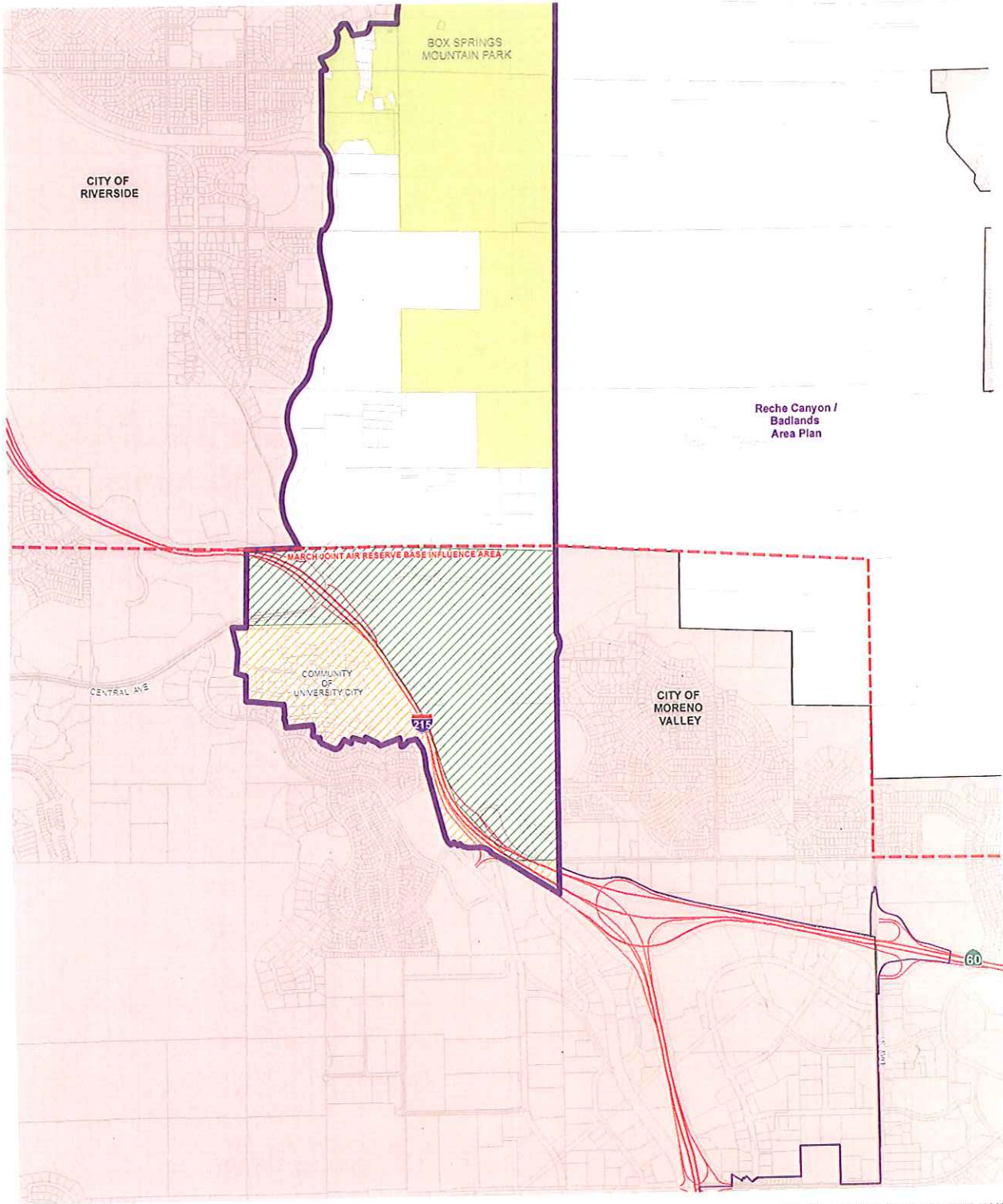
**March Joint Air Reserve Base Influence Area**

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)~~<sup>1,2</sup> ~~Flabob, Bermuda Dunes, Chino, and Skylark Airports~~<sup>4,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0-No Residential <sup>3</sup>	0 <sup>3</sup>	<p>No significant obstructions<sup>4</sup></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"> <li>- Places of Assembly, such as churches, schools, and auditoriums.</li> <li>- Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores.</li> <li>- High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</li> <li>- Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</li> <li>- Communication Facilities for use by emergency response and public information activities.</li> <li>- Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</li> </ul>
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.<sup>6</sup></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.<sup>6</sup></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.

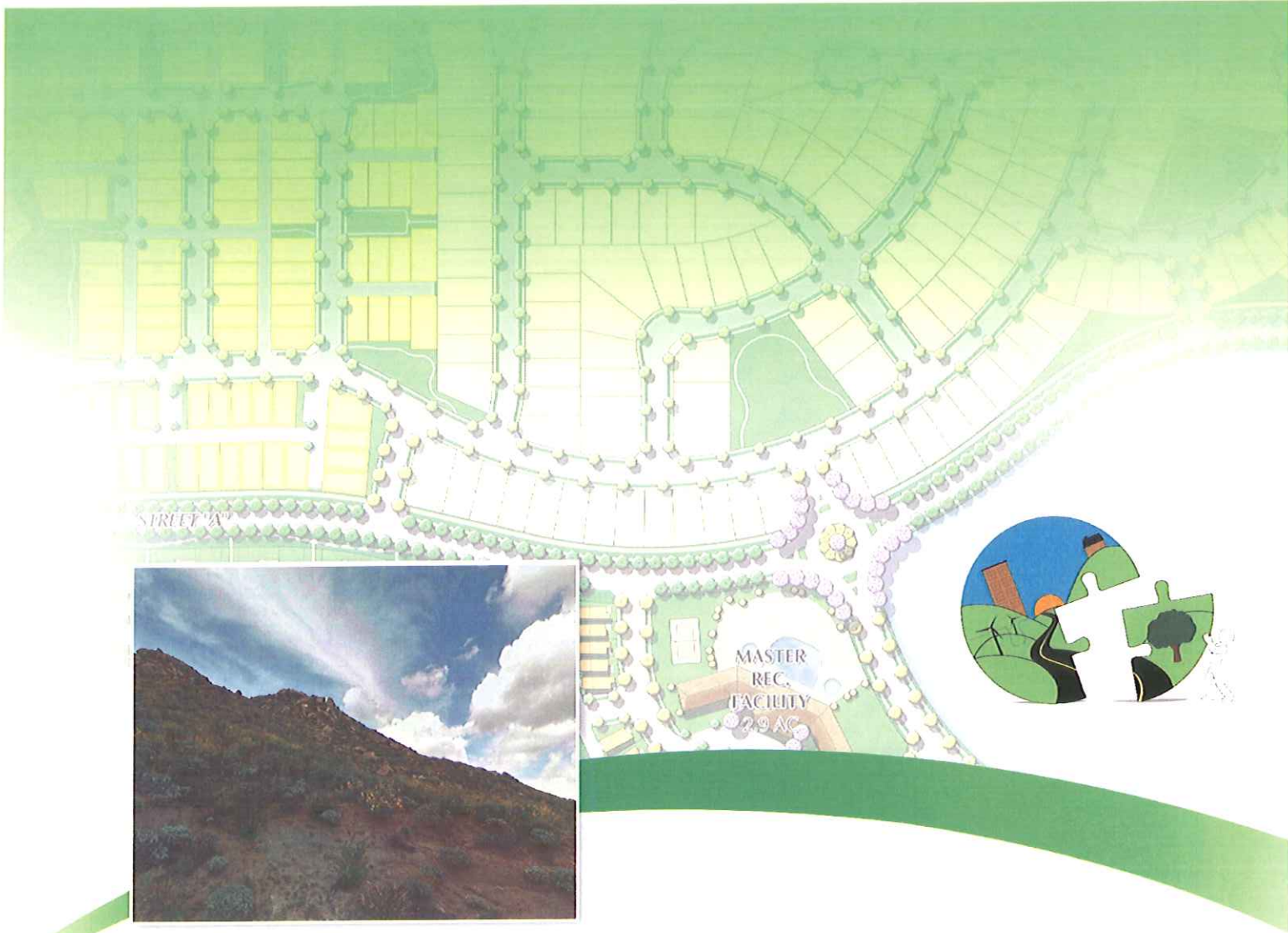
## Local Land Use Policies

### 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 <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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 <sup>1</sup>	275	1,266	4,428	3,175
<i>Total Area Subject to Overlays:<sup>4,5</sup></i>	<i>1,141</i>	<i>1,532</i>	<i>5,355</i>	<i>14,343</i>
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	<i>25,369</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>26,510</b>			

**FOOTNOTES:**

- <sup>1</sup> 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.
- <sup>2</sup> For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- <sup>3</sup> 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.
- <sup>4</sup> Overlays provide alternate land uses that may be developed *instead* of the underlying base use designations.
- <sup>5</sup> 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.
- <sup>6</sup> Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- <sup>7</sup> A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
- <sup>8</sup> 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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
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>
<b>Rural Foundation Component</b>				
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>
<b>Rural Community Foundation Component</b>				
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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>Open Space Foundation Component</b>				
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>
<b>Community Development Foundation Component</b>				
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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>28,253</b>	<b>38,649</b>	<b>116,327</b>	<b>103,119</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	1			
Indian Lands	0			
Freeways	625			
<i>Other Lands Sub-Total</i>	<i>626</i>			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>28,879</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>769</i>	<i>—</i>	<i>—</i>	<i>—</i>
<b>POLICY AREAS<sup>6</sup></b>				
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 <sup>1</sup>		
	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 Area<sup>6</sup></i>	<i>24,068</i>	---	---	---
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>24,837</b>	---	---	---

**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<sup>1,2</sup>**

Safety-Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	Q <sup>3</sup>	Q <sup>3</sup>	No significant obstructions <sup>4</sup> No petroleum or explosives No above-grade powerlines

# Jurupa Area Plan

Area II	<p>Uses in Structures:<sup>5</sup> 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:<sup>5</sup> 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.<sup>6</sup></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.<sup>6</sup></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 <sup>1</sup>	0 <sup>1</sup>	No significant obstructions <sup>2</sup>
ISZ—Inner Safety Zone	0 <sup>1</sup>	0 <sup>1</sup>	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	<p>Uses in structures:<sup>3</sup> 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 <sup>3</sup> : 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.— <sup>4</sup>
TPC—Traffic-Pattern-Zone	Not Applicable	50% of gross-area or 65% of net-area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— <sup>4,5</sup>

**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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
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 <sup>9</sup>	Avigation easement dedication

# Jurupa Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac.) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
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 <sup>10</sup> Aboveground bulk storage of hazardous materials <sup>11</sup> Critical community infrastructure facilities <sup>12</sup> Hazards to flight <sup>9</sup>	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup> Airspace review required for objects >35 feet tall <sup>14</sup> 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 <sup>13</sup> Airspace review required for objects >35 feet tall <sup>14</sup> 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 <sup>10</sup> Hazards to flight <sup>9</sup>	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup> Airspace review required for objects >70 feet tall <sup>15</sup> Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses <sup>10</sup> Hazards to flight <sup>9</sup>	Airspace review required for objects >70 feet tall <sup>15</sup> Children's schools, hospitals, nursing homes discouraged <sup>17</sup> Deed notice required
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	Hazards to flight <sup>9</sup>	Airspace review required for objects >100 feet tall <sup>15</sup> Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup>
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall <sup>14</sup> 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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
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 <sup>9</sup>	Avigation easement dedication

# Jurupa Area Plan

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
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 <sup>10</sup> Aboveground bulk storage of hazardous materials <sup>11</sup> Critical community infrastructure facilities <sup>12</sup> Hazards to flight <sup>9</sup>	Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup> Airspace review required for objects >35 feet tall <sup>14</sup> 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 <b>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.</b>	Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup> Airspace review required for objects >35 feet tall <sup>14</sup> 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 <sup>10</sup> Hazards to flight <sup>9</sup>	Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup> Airspace review required for objects >70 feet tall <sup>15</sup> Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) See Notes 19 and 20.	100	300	390	10%	Highly noise-sensitive outdoor nonresidential uses <sup>10</sup> Hazards to flight <sup>9</sup>	Airspace review required for objects >70 feet tall <sup>15</sup> Children's schools, hospitals, nursing homes discouraged <sup>17</sup> Deed notice required
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	Hazards to flight <sup>9</sup>	Airspace review required for objects >100 feet tall <sup>15</sup> Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup>
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	Airspace review required for objects >35 feet tall <sup>14</sup> Avigation easement dedication

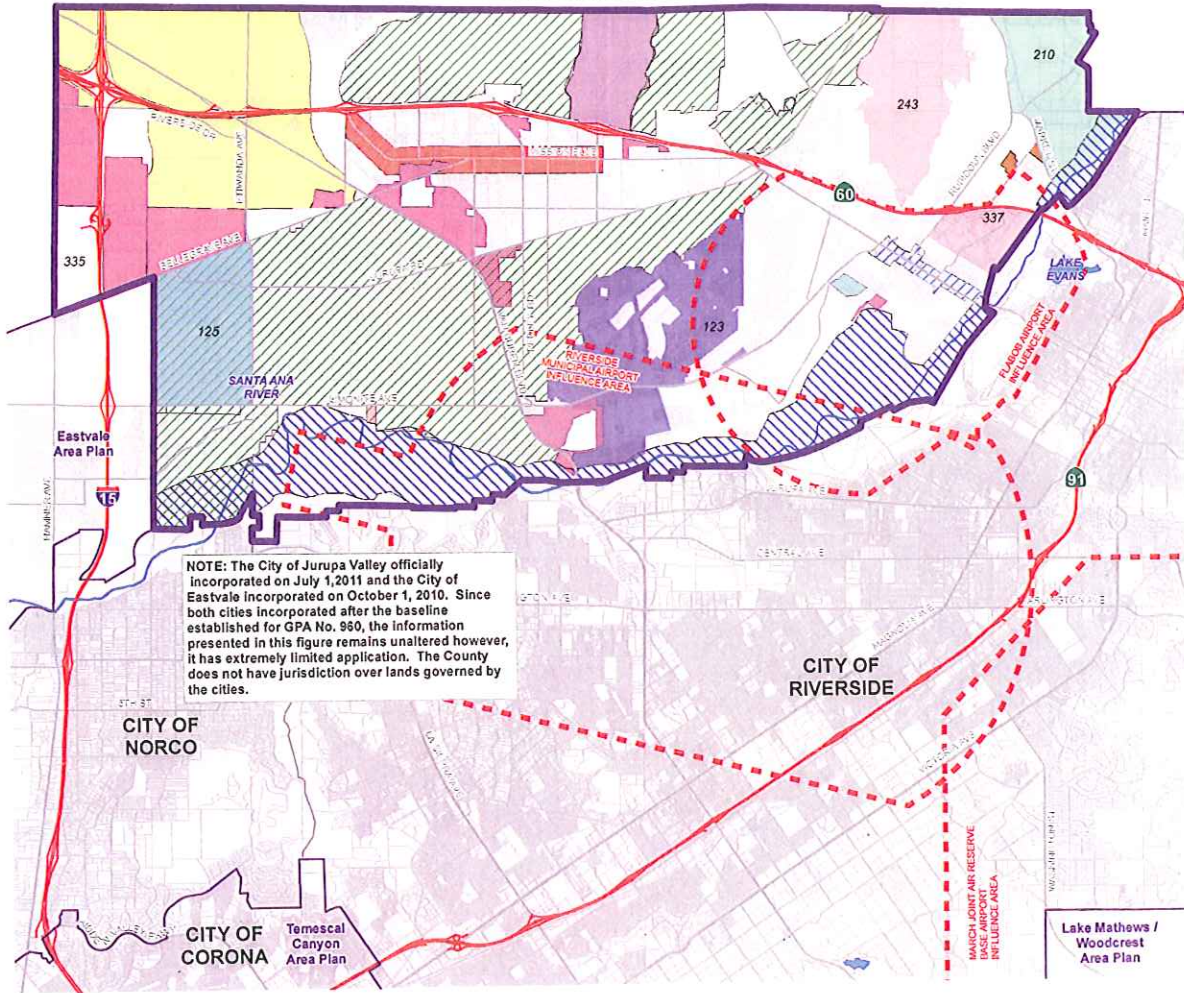


## Notes:

- 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 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

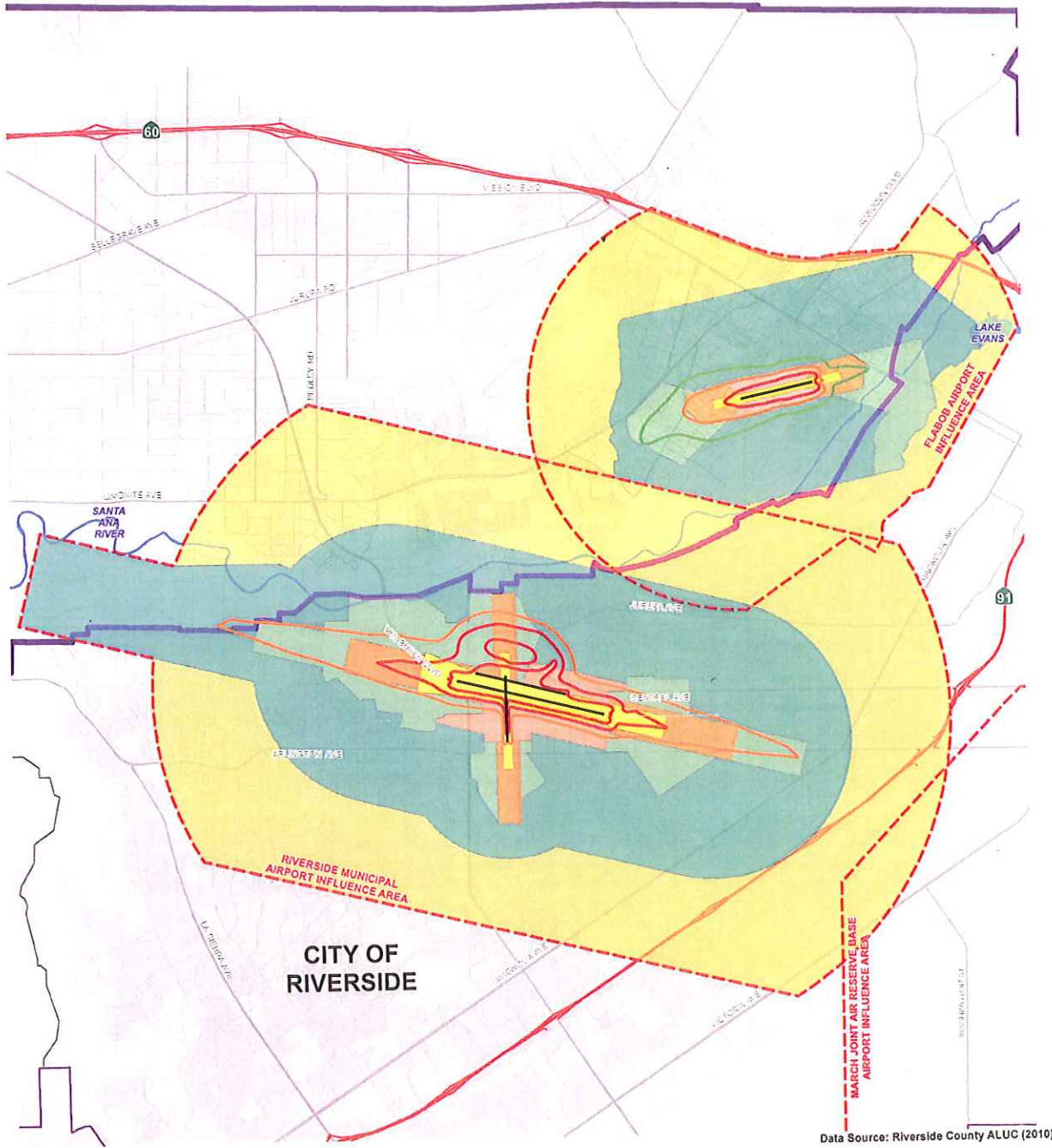


Data Source: Riverside County Planning

- |   |                               |                                 |
|---|-------------------------------|---------------------------------|
| 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**

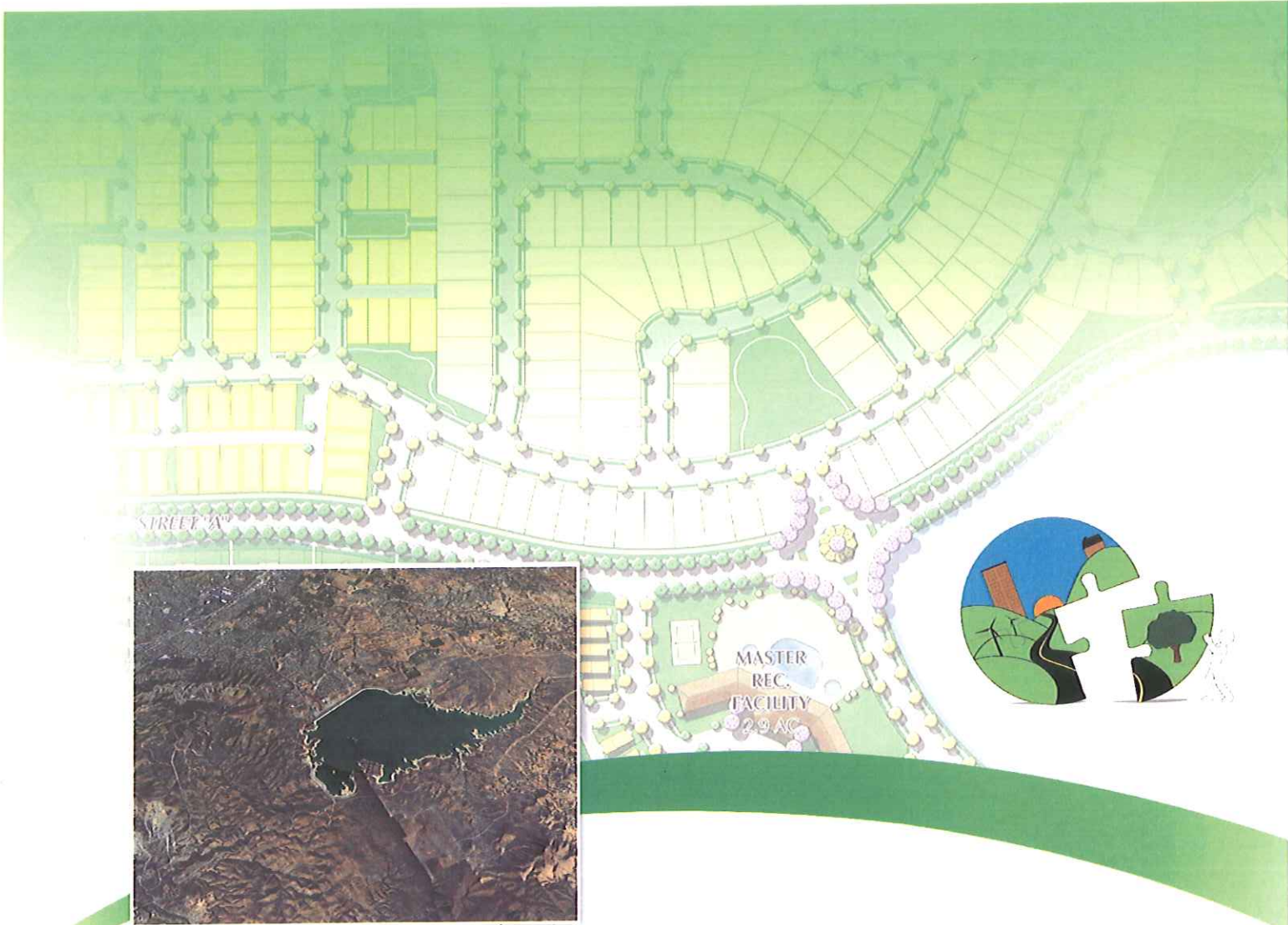
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

- 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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	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
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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) <sup>6</sup>	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 <sup>2</sup> (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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>49,702</b>	<b>22,699</b>	<b>72,023</b>	<b>5,059</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	0	---	---	---
Indian Lands	0	---	---	---
Freeways	1	---	---	---
<i>Other Lands Sub-Total:</i>	1			
<b>TOTAL FOR ALL LANDS:</b>	<b>49,703</b>	<b>22,699</b>	<b>72,023</b>	<b>5,059</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>4</sup></b>				
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:<sup>4</sup></i>	7,231			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>7,231</b>			

**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	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
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>
<b>Rural Foundation Component</b>				
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>
<b>Rural Community Foundation Component</b>				
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>
<b>Open Space Foundation Component</b>				
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>
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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>
<b>SUB-TOTAL FOR ALL FOUNDATION USES</b>				
	<b>49,668</b>	<b>20,004</b>	<b>60,205</b>	<b>4,105</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	1,633			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	<i>1,633</i>			
<b>TOTAL FOR ALL BASE LANDS</b>				
	<b>51,301</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				

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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	0	0	0	0
<b>POLICY AREAS<sup>6</sup></b>				
El Sobrante	1,560	---	---	---
Gavilan Hills	1,994	---	---	---
Cajalco Wood	908	---	---	---
March Air Reserve Base Influence Area	3,681	---	---	---
<i>Total Area Within Policy Area<sup>6</sup></i>	8,143	---	---	---
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>				
	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.

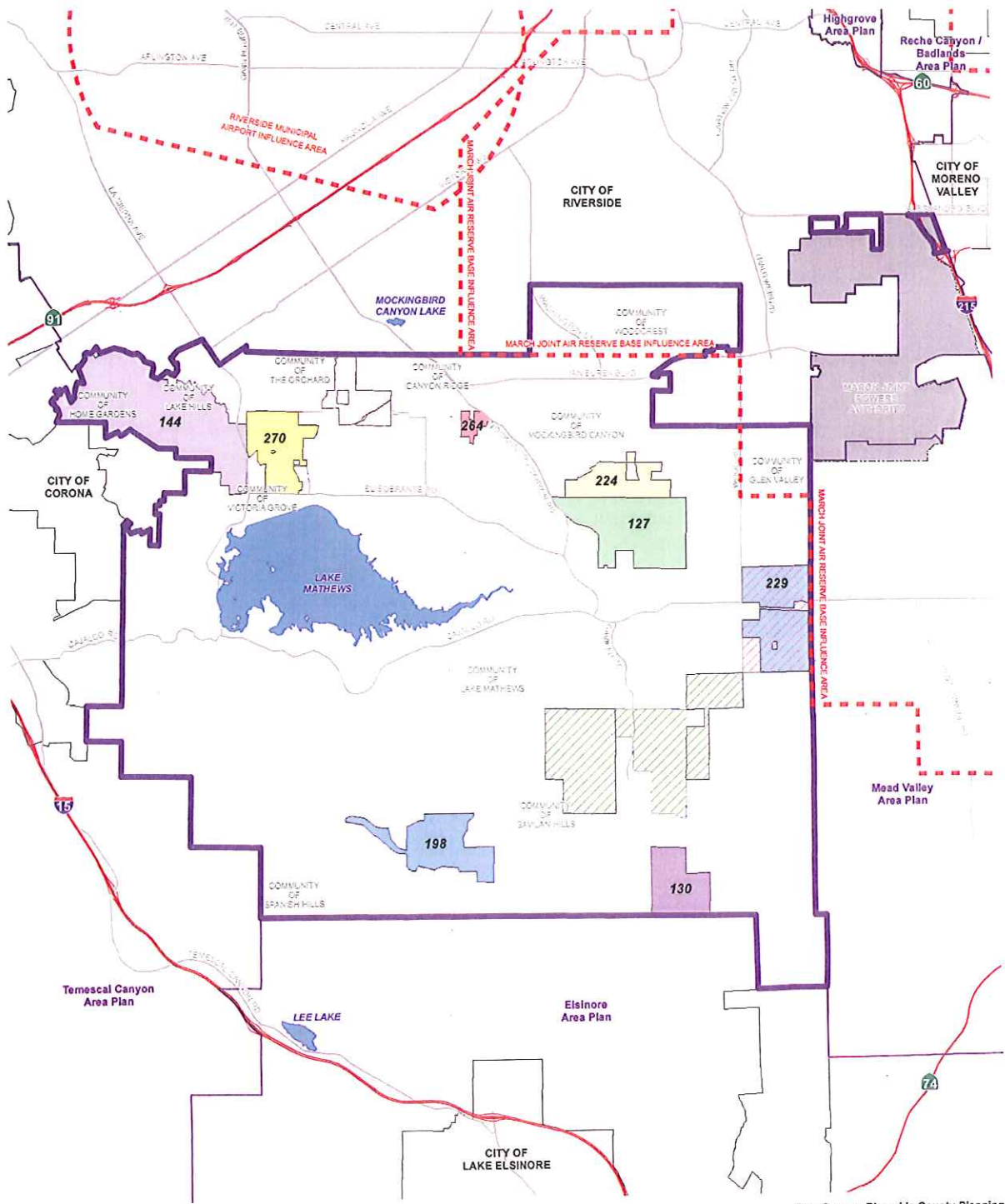
Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The ten specific plans located in the Lake Mathews/Woodcrest 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	<del>127W</del>
El Nido	130
Lake Hills Estates	144
Belle Meadows	198
Woodcrest Country Club (Three Sisters Estates)	224
<del>HB Ranches–Boulder Springs</del>	229
Arbor Creek Estates	264
Victoria Grove	270
<del>Alta Cresta Ranch</del>	<del>299</del>
Gavilan Hills Golf Course	308
Lake Mathews Golf and Country Club	325

Source: Riverside County Planning Department.

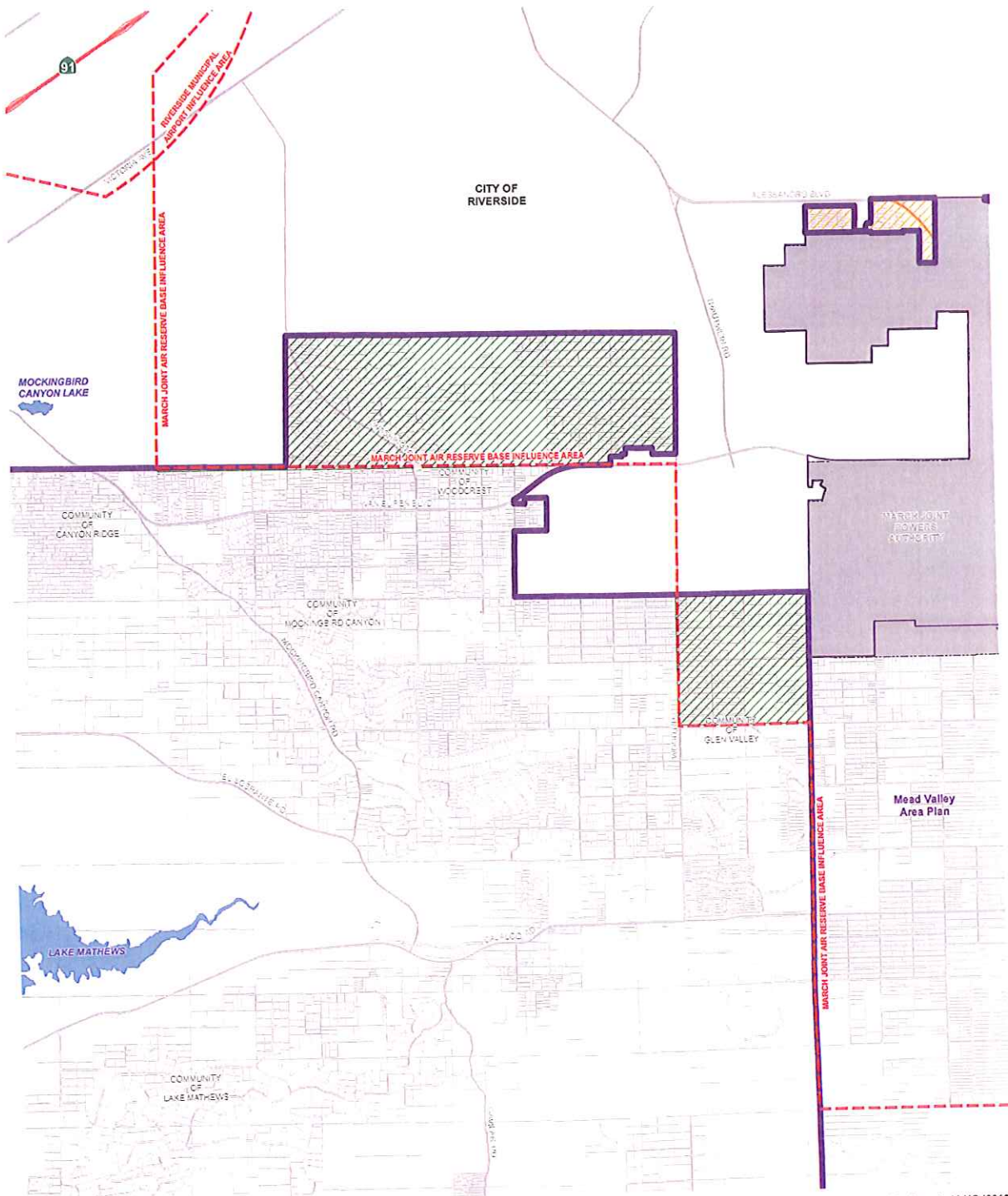


Data Source: Riverside County Planning

- 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)

Figure 5

- 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

# Lake Mathews/Woodcrest Area Plan

**Table 4: *Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base)*<sup>1,2</sup> - ~~Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports~~<sup>1,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	<del>0<sup>3</sup> No residential<sup>3</sup></del>	<del>0<sup>3</sup></del>	<del>No significant obstructions<sup>4</sup> 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.</del>
Area II	<del>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)</del>	<del>25% of net area 50% of gross area or 65% of net area whichever is greater</del>	<del>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.—<sup>6</sup></del>
Area III	<del>Not Applicable</del>	<del>50% of gross area or 65% of net area whichever is greater</del>	<del>Discourage schools, auditoriums, amphitheaters, stadiums Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.—<sup>6</sup></del>

<sup>1</sup> 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.

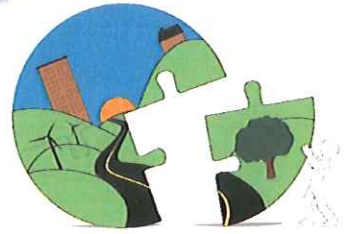
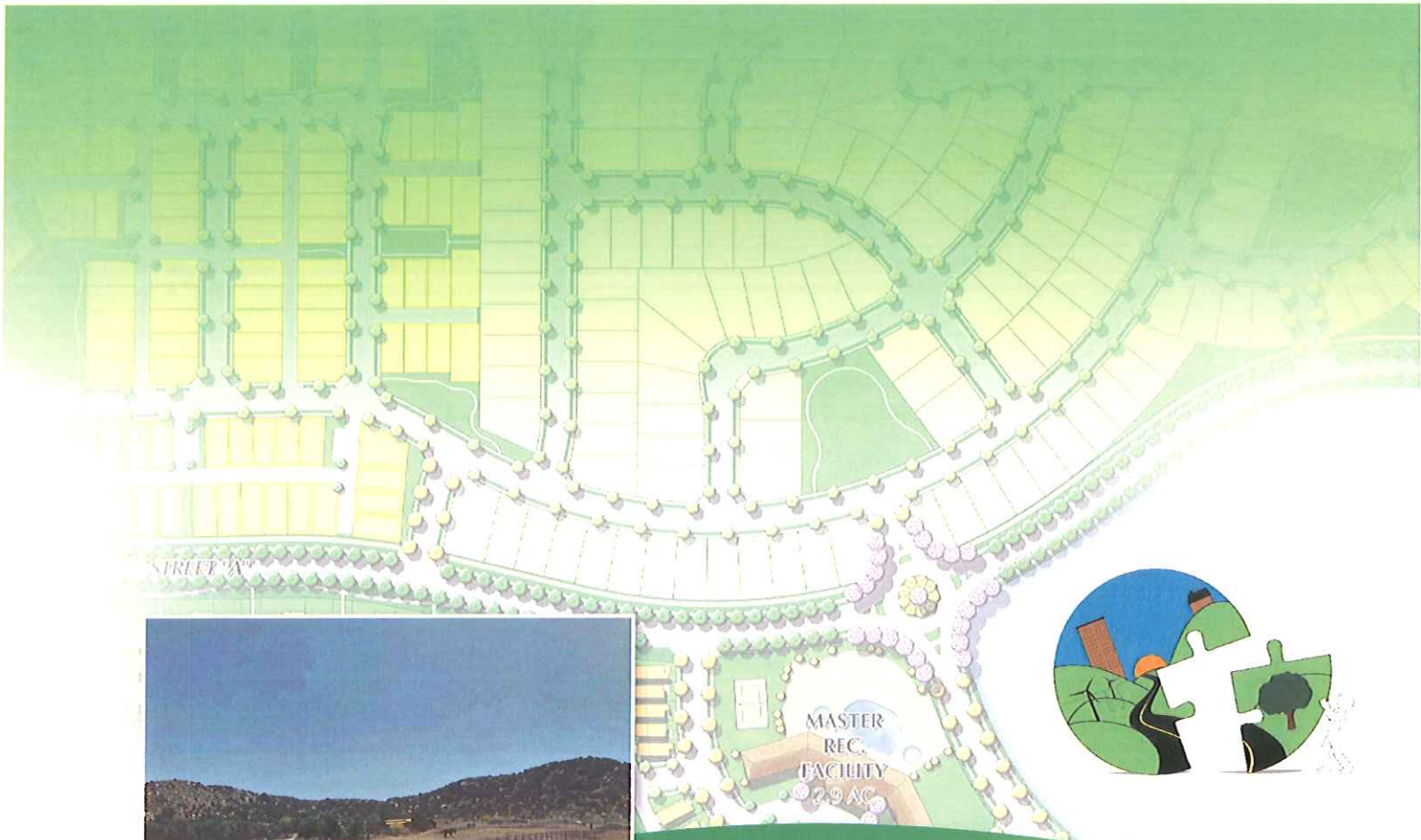




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# Lakeview/Nuevo Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE	D.U.	POP.	EMPLOY.
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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 <sup>2</sup> (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) <sup>3</sup>	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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>27,746</b>	<b>41,275</b>	<b>125,870</b>	<b>18,666</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	0	---	---	---
Indian Lands	0	---	---	---
Freeways	0	---	---	---
<i>Other Lands Sub-Total:</i>	<i>0</i>			
<b>TOTAL FOR ALL LANDS:</b>	<b>27,746</b>	<b>41,275</b>	<b>125,870</b>	<b>18,666</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
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.				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
Community Development Overlay	843	---	---	---
Northeast Business Park Overlay	232	---	---	3,798
<i>Total Area Subject to Overlays:<sup>4,5</sup></i>	<i>1,075</i>	<i>---</i>	<i>---</i>	<i>3,798</i>
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	<i>6,159</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:</b>	<b>7,234</b>			<b>3,798</b>

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	2,794	140	420	140
<i>Agriculture Foundation Component Sub-Total</i>	2,794	140	420	140
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>27,743</b>	<b>27,277</b>	<b>82,095</b>	<b>17,859</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	0			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	0			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>27,743</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply.



# Lakeview/Nuevo Area Plan

LAND-USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	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.				
<b>OVERLAYS &amp; POLICY AREA</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	843	—	—	—
<b>Policy Areas<sup>6</sup></b>				
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 Areas<sup>6</sup>—</i>	6,159			
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>7,053</b>			

**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
<del>Preissman-McCanna Hills</del>	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)~~<sup>1,2</sup> ~~Guidelines for Airport Safety Zones for March, Flabob, Bermuda Dunes, Chino, and Skylark Airports.~~<sup>1,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	<del>0.3</del>	<del>0.3</del>	<del>No significant obstructions.<sup>4</sup></del> <del>No petroleum or explosives</del> <del>No above-grade powerlines</del> <del>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.</del> <del>- Places of Assembly, such as churches, schools, and auditoriums.</del> <del>- Large Retail Outlets, such as shopping centers, department stores, and "big box" discount stores, supermarkets, and drug stores.</del> <del>- High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</del> <del>- Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</del> <del>- Communication Facilities for use by emergency response and public information activities.</del> <del>- Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</del>
Area II	<del>Uses in Structures:<sup>5</sup></del> <del>25 persons/ac.</del> <del>OR</del> <del>150 persons/bldg.</del> <del>(see text in the source document for the Comprehensive Land Use Plan for explanation)</del> <del>Uses not in structures:</del> <del>50 persons/ac.</del> <del>Residential</del> <del>2.5-acre minimum lots</del> <del>Uses in Structures:<sup>5</sup></del> <del>75 persons/ac. or 300-</del>	<del>25% of net area</del> <del>50% of gross area or</del> <del>65% of net area</del> <del>whichever is greater</del>	<del>No residential-</del> <del>No hotels, motels</del> <del>No restaurants, bars</del> <del>No schools, hospitals, government services</del> <del>No concert halls, auditoriums</del> <del>No stadiums, arenas</del> <del>No public utility stations, plants</del> <del>No Public communications facilities</del> <del>No uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.<sup>6</sup></del>

# 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. <sup>6</sup>

- 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-fragile 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

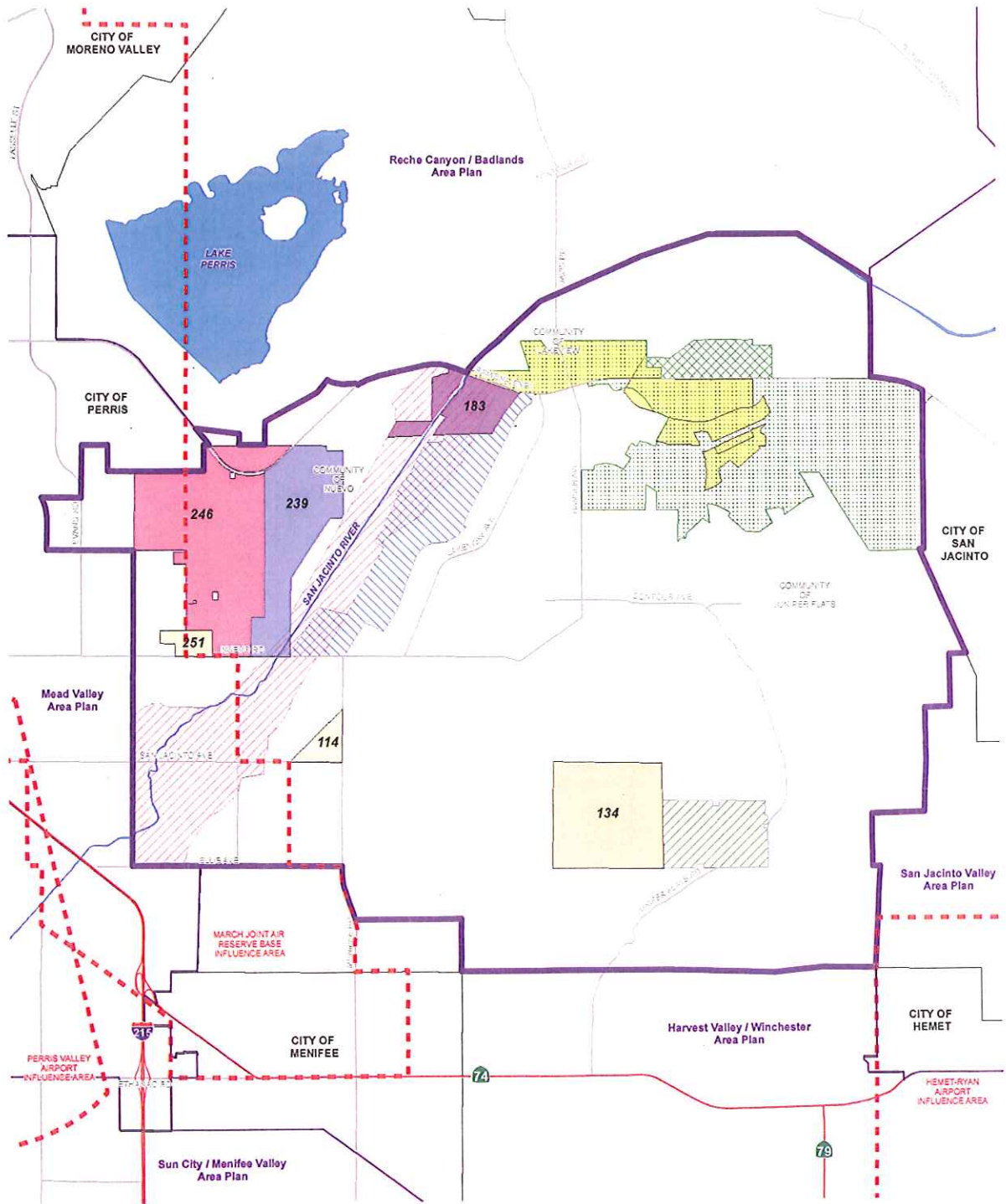
### Community Centers

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.

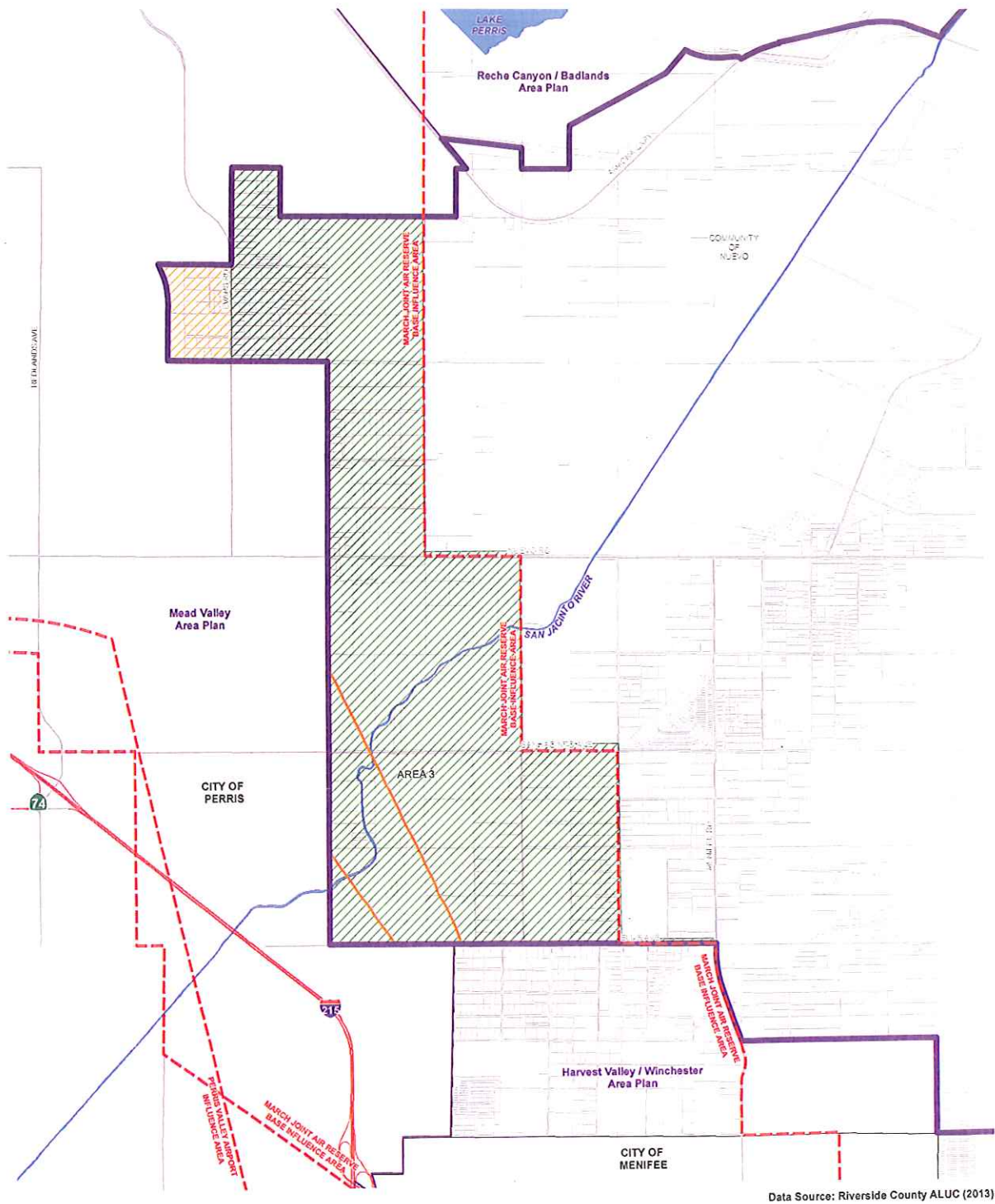




Data Source: Riverside County Planning

- 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

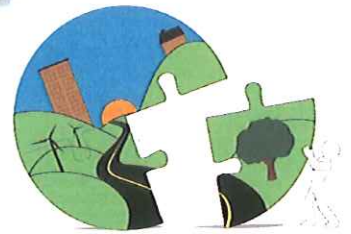


Data Source: Riverside County ALUC (2013)

- SAFETY ZONES**
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Figure 5





# Mead Valley Area Plan

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LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
Community Center Overlay <sup>1</sup>	317	745	2,682	7,485
Rural Village <b>Study Area</b> Overlay	265	503	1,813	2,177
<i>Total Area Subject to Overlays:<sup>4, 5</sup></i>	<i>582</i>	<i>1,248</i>	<i>4,494</i>	<i>9,662</i>
<b>POLICY AREAS<sup>6</sup></b>				
Cajalco Wood	155	---	---	---
Highway 74 Good Hope	120	---	---	---
Highway 74 Perris	65	---	---	---
March <b>Joint</b> Air Reserve Base Influence Area	10,884	---	---	---
<i>Total Area Within Policy Areas:<sup>6</sup></i>	<i>11,224</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>				
	<b>11,806</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND-USE PLANNING AREAS</b>				
<b>BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
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>
<b>Rural Foundation Component</b>				
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>
<b>Rural Community Foundation Component</b>				
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>
<b>Open Space Foundation Component</b>				
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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>19,355</b>	<b>9,945</b>	<b>29,930</b>	<b>24,634</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	20,339			
Indian Lands	0			
Freeways	0			
<i>Other Lands Sub-Total</i>	<i>20,339</i>			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>39,694</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
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.				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>582</i>	<i>71</i>	<i>214</i>	<i>4,419</i>
<b>POLICY AREAS<sup>6</sup></b>				
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 Areas<sup>6</sup></i>	<i>10,252</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>10,834</b>			

**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 <sup>1</sup>		
	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

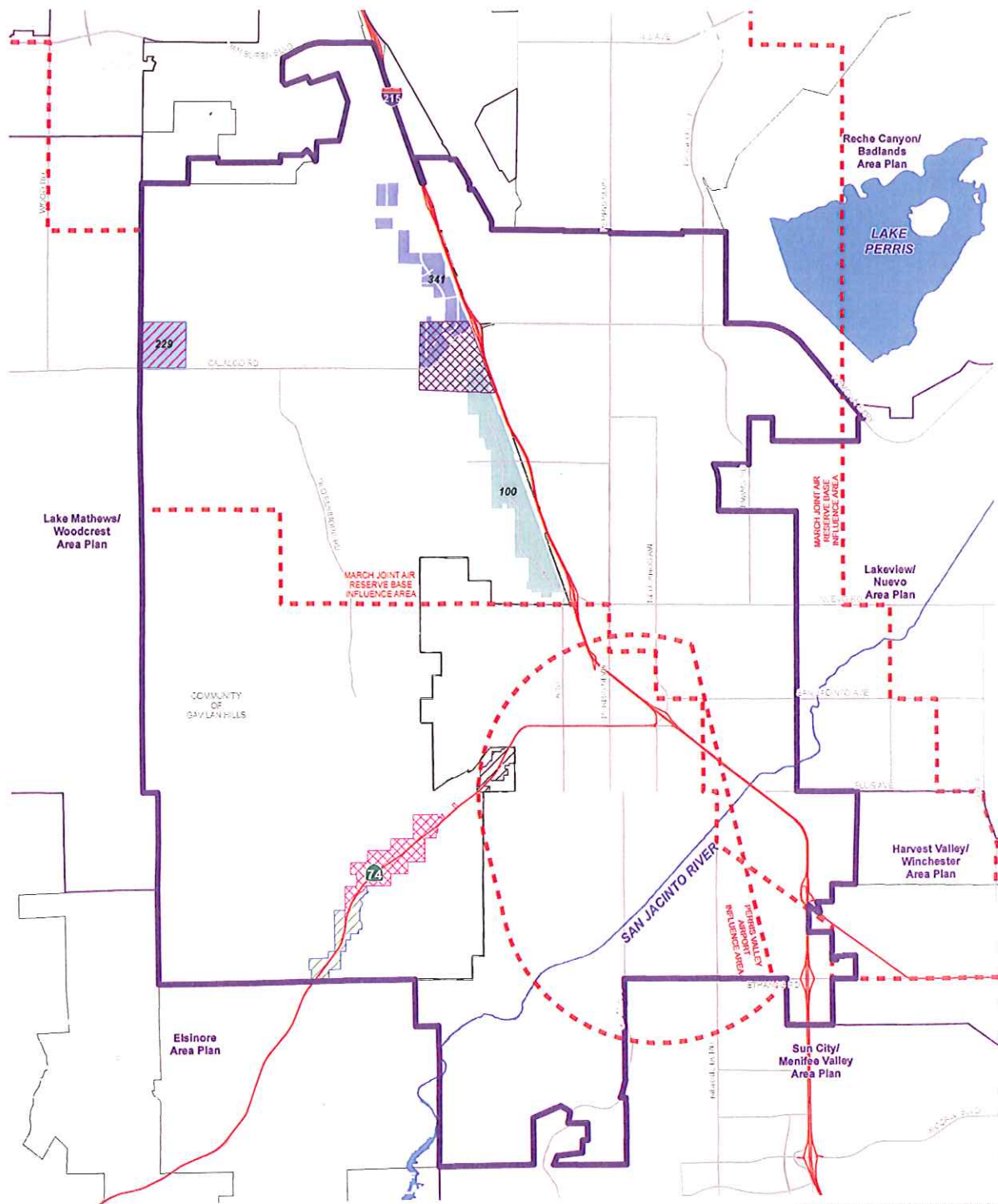
The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base 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).*

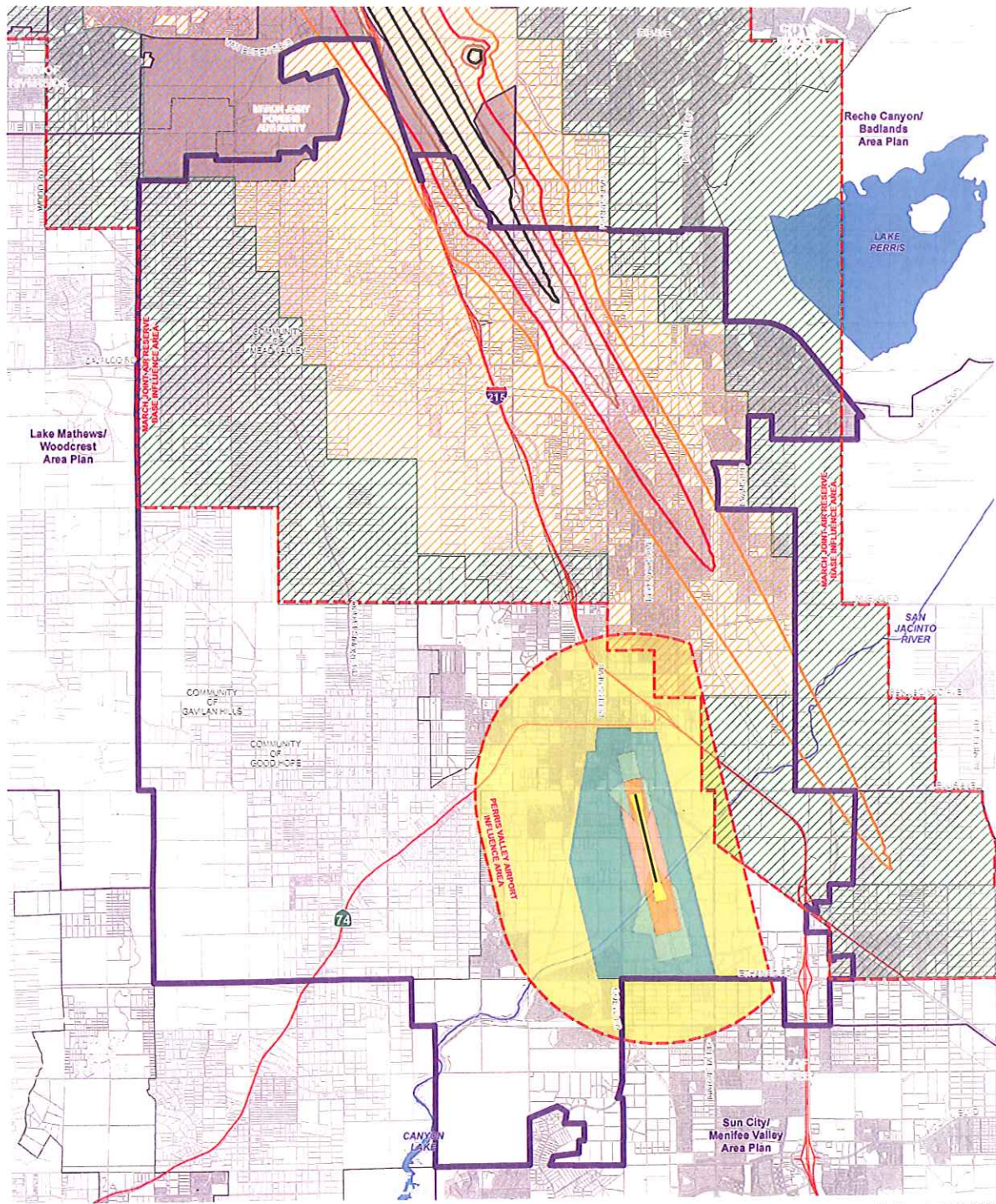


Data Source: Riverside County Planning

- |  |  |
|--|--|
|  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<sup>1,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0. <sup>3</sup> No residential <sup>3</sup>	0. <sup>3</sup>	<p>No significant obstructions.<sup>4</sup></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"> <li>- Places of Assembly, such as churches, schools, and auditoriums.</li> <li>- Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores.</li> <li>- High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</li> <li>- Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</li> <li>- Communication Facilities for use by emergency response and public information activities.</li> <li>- Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</li> </ul>
Area II	<p>Uses in Structures:<sup>5</sup></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:<sup>5</sup></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.<sup>6</sup></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.

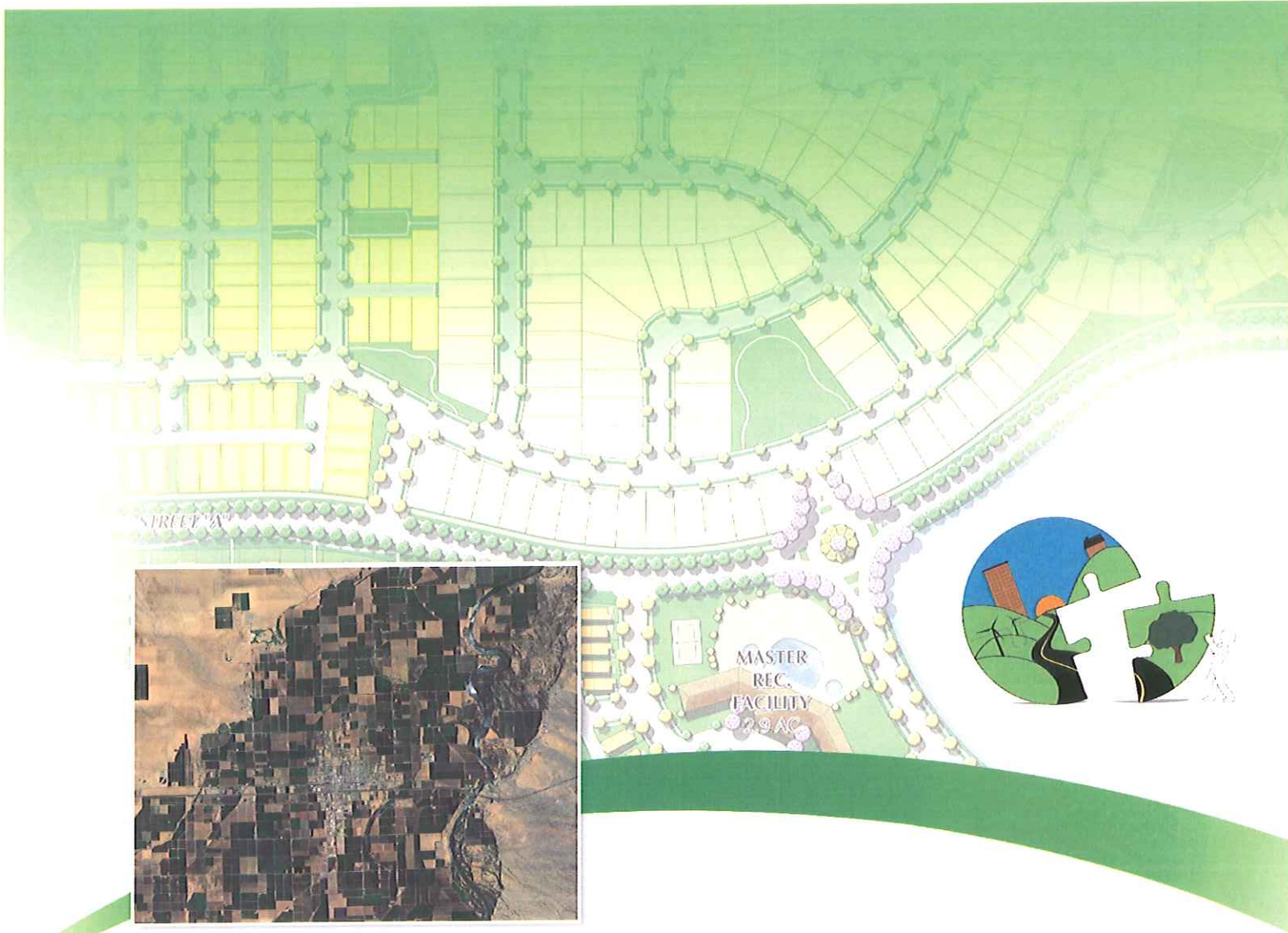
## Local Land Use Policies

### 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.



# Palo Verde Valley Area Plan



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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.

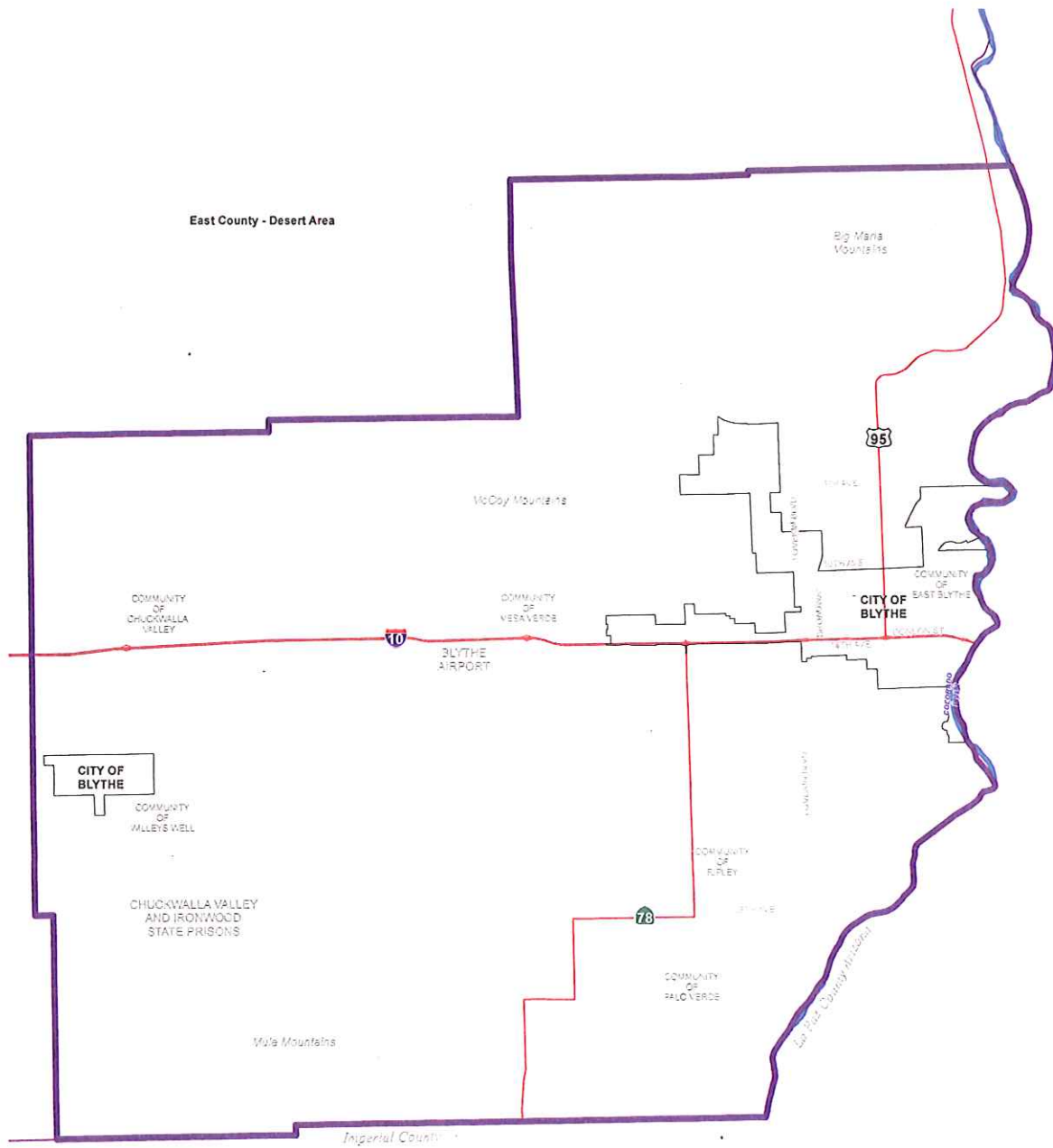
#### Ripley

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

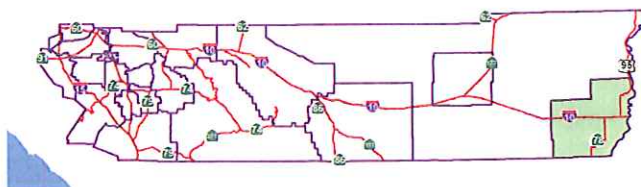


Figure 1

**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 <sup>1</sup>	0 <sup>1</sup>	No significant obstructions <sup>2</sup>
ISZ—Inner Safety Zone	0 <sup>1</sup>	0 <sup>1</sup>	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures <sup>3</sup> 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/acre.		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: <sup>3</sup> 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.— <sup>4</sup>
TPC – Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials.— <sup>4,5</sup>

**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.

<sup>1</sup> No structures permitted in ETZ or ISZ.

<sup>2</sup> 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.

<sup>3</sup> 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.

<sup>4</sup> This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

<sup>5</sup> 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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities <sup>12</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Deed notice required</li> </ul>



# Palo Verde Valley Area Plan

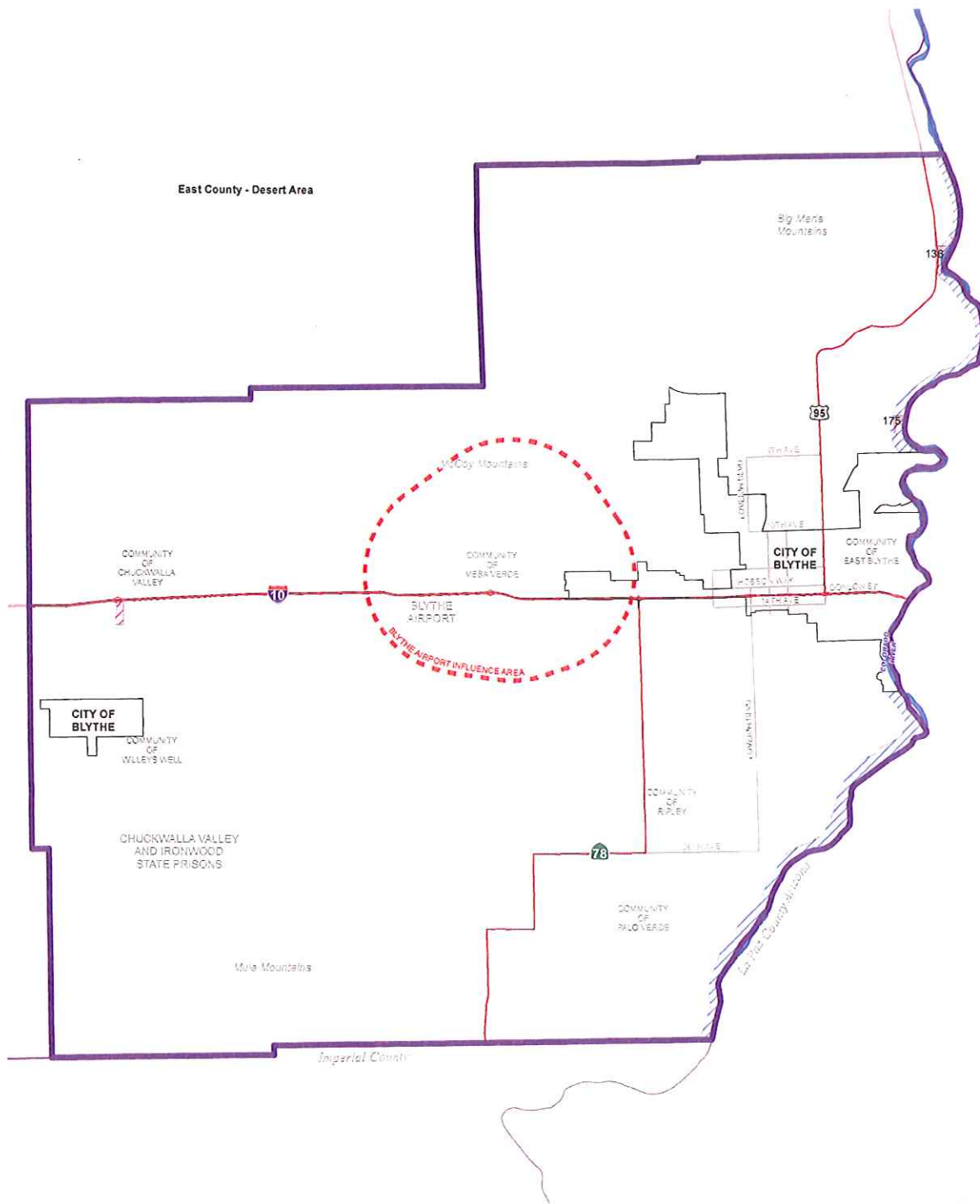
Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall <sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup></li> </ul>
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

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









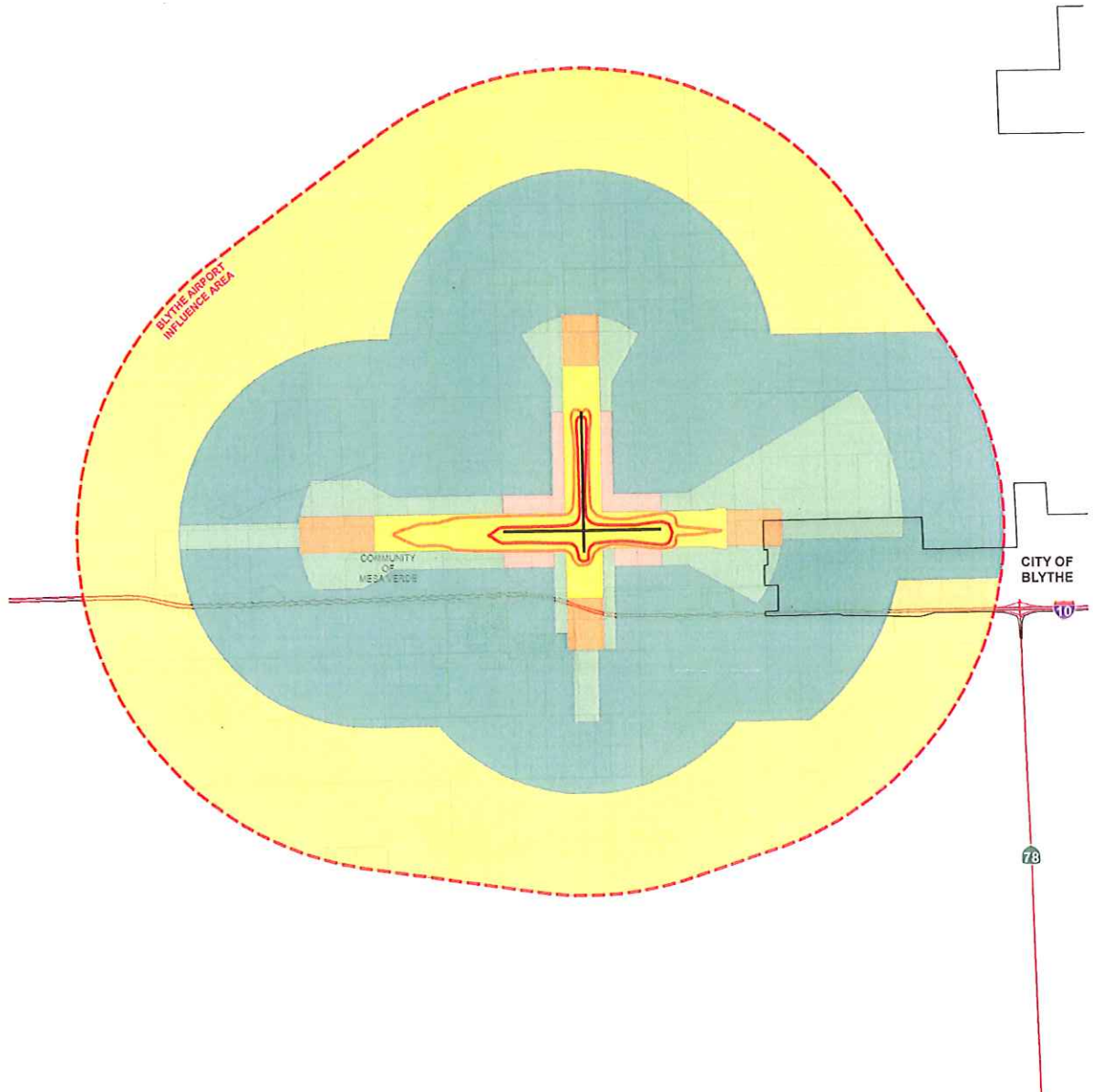
-  Colorado River Policy Area
-  Willey's Well Road Policy Area
-  Airport Influence Areas
-  Specific Plans
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 4



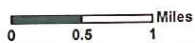
Data Source: Riverside County ALUC (2010)

- |                            |                          |                    |
|----------------------------|--------------------------|--------------------|
| <b>COMPATIBILITY ZONES</b> | 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



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 the 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.



**PALO VERDE VALLEY  
AREA PLAN  
BLYTHE AIRPORT INFLUENCE AREA**





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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 <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>10</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	2,180	109	298	109
<i>Agriculture Foundation Sub-Total:</i>	2,180	109	298	109
<b>RURAL FOUNDATION COMPONENT</b>				
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
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR) <sup>8,9</sup>	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 <sup>2</sup> (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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>65,327</b>	<b>15,161</b>	<b>41,481</b>	<b>4,480</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	43,512	---	---	---
Indian Lands	30,719	---	---	---
Freeways	655	---	---	---
<i>Other Lands Sub-Total:</i>	74,886			
<b>TOTAL FOR ALL LANDS:</b>	<b>140,213</b>	<b>15,161</b>	<b>41,481</b>	<b>4,480</b>

# The Pass Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>7</sup>	D.U.	POP.	EMPLOY.
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
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:<sup>4, 5</sup></i>	<i>2,045</i>	<i>1,878</i>	<i>5,139</i>	<i>3,402</i>
<b>POLICY AREAS<sup>8</sup></b>				
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:<sup>6</sup></i>	<i>21,525</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>23,570</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
-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>
<b>Rural Foundation Component</b>				
-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>
<b>Rural Community Foundation Component</b>				
-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>
<b>Open Space Foundation Component</b>				
-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 <sup>1</sup>		
	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>	<b>24,581</b>	<b>0</b>	<b>0</b>	<b>227</b>
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	0	0	0	0
Mixed-Use Planning Area (MUPA)	0	0	0	0
<i>Community Development Foundation Component Sub-Total</i>	<b>3,466</b>	<b>5,098</b>	<b>15,346</b>	<b>7,795</b>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>65,251</b>	<b>10,503</b>	<b>31,613</b>	<b>8,135</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	43,510			
Indian Lands	30,718			
Freeways	655			
<i>Other Lands Sub-Total</i>	<b>74,883</b>			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>140,134</b>			
<b>SUPPLEMENTAL LAND-USE PLANNING AREA</b>				
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.				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<b>2,045</b>	<b>—</b>	<b>—</b>	<b>—</b>
<b>POLICY AREAS<sup>6</sup></b>				
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 Area<sup>6</sup></i>	<b>24,204</b>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>26,249</b>			

**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 <sup>1</sup>		
	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.

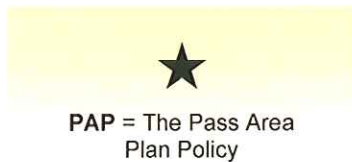
### Overlays and Policy Areas

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**

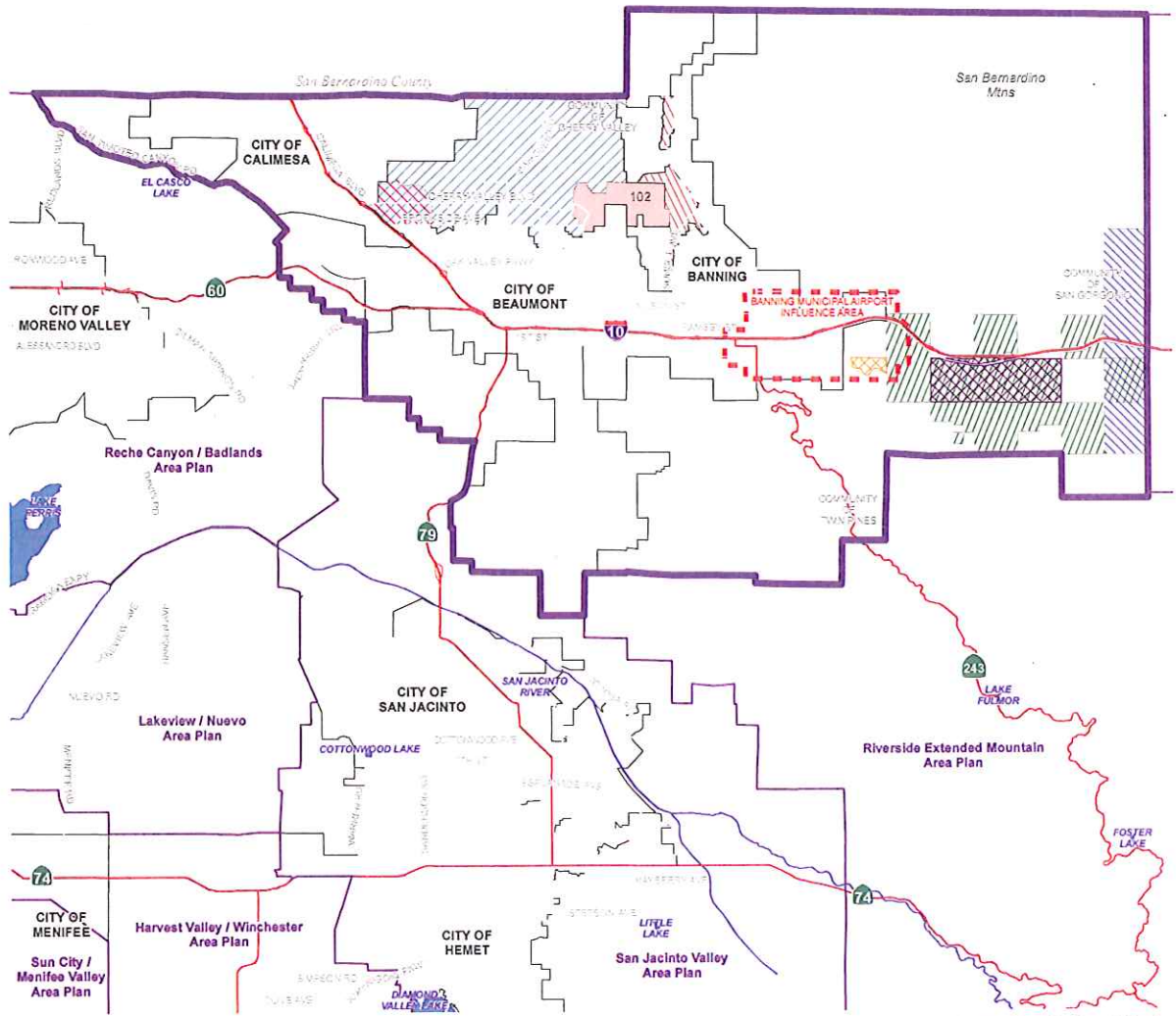
Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and single family residences.

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.

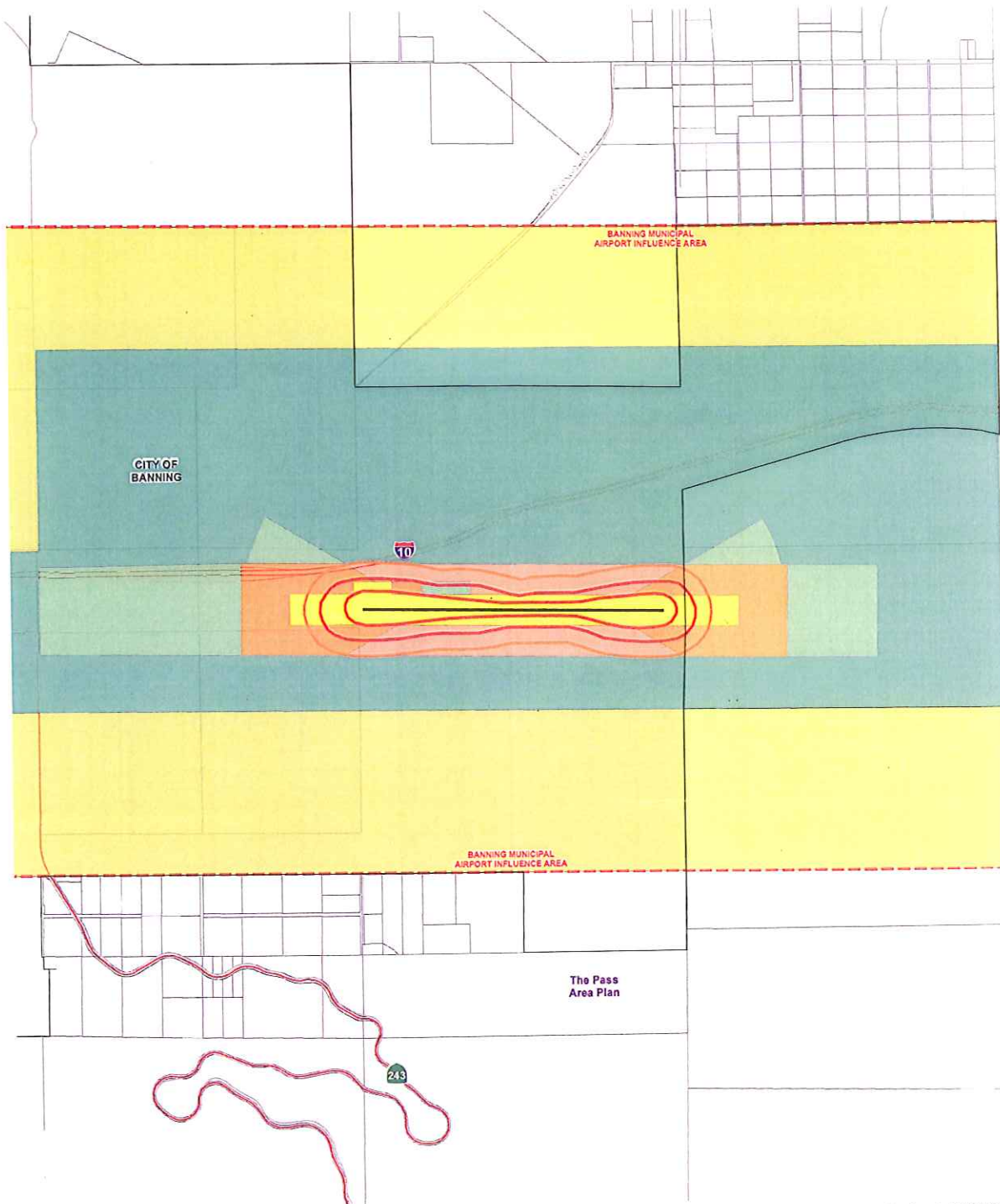


Data Source: Riverside County Planning

- |  |                               |  |   |  |                         |  |                    |
|--|-------------------------------|--|---|--|-------------------------|--|--------------------|
|  | 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 Gorgonio Pass Wind Energy Policy Area |  | City Boundary           |  | Waterbodies        |
|  | Cabazon Policy Area           |  |   |  |                         |  |                    |

Figure 4





Data Source: Riverside County ALUC (2010)

- |                            |                          |                        |                    |
|----------------------------|--------------------------|------------------------|--------------------|
| <b>COMPATIBILITY ZONES</b> | 60 dB CNEL NOISE CONTOUR | Airport Influence Area | Highways           |
| Zone A                     | 65 dB CNEL NOISE CONTOUR | Airport Runways        | Area Plan Boundary |
| Zone B1                    |                          |                        | City Boundary      |
| Zone B2                    |                          |                        | Waterbodies        |
| Zone C                     |                          |                        |                    |
| Zone D                     |                          |                        |                    |
| Zone E                     |                          |                        |                    |

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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities<sup>12</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall<sup>15</sup></li> <li>Deed notice required</li> </ul>



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Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Aver- age <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall<sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged<sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall<sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks<sup>18</sup></li> </ul>
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

**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 <sup>1</sup>	0 <sup>1</sup>	No significant obstructions <sup>2</sup>
ISZ—Inner Safety Zone	0 <sup>1</sup>	0 <sup>1</sup>	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures <sup>3</sup> : 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 <sup>3</sup> : 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. <sup>4</sup>
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. <sup>4,5</sup>

**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.

<sup>1</sup> No structures permitted in ETZ or ISZ.



# The Pass Area Plan

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
<p><del>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.</del></p> <p><del>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.</del></p> <p><del>4 This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.</del></p> <p><del>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.</del></p> <p>Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan</p>			



# 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"> <li>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.</li> </ul>
--------------	---

**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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>6</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	624	31	90	31
<i>Agriculture Foundation Sub-Total:</i>	<i>624</i>	<i>31</i>	<i>90</i>	<i>31</i>
<b>RURAL FOUNDATION COMPONENT</b>				
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>	<i>9,698</i>	<i>669</i>	<i>1,926</i>	<i>0</i>
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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>	<i>1,473</i>	<i>657</i>	<i>1,890</i>	<i>0</i>
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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>	<i>34,152</i>	<i>209</i>	<i>602</i>	<i>208</i>
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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 <sup>2</sup> (CR)	16	NA	NA	237
Commercial Tourist (CT)	16	NA	NA	254



# Reche Canyon/Badlands Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>5</sup>	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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>49,878</b>	<b>1,947</b>	<b>5,604</b>	<b>5,594</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	32,982	---	---	---
Indian Lands	0	---	---	---
Freeways	255	---	---	---
<i>Other Lands Sub-Total:</i>	33,237			
<b>TOTAL FOR ALL LANDS:</b>	<b>83,115</b>	<b>1,947</b>	<b>5,604</b>	<b>5,594</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>5</sup></b>				
March <i>Joint</i> Air Reserve Base Influence Area	4,153	---	---	---
<i>Total Area Within Policy Areas:<sup>4</sup></i>	4,153			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>4,153</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling-Units	Population	Employment
<b>BASE LAND-USE PLANNING AREAS</b>				
<b>BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	624	31	94	31
<i>Agriculture Foundation Component Sub-Total</i>	624	31	94	31
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>47,567</b>	<b>1,842</b>	<b>5,543</b>	<b>2,530</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	32,954			
Indian Lands	0			
Freeways	510			
<i>Other Lands Sub-Total</i>	33,464			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>81,031</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREA</b>				
<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>				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	0	0	0	0
<b>POLICY AREAS<sup>6</sup></b>				
March Air Reserve Base Influence Area	9,885	---	---	---
<i>Total Area Within Policy Areas<sup>6</sup></i>	9,885	---	---	---
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>9,885</b>	<b>---</b>	<b>---</b>	<b>---</b>

**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)<sup>1,2</sup> Flabob, Bermuda Dunes, Chino, and Skylark Airports<sup>4,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0-No Residential <sup>3</sup>	0 <sup>3</sup>	<p>No significant obstructions.<sup>4</sup>                      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.</p> <ul style="list-style-type: none"> <li>- Places of Assembly, such as churches, schools, and auditoriums.</li> <li>- Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores.</li> <li>- High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.</li> <li>- Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels.</li> <li>- Communication Facilities for use by emergency response and public information activities.</li> <li>- Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.</li> </ul>
Area II	<p>Uses in Structures:<sup>5</sup>                      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:<sup>5</sup>                      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.<sup>6</sup></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.<sup>6</sup></p>



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- 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.

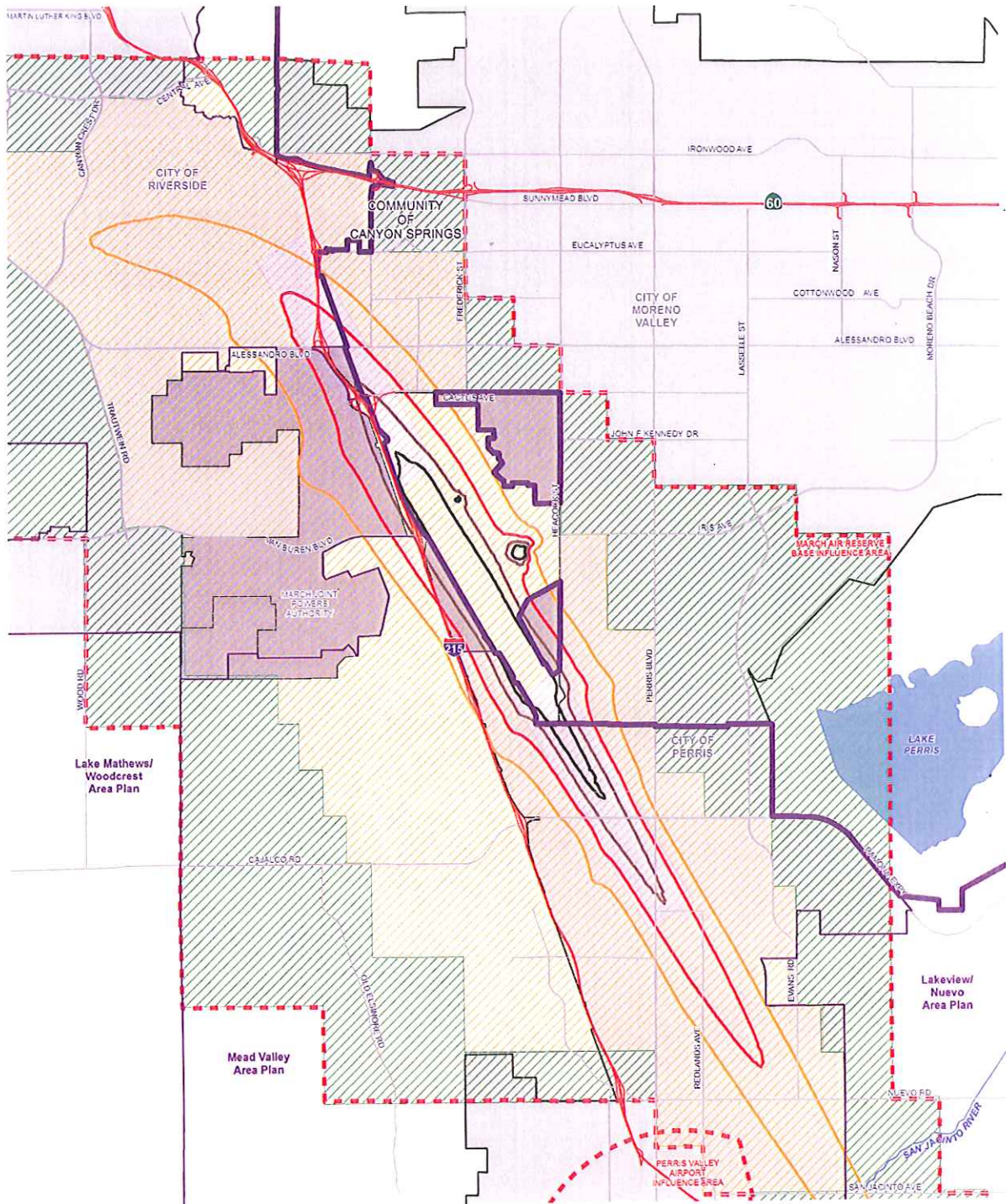


The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

## 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)

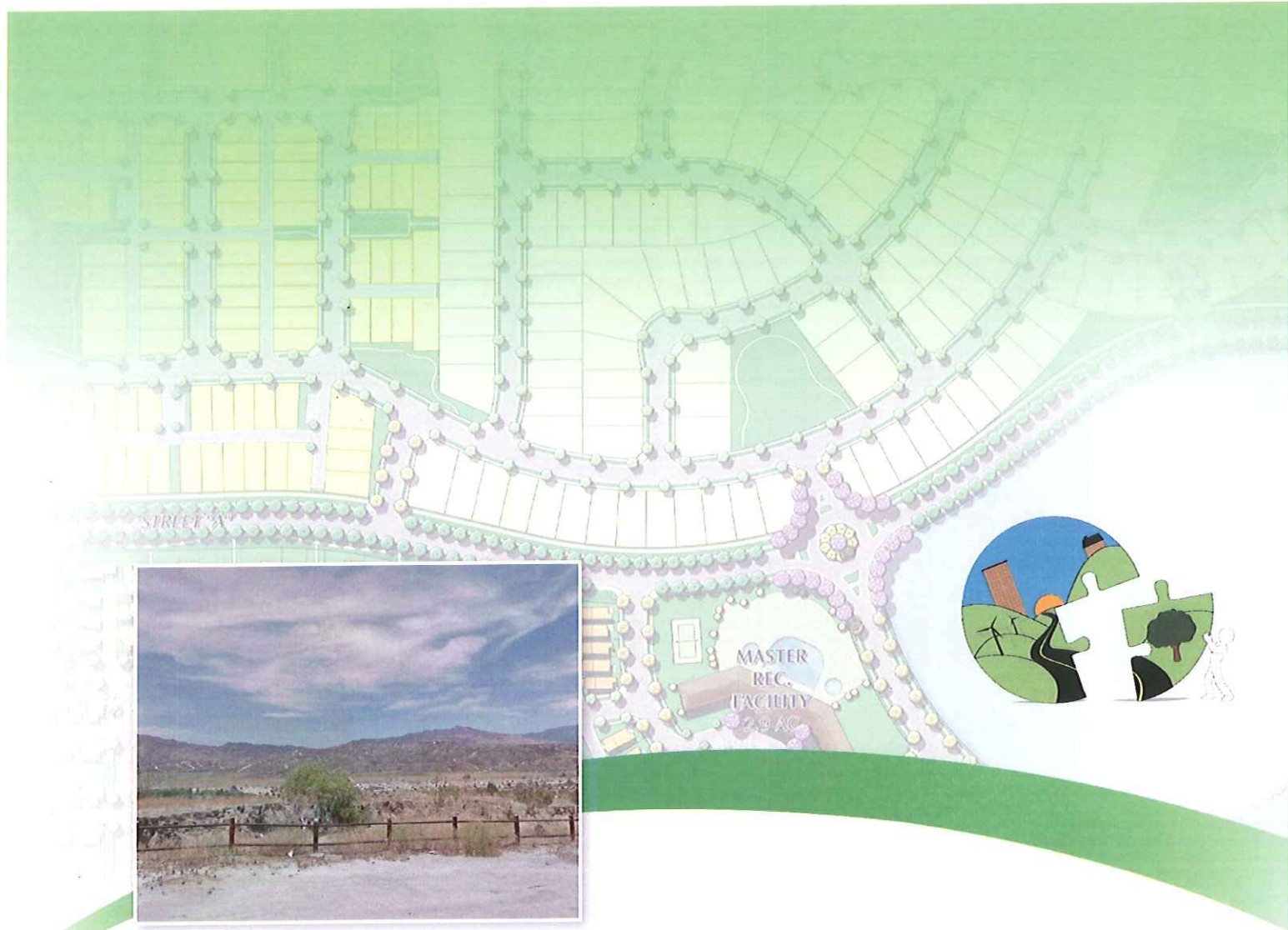
**SAFETY ZONES**

- 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

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# San Jacinto Valley Area Plan

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Specific Community Development Designation Overlay	<ul style="list-style-type: none"> <li>Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.</li> </ul>
Policy Areas	<ul style="list-style-type: none"> <li>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 <b>Cherry Valley Limonite</b> Policy Area (<b>Jurupa The Pass</b> Area Plan), or the <b>Highway 79 Scott Road</b> Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.</li> </ul>

**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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>6</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
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>
<b>RURAL FOUNDATION COMPONENT</b>				
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>
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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>
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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>
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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 <sup>2</sup> (CR)	106	NA	NA	1,595



# San Jacinto Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	ACREAGE <sup>5</sup>	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) <sup>3</sup>	0	0	0	0
Mixed Use Planning Area (MUPA) <sup>1</sup>	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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>53,274</b>	<b>24,333</b>	<b>65,188</b>	<b>18,010</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	34,399	---	---	---
Indian Lands	4,727	---	---	---
Freeways	151	---	---	---
<i>Other Lands Sub-Total:</i>	<i>39,277</i>			
<b>TOTAL FOR ALL LANDS:</b>	<b>92,551</b>	<b>24,333</b>	<b>65,188</b>	<b>18,010</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>4</sup></b>				
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:<sup>4</sup></i>	<i>16,624</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>16,624</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling-Units	Population	Employment
<b>BASE LAND-USE PLANNING AREAS</b>				
<b>BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
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>
<b>Rural Foundation Component</b>				
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>
<b>Rural Community Foundation Component</b>				
Estate-Density Residential (RC-EDR)	521	182	549	NA

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>3</sup>		
	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>
<b>Open Space Foundation Component</b>				
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>
<b>Community Development Foundation Component</b>				
Estate Density Residential (EDR)	7	2	7	NA
Very Low Density Residential (VLDR)	1,276	957	2,884	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) <sup>3</sup>	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) <sup>3</sup>	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>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>53,725</b>	<b>22,573</b>	<b>67,946</b>	<b>8,909</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	52,485			
Indian Lands	4,727			
Freeways	151			
<i>Other Lands Sub-Total</i>	<i>57,363</i>			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>111,088</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
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.				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>POLICY AREAS<sup>6</sup></b>				
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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
Agriculture/Potential Development	7,991	—	—	—
San Jacinto River	8,114	—	—	—
<i>Total Area Within Policy Area<sup>6</sup></i>		36,850		
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>		<b>36,850</b>		

**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

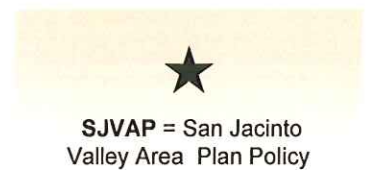
~~Six~~ *Five* Policy Areas have been designated within the San Jacinto Valley Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of years in planning for the future 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.

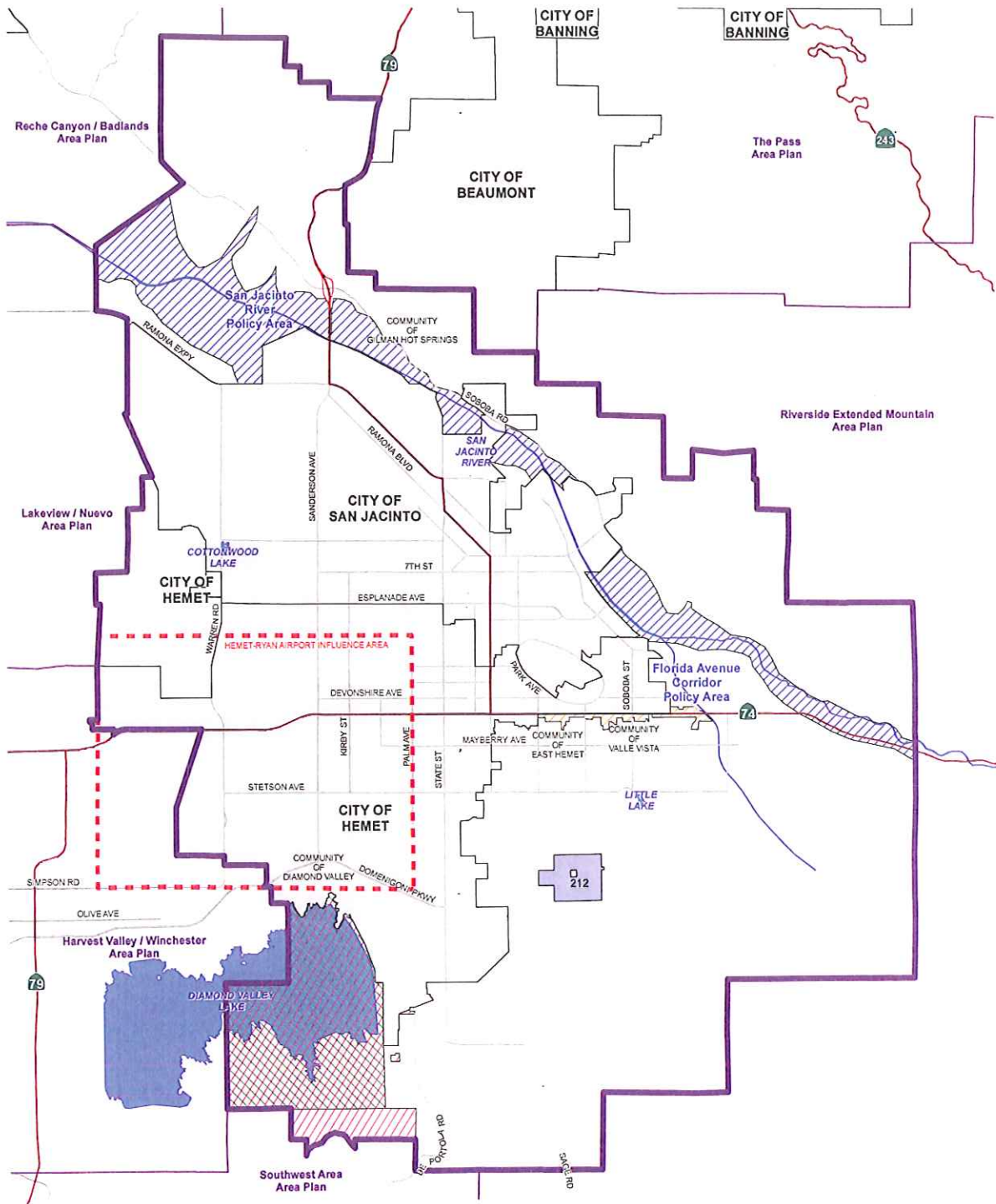
### Florida Avenue Corridor

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)~~<sup>1,2,3</sup>**

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 <del>larger</del> <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 <sup>3</sup>	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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# Southwest Area Plan

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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 <sup>1</sup>		
	ACREAGE	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>2</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	8,025	401	1,208	401
<i>Agriculture Foundation Sub-Total:</i>	8,025	401	1,208	401
<b>RURAL FOUNDATION COMPONENT</b>				
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
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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 <sup>2</sup> (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 <sup>1</sup>		
	ACREAGE	D.U.	POP.	EMPLOY.
Community Center (CC) <sup>3</sup>	0	0	0	0
Mixed Use Planning Area (MUPA) <sup>1</sup>	73	212	637	1,582
<i>Community Development Foundation Sub-Total:</i>	<i>11,300</i>	<i>30,347</i>	<i>91,390</i>	<i>28,080</i>
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>137,780</b>	<b>37,256</b>	<b>112,197</b>	<b>28,615</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	40,794	---	---	---
Indian Lands	4,147	---	---	---
Freeways	153	---	---	---
<i>Other Lands Sub-Total:</i>	<i>45,094</i>			
<b>TOTAL FOR ALL LANDS:</b>	<b>182,874</b>	<b>37,256</b>	<b>112,197</b>	<b>28,615</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
Community Development Overlay	120	1,397	4,207	451
Community Center Overlay <sup>1</sup>	51	236	711	592
<i>Total Area Subject to Overlays:<sup>4, 5</sup></i>	<i>172</i>	<i>1,633</i>	<i>4,918</i>	<i>1,043</i>
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	<i>94,956</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>7</sup></b>	<b>95,128</b>			

**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.

# Southwest Area Plan

**Table 2: Statistical Summary of the Southwest Area Plan**

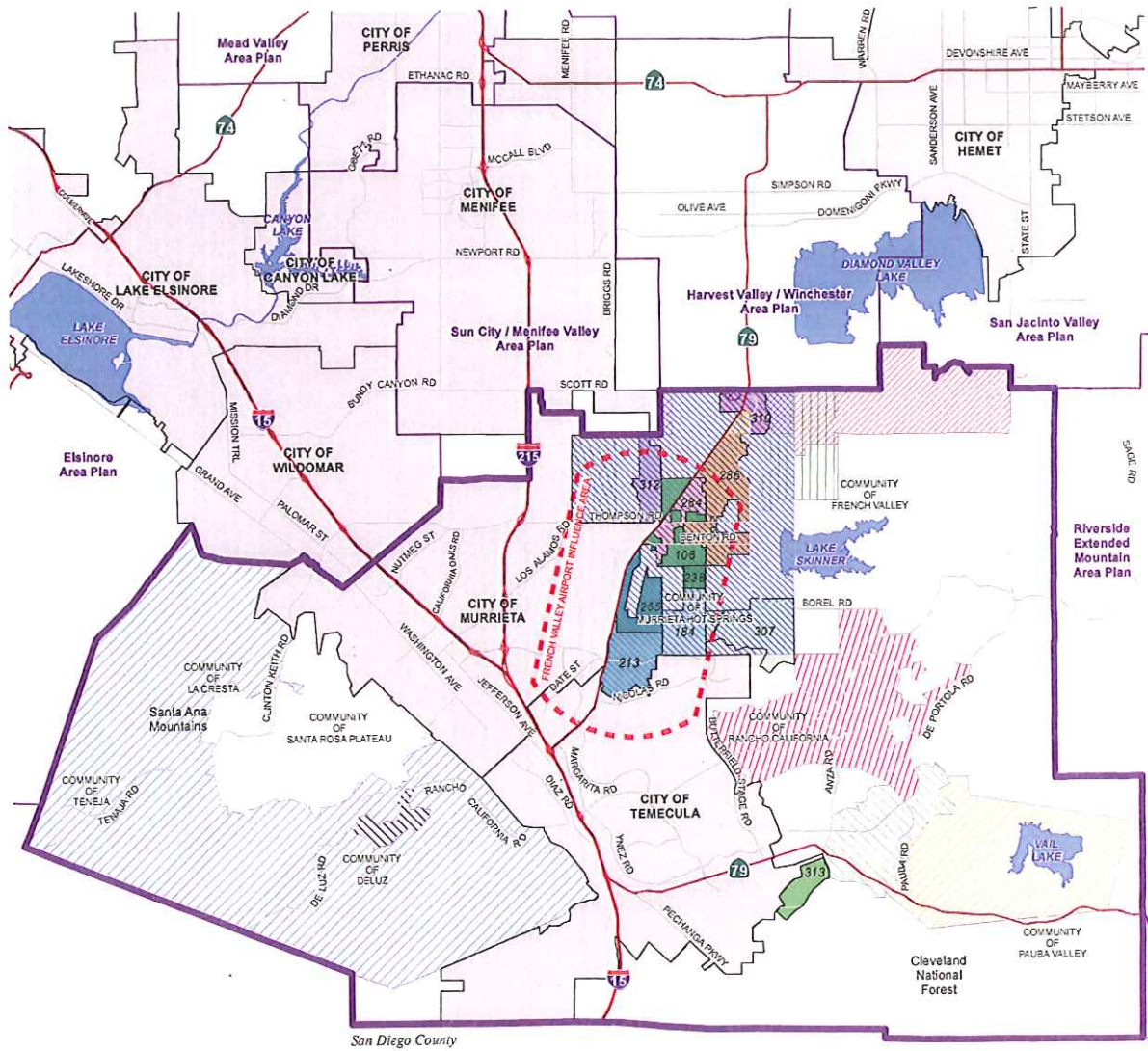
LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	8,038	402	1,210	402
<i>Agriculture Foundation Component Sub-Total</i>	8,038	402	1,210	402
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION USES</b>	<b>137,764</b>	<b>36,187</b>	<b>108,922</b>	<b>29,668</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	40,793			
Indian Lands	4,146			
Freeways	153			
<i>Other Lands Sub-Total</i>	45,092			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>182,856</b>			



LAND USE	AREA-	STATISTICAL CALCULATIONS <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>171</i>	<i>317</i>	<i>954</i>	<i>400</i>
<b>POLICY AREAS<sup>6</sup></b>				
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 Areas<sup>6</sup></i>	<i>95,181</i>			
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>				
	<b>95,352</b>			

**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     |  | Keller Road South Side Policy Area |  | Vail Lake Policy Area             |  | Specific Plans          |
|  | Community Center Overlay          |  | Leon/Keller Policy Area            |  | Valle De Los Caballos Policy Area |  | Airport Influence Areas |
|  | Citrus Vineyard Rural Policy Area |  | North Skinner Policy Area          |  | Walker Basin Policy Area          |  | Highways                |
|  | Diamond Valley Lake Policy Area   |  | Santa Rosa Plateau Policy Area     |  | Specific Plans                    |  | Area Plan Boundary      |
|  | Highway 79 Policy Area            |  | Sections 25/36 Policy Area         |  |                                   |  | 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



## Southwest Area Plan

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, Chiricahua 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 <sup>1</sup>	0 <sup>1</sup>	No significant obstructions. <sup>2</sup>
ISZ—Inner Safety Zone	0 <sup>1</sup>	0 <sup>1</sup>	No petroleum or explosive No above-grade powerlines
OSZ—Outer Safety Zone	Uses in structures <sup>3</sup> : 25 persons/acre (see text in the source document for the Comprehensive Land Use Plan for explanation) Uses not in structures: 50 persons/acre.	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 <sup>3</sup> : 100 persons/acre (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. <sup>4</sup>
TPC—Traffic Pattern Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. <sup>4,5</sup>



# Southwest Area Plan

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
-------------	----------------------------	--------------------------------	----------

**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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
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"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities<sup>12</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

Zone	Locations	Maximum Densities/Intensities				Additional Criteria		
		Residential (d.u./ac.) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1, except that buildings may have up to 3 above ground habitable floors.</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
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"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Deed notice required</li> </ul>
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	150	450	585	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall <sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup></li> </ul>
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

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

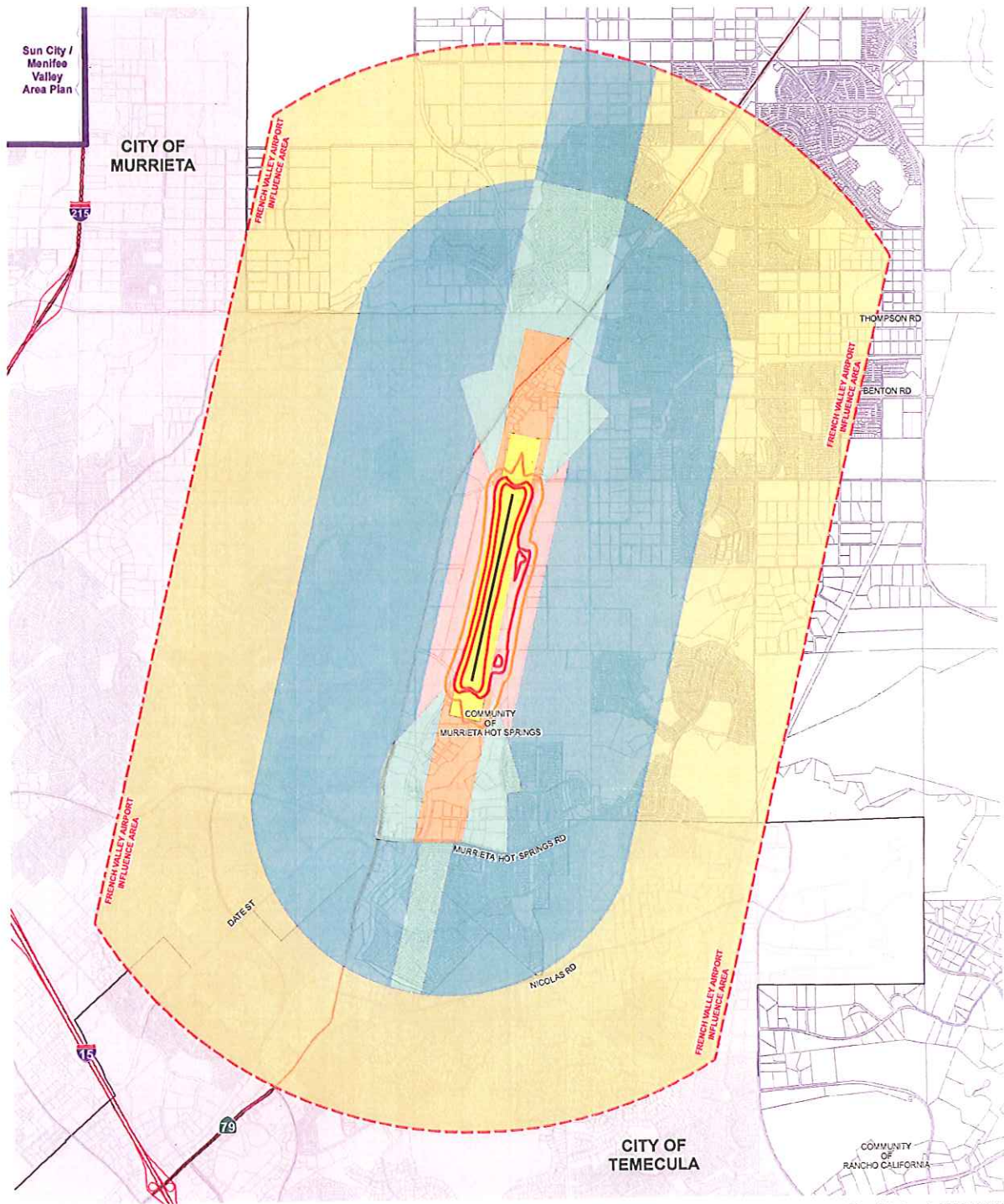
#### Community Centers

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 ALUC (2010)

COMPATIBILITY ZONES

- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

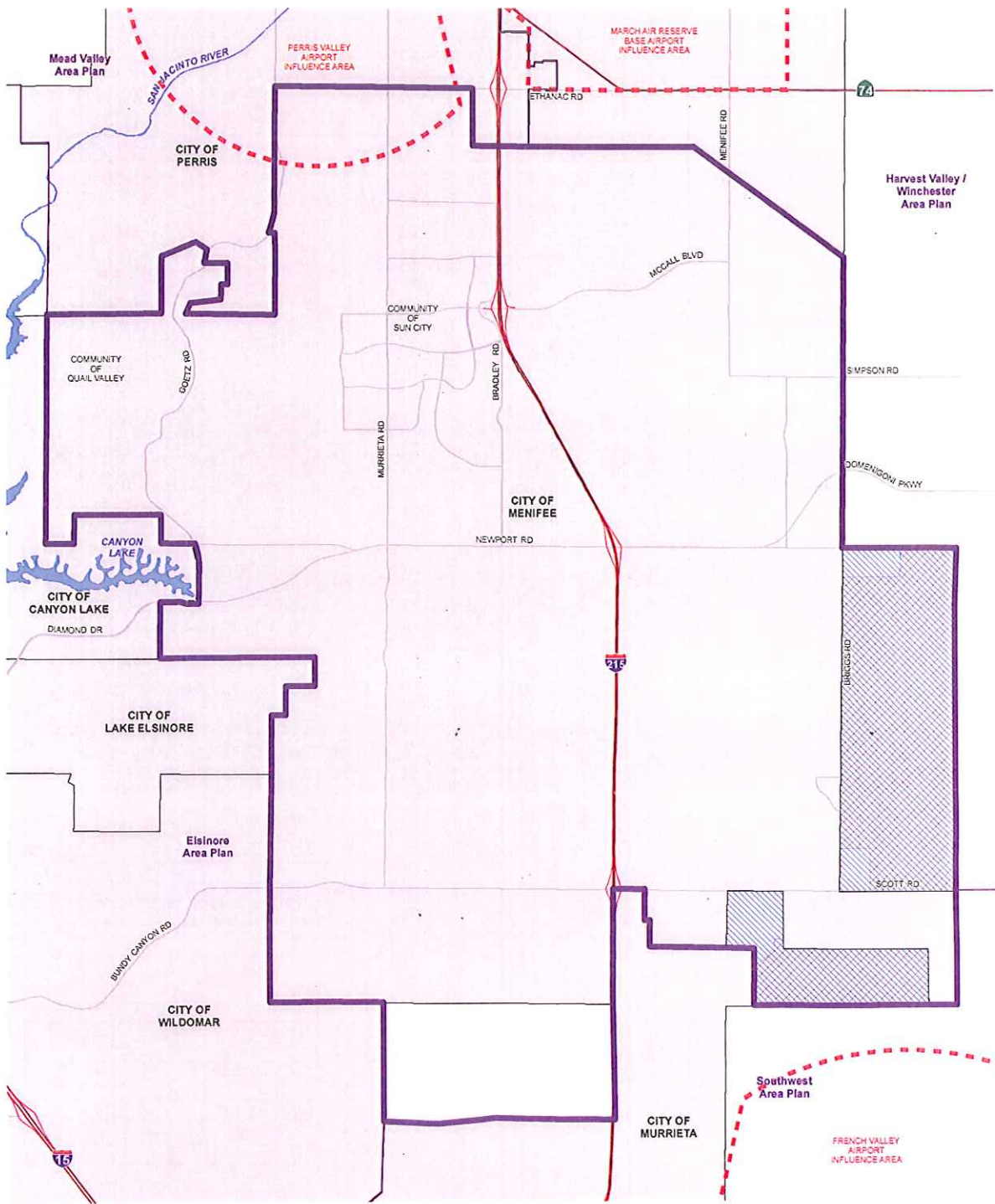
- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR

- Airport Runways
- Airport Influence Area

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

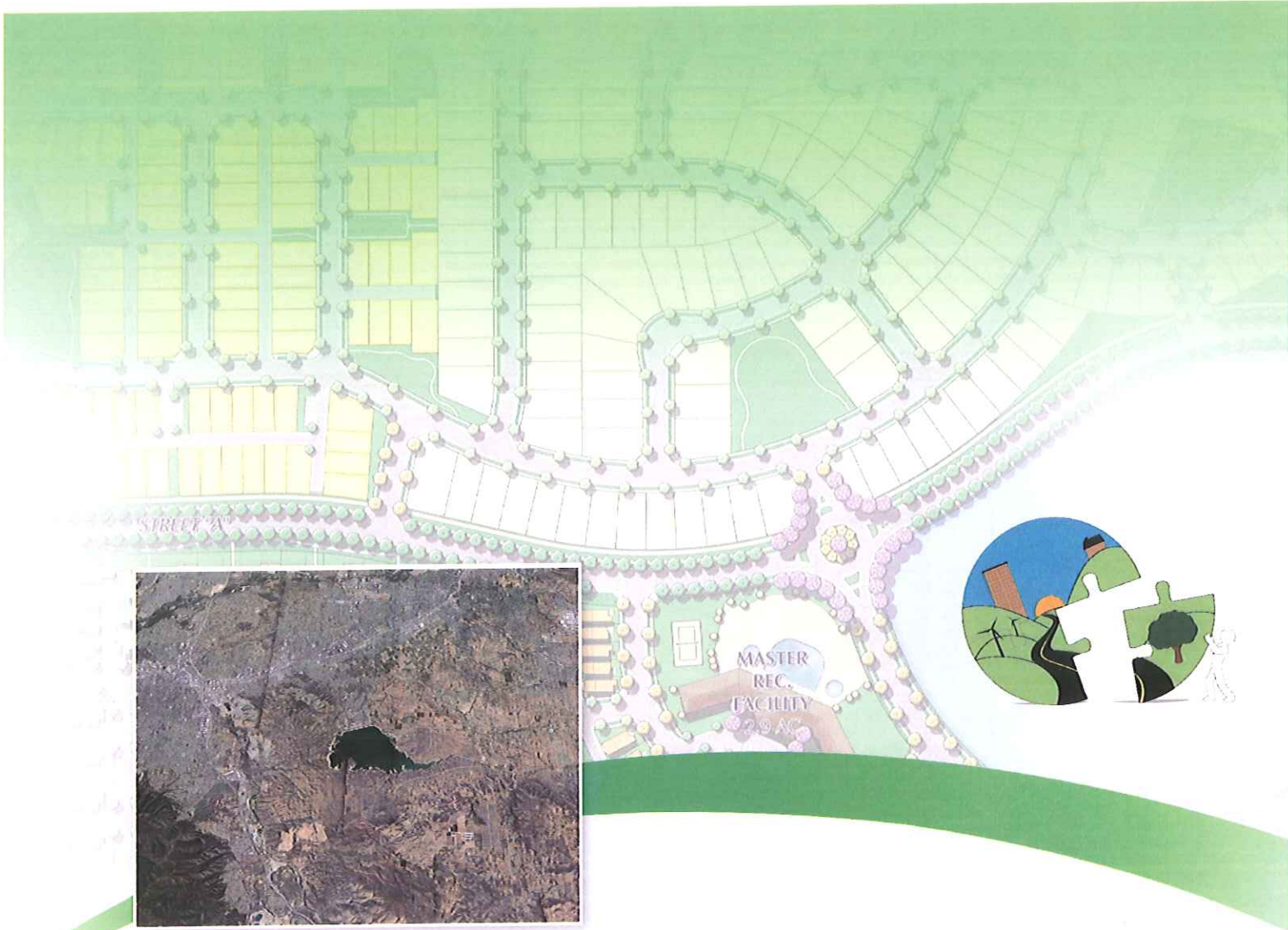
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Data Source: Riverside County Planning

Figure 4



# Temescal Canyon Area Plan



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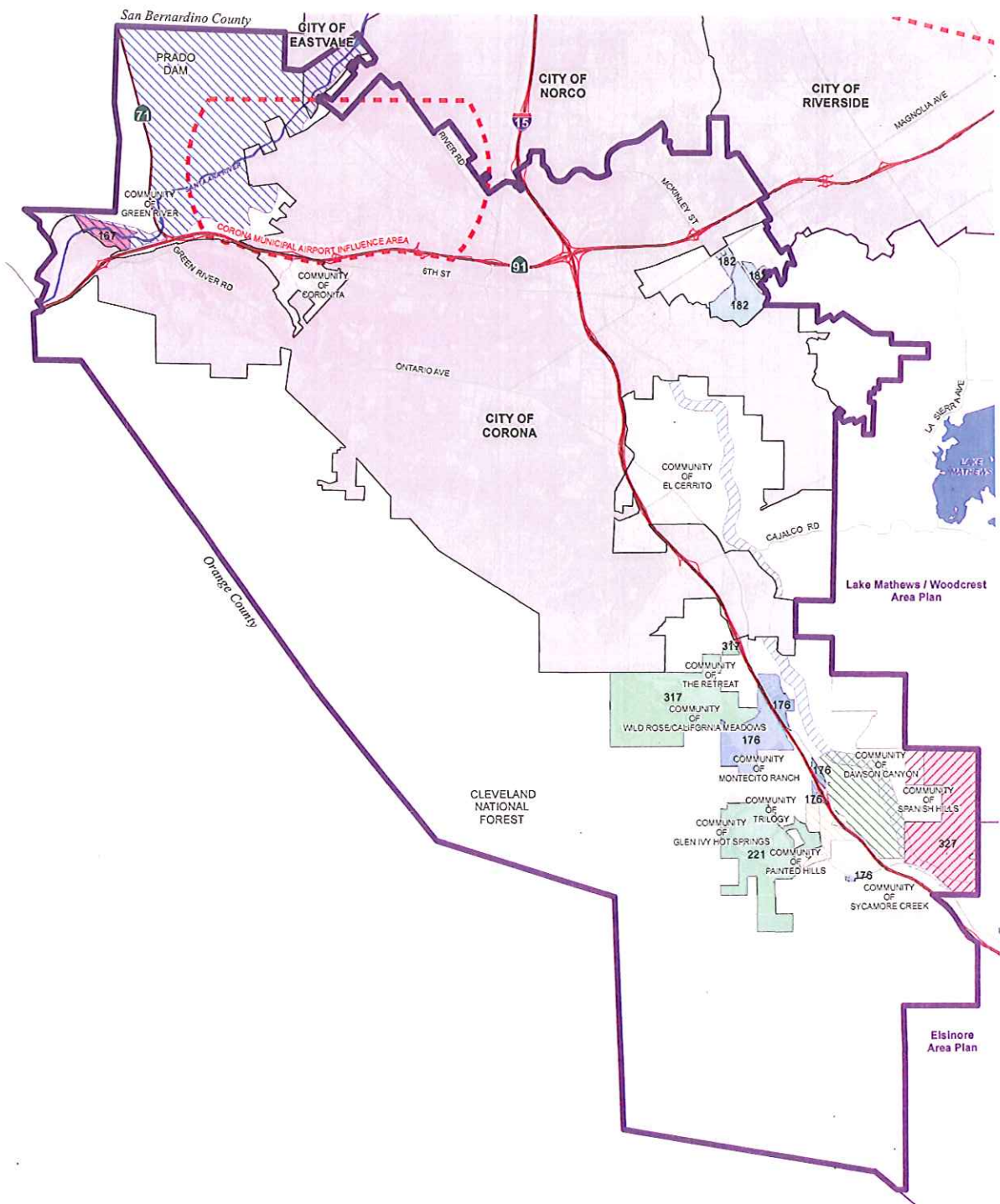
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Data Source: Riverside County Planning

-  El Sobrante Landfill Policy Area
-  Design Theme Policy Area
-  East Temescal Hillside Policy Area
-  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"> <li>The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character.</li> <li>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.</li> <li>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.)</li> </ul>
<del>Watercourse Overlay (WCO)</del>	<del>The Watercourse Overlay designates watercourses, including natural or controlled stream channels and flood control channels.</del>
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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>6</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	492	25	84	25
<i>Agriculture Foundation Sub-Total:</i>	492	25	84	25
<b>RURAL FOUNDATION COMPONENT</b>				
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
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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 <sup>1</sup>		
	ACREAGE <sup>5</sup>	D.U.	POP.	EMPLOY.
<i>Open Space Foundation Sub-Total:</i>	32,478	56	192	174
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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 <sup>2</sup> (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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>43,304</b>	<b>16,923</b>	<b>57,877</b>	<b>20,775</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	25,132	---	---	---
Indian Lands	0	---	---	---
Freeways	394	---	---	---
<i>Other Lands Sub-Total:</i>	25,526			
<b>TOTAL FOR ALL LANDS:</b>	<b>68,830</b>	<b>16,923</b>	<b>57,877</b>	<b>20,775</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>POLICY AREAS<sup>4</sup></b>				
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:<sup>4</sup></i>	11,586			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:<sup>5</sup></b>	<b>11,586</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND USE PLANNING AREAS</b>				
<b>BASE LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	492	25	74	25
<i>Agriculture Foundation Component Sub-Total</i>	492	25	74	25
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>43,393</b>	<b>16,293</b>	<b>49,036</b>	<b>24,284</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	25,186			
Indian Lands	0			
Freeways	279			
<i>Other Lands Sub-Total</i>	25,465			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>68,858</b>			
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				

*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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<i>The acreage and statistical data below represent possible ALTERNATE land use or build-out scenarios.</i>				
<b>OVERLAYS &amp; POLICY AREAS</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	0	0	0	0
<b>POLICY AREAS<sup>6</sup></b>				
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 Areas<sup>6</sup></i>	12,277			
<b>TOTAL AREA WITHIN SUPPLEMETNALS<sup>7</sup></b>	<b>12,277</b>			

**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

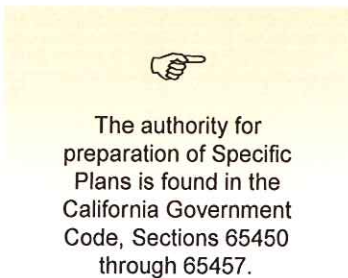


and are summarized in Table 4, *Airport Land Use Compatibility Criteria for Riverside County Guidelines (Applicable to Corona Municipal Airport)*. ~~for Airport Safety Zones for French Valley, Desert Center, Blythe, Corona, Chiriaco Summit, Banning, Desert Resorts Regional, and Riverside Airports.~~ 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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
<b>A</b>	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
<b>B1</b>	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities <sup>12</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
<b>B2</b>	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
<b>C</b>	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Deed notice required</li> </ul>
<b>D</b>	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>



Zone	Locations	Maximum Densities / Intensities				Req'd Open Land <sup>3</sup>	Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>				Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall<sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks<sup>18</sup></li> </ul>
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>	

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- <sup>1</sup>	0- <sup>1</sup>	No significant obstructions. <sup>2</sup>
ISZ—Inner-Safety-Zone	0- <sup>1</sup>	0- <sup>1</sup>	No petroleum or explosive No above grade powerlines
OSZ—Outer-Safety-Zone	Uses in structures: <sup>3</sup> 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: <sup>3</sup> 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. <sup>4</sup>
TPC—Traffic Pattern-Zone	Not Applicable	50% of gross area or 65% of net area whichever is greater	Discourage schools, auditoriums, amphitheaters, stadiums. <sup>5</sup> Discourage uses involving, as the primary activity, manufacture, storage, or distribution of explosives or flammable materials. <sup>5</sup>

**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.—Aviation easements shall be secured through dedication for all land uses permitted in any safety zone.

<sup>1</sup>—No structures permitted in ETZ or ISZ.

<sup>2</sup>—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.

<sup>3</sup>—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.

<sup>4</sup>—This does not apply to service stations involving retail sale of motor vehicle fuel if fuel storage tanks are installed underground.

<sup>5</sup>—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





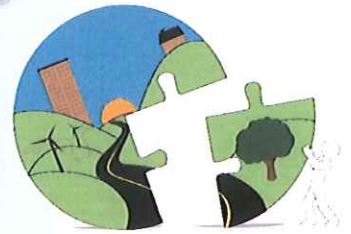




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# Western Coachella Valley Area Plan

	<ul style="list-style-type: none"> <li>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.)</li> </ul>
Watercourse Overlay (WCO)	<ul style="list-style-type: none"> <li><del>The Watercourse Overlay designates watercourses, including natural or controlled stream channels and flood control channels.</del></li> </ul>
Historic District Overlay (HDO)	<ul style="list-style-type: none"> <li>This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.</li> </ul>
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> <li>Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.</li> </ul>
Policy Areas	<ul style="list-style-type: none"> <li>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.</li> </ul>

**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 <sup>1</sup>			
	AREA ACREAGE <sup>2</sup>	D.U.	POP.	EMPLOY.
<b>LAND USE ASSUMPTIONS AND CALCULATIONS<sup>3</sup></b>				
<b>LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>AGRICULTURE FOUNDATION COMPONENT</b>				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
<b>RURAL FOUNDATION COMPONENT</b>				
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
<b>RURAL COMMUNITY FOUNDATION COMPONENT</b>				
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
<b>OPEN SPACE FOUNDATION COMPONENT</b>				
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
<b>COMMUNITY DEVELOPMENT FOUNDATION COMPONENT</b>				
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



## Western Coachella Valley Area Plan

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 <sup>2</sup> (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) <sup>3</sup>	0	0	0	0
Mixed Use Planning Area (MUPA) <sup>4</sup>	42	0	0	679
<i>Community Development Foundation Sub-Total:</i>	20,223	53,780	130,792	77,194
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:</b>	<b>236,894</b>	<b>59,691</b>	<b>145,168</b>	<b>77,545</b>
<b>NON-COUNTY JURISDICTION LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities	173,385	---	---	---
Indian Lands	9,230	---	---	---
Freeways	1,629	---	---	---
<i>Other Lands Sub-Total:</i>	184,244			
<b>TOTAL FOR ALL LANDS:</b>	<b>421,138</b>	<b>59,691</b>	<b>145,168</b>	<b>77,545</b>
<b>SUPPLEMENTAL LAND USE PLANNING AREAS</b>				
<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>				
<b>OVERLAYS AND POLICY AREAS</b>				
<b>OVERLAYS<sup>4, 5</sup></b>				
Rural Village Overlay	115			
<i>Total Area Subject to Overlays:<sup>4, 5</sup></i>	115			
<b>POLICY AREAS<sup>6</sup></b>				
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:<sup>6</sup></i>	68,044			
<b>TOTAL AREA WITHIN SUPPLEMENTALS:</b>	<b>68,159</b>			

**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 <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>BASE LAND-USE PLANNING AREAS</b>				
<b>BASE LAND-USE DESIGNATIONS BY FOUNDATION COMPONENTS</b>				
<b>Agriculture Foundation Component</b>				
Agriculture (AG)	35	2	5	2
<i>Agriculture Foundation Component Sub-Total</i>	35	2	5	2
<b>Rural Foundation Component</b>				
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
<b>Rural Community Foundation Component</b>				
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
<b>Open Space Foundation Component</b>				
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
<b>Community Development Foundation Component</b>				
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) <sup>2</sup>	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) <sup>3</sup>	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
<b>SUB-TOTAL FOR ALL FOUNDATION COMPONENT USES</b>	<b>236,962</b>	<b>57,364</b>	<b>170,366</b>	<b>89,269</b>
<b>NON-COUNTY LAND USES</b>				
<b>OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION</b>				
Cities-	156,802			
Indian Lands	9,227			
Freeways	1,629			
<i>Other Lands Sub-Total</i>	167,658			
<b>TOTAL FOR ALL BASE LANDS</b>	<b>404,620</b>			



# Western Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS <sup>1</sup>		
	Acreage	Dwelling Units	Population	Employment
<b>SUPPLEMENTAL LAND USE PLANNING AREA</b>				
<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>				
<b>OVERLAYS &amp; POLICY AREA</b>				
<b>OVERLAYS<sup>4,5</sup></b>				
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<sup>4,5</sup></i>	<i>115</i>	<i>71</i>	<i>211</i>	<i>60</i>
<b>POLICY AREAS<sup>6</sup></b>				
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 Areas<sup>6</sup></i>	<i>33,640</i>	<i>---</i>	<i>---</i>	<i>---</i>
<b>TOTAL AREA WITHIN SUPPLEMENTALS<sup>7</sup></b>	<b>33,755</b>	<b>---</b>	<b>---</b>	<b>---</b>

**FOOTNOTES:**

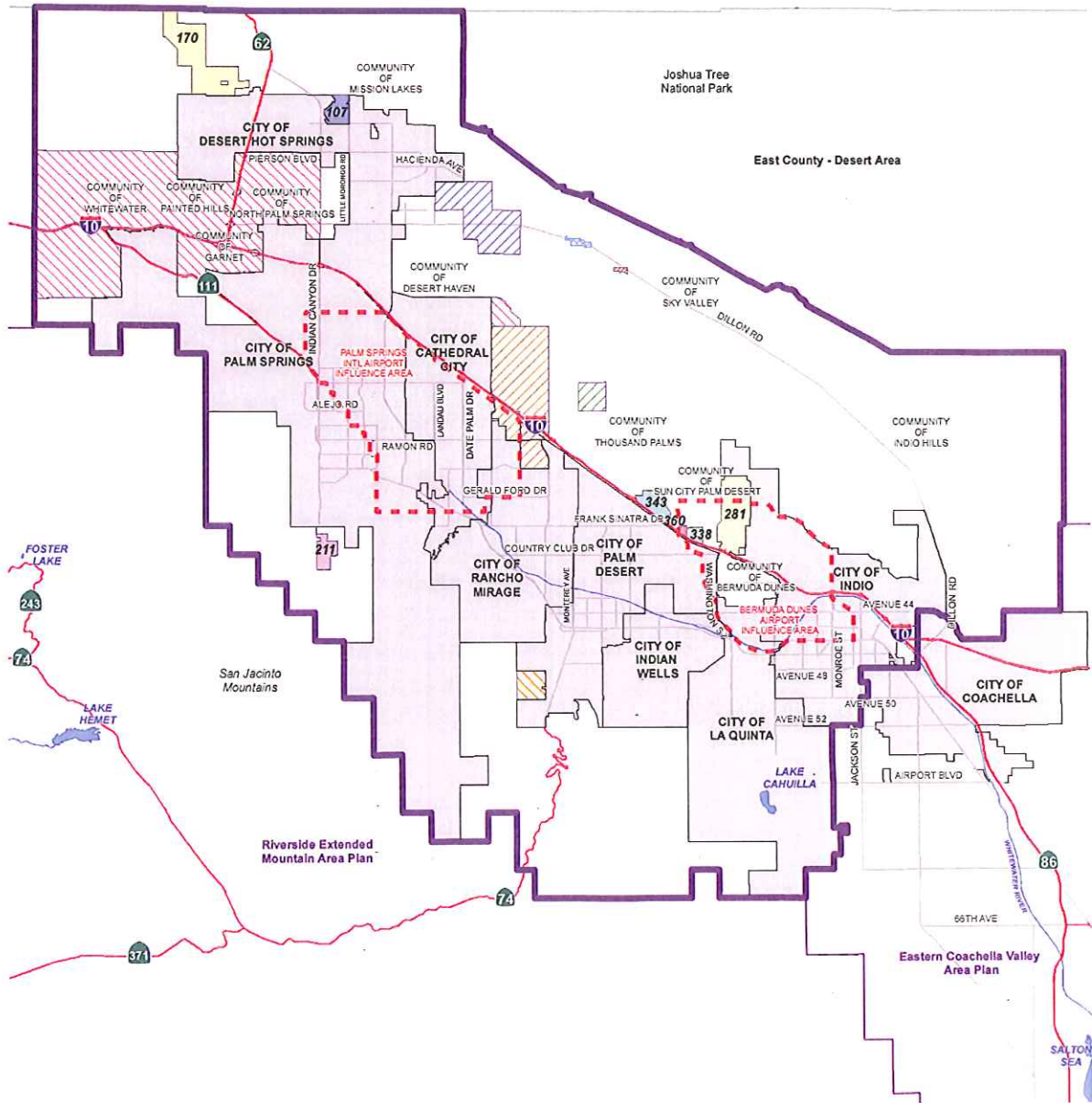
- 1 — Statistical calculations are based on the midpoint for the theoretical range of build-out projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 — For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 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
- Hot Springs Policy Area
- Rancho Mirage Sphere Of Influence Policy Area
- San Gorgonio Pass Wind Energy Policy Area
- Section 8 Sand Source Policy Area
- Sky Valley Mobile Home & Rv Parks Policy Area
- Sky Valley Rural Village Overlay
- Airport Influence Areas
- Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

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
<del>Coral Mountain</del>	<del>218</del>
<del>Adams 34 Ranch</del>	<del>234</del>
<del>Sun City Palm Desert Del Webb's Sun City</del>	281
The Mirasera	338
<del>Desert Dunes</del>	<del>336</del>
Valante	360

Source: Riverside County Planning Department.

<sup>a</sup> 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<sup>1,2</sup>**

Safety Zone	Maximum Population Density	Maximum Coverage by Structures	Land Use
Area I	0. <sup>3</sup>	0. <sup>3</sup>	No significant obstructions. <sup>4</sup> No petroleum or explosives No above-grade powerlines
Area II	Uses in Structures: <sup>5</sup> 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: <sup>5</sup> 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. <sup>6</sup>
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. <sup>6</sup>

<sup>1</sup> 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) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>All structures except ones with location set by aeronautical function</li> <li>Assemblages of people</li> <li>Objects exceeding FAR Part 77 height limits</li> <li>Storage of hazardous materials</li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Avigation easement dedication</li> </ul>
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Places of worship</li> <li>Bldgs with &gt;2 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses<sup>10</sup></li> <li>Aboveground bulk storage of hazardous materials<sup>11</sup></li> <li>Critical community infrastructure facilities<sup>12</sup></li> <li>Hazards to flight<sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from extended runway centerline</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> <li>Same as Zone B1</li> </ul>	<ul style="list-style-type: none"> <li>Locate structures maximum distance from runway</li> <li>Minimum NLR of 25 dB in residences (including mobile homes) and office buildings<sup>13</sup></li> <li>Airspace review required for objects &gt;35 feet tall<sup>14</sup></li> <li>Avigation easement dedication</li> </ul>



Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
			Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>			
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>Children's schools, day care centers, libraries</li> <li>Hospitals, nursing homes</li> <li>Bldgs with &gt;3 aboveground habitable floors</li> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Deed notice required</li> </ul>
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.) <sup>19</sup>	100	300	390	10%	<ul style="list-style-type: none"> <li>Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>Deed notice required</li> </ul>
E	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	<ul style="list-style-type: none"> <li>Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;100 feet tall <sup>15</sup></li> <li>Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup></li> </ul>
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> <li>Same as Underlying Compatibility Zone</li> </ul>	<ul style="list-style-type: none"> <li>Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>Avigation easement dedication</li> </ul>

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.

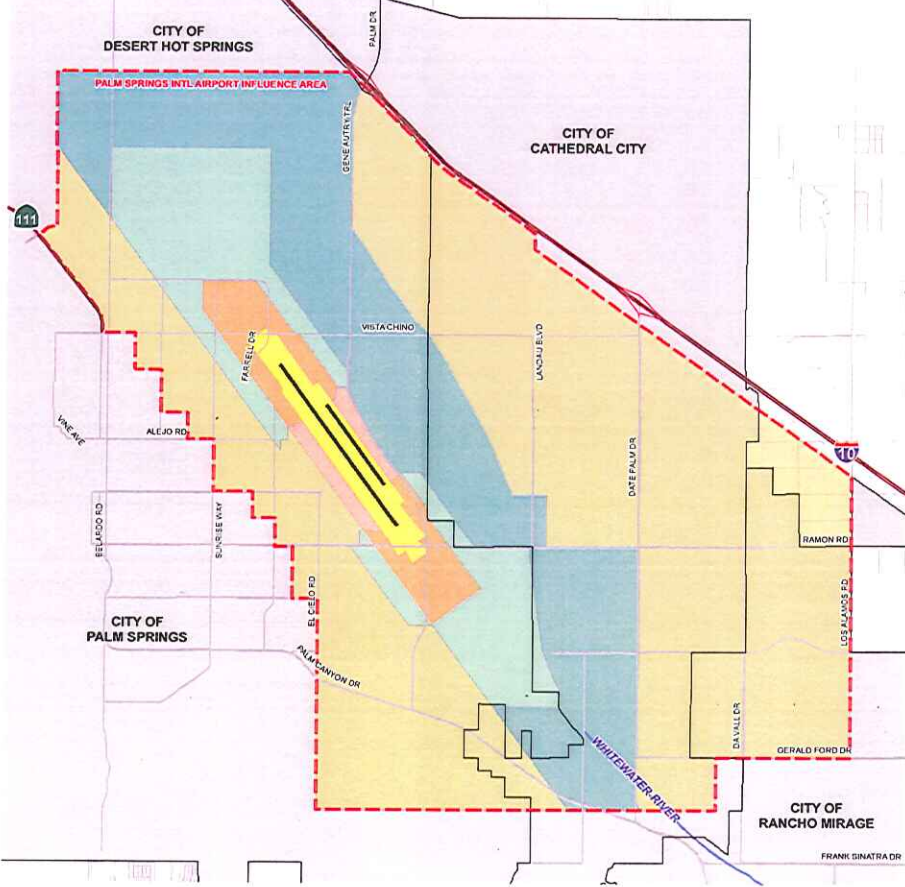
The Village would consist of a small commercial/public use core area, with the remainder consisting of single family residential development and open space.

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.

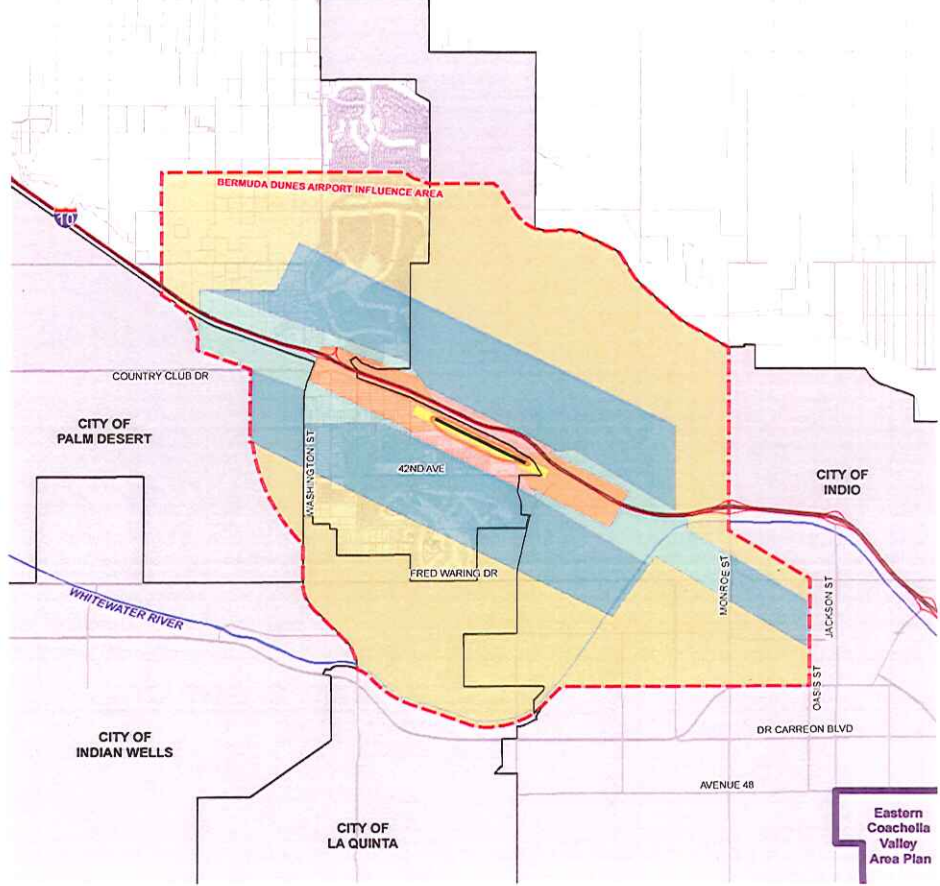
**Policies:**

- 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 B1
  - Zone D
  - Airport Runways
  - Zone B2
  - Zone E
  - Highways
  - Area Plan Boundary

- City Boundary
- Waterbodies

Figure 5

December 16, 2013  
 Miles  
 0 0.75 1.5

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.





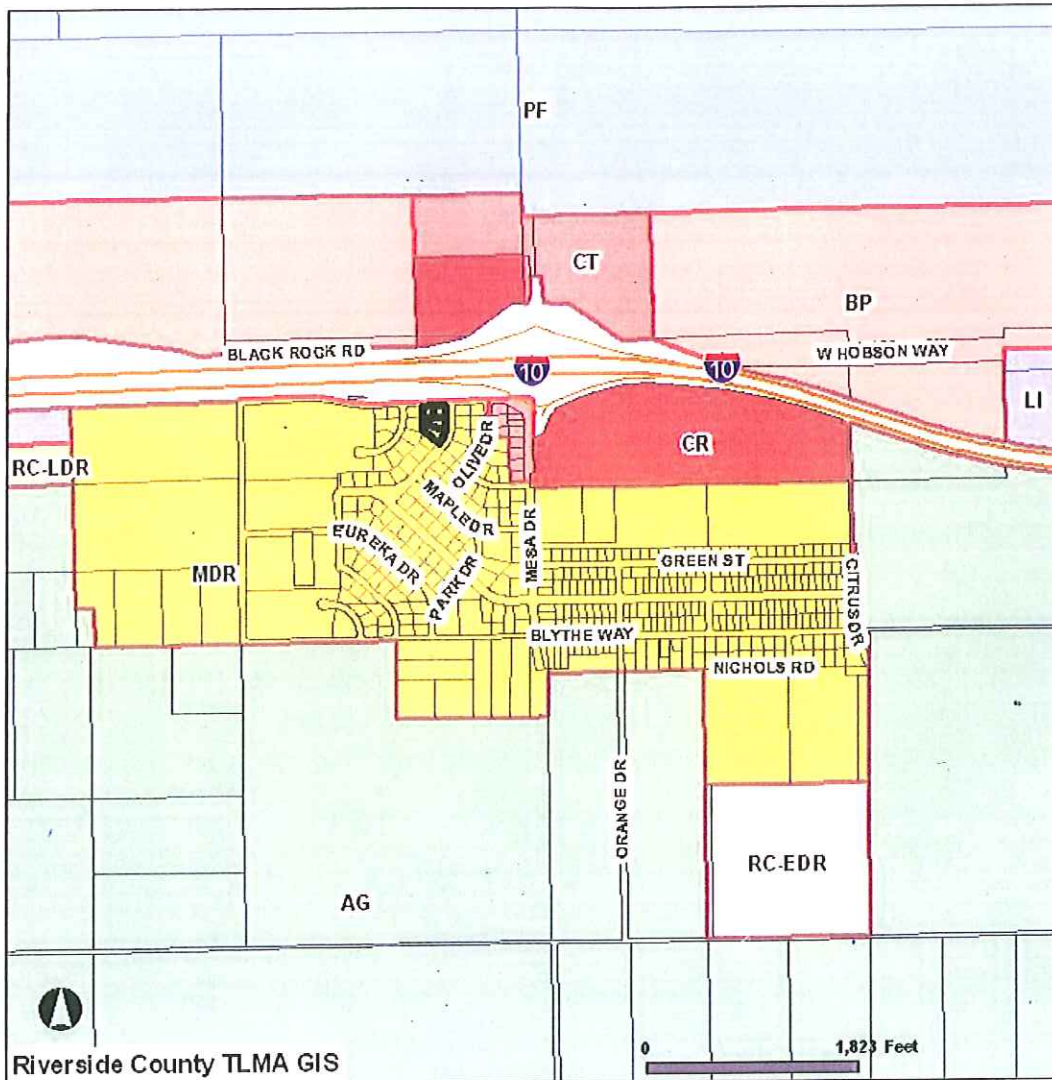
## **AGENDA ITEM 2.1: STAFF REPORT SUPPLEMENT B**

### **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\***

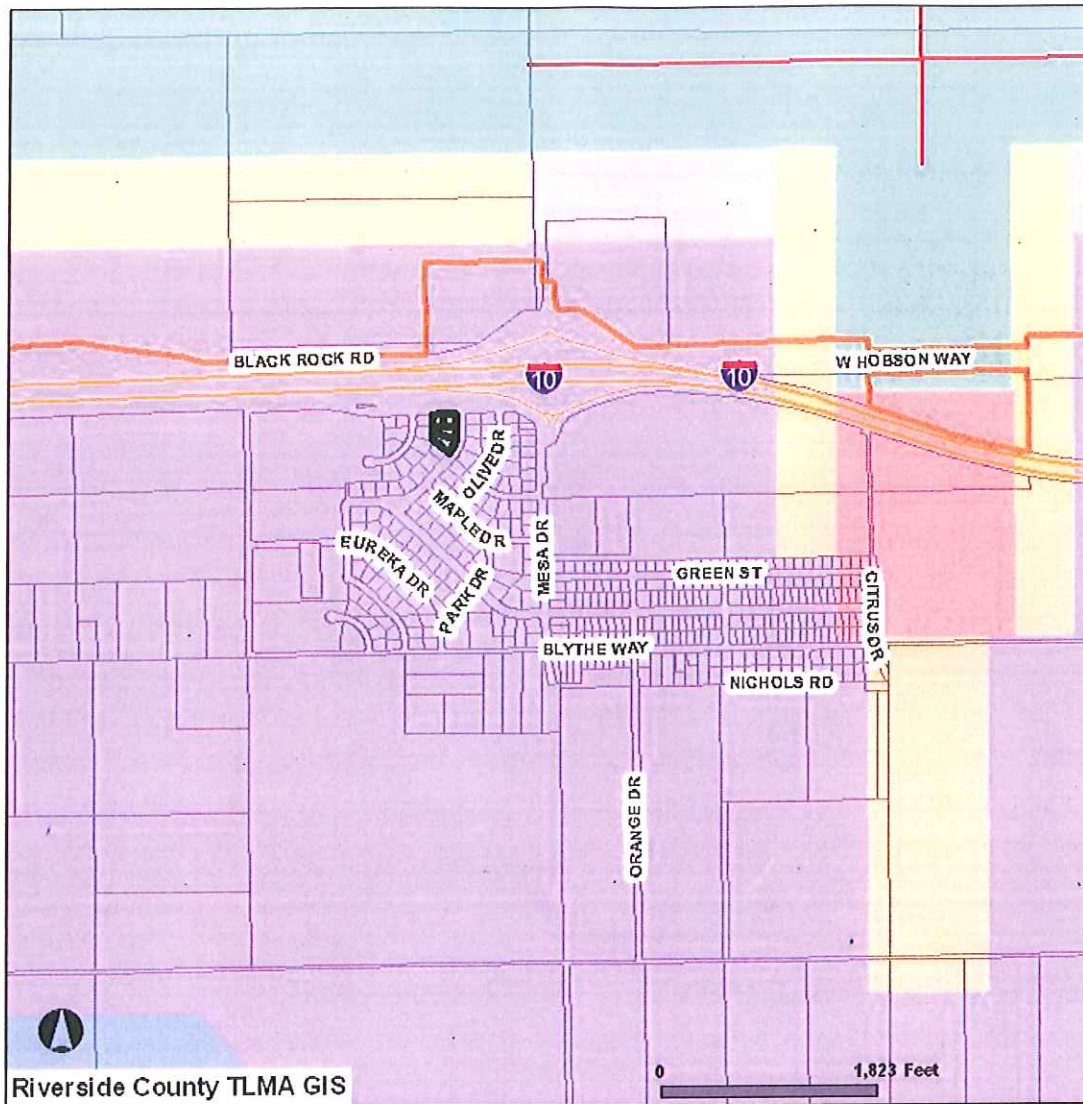
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RIVERSIDE COUNTY GIS



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\***

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

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
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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



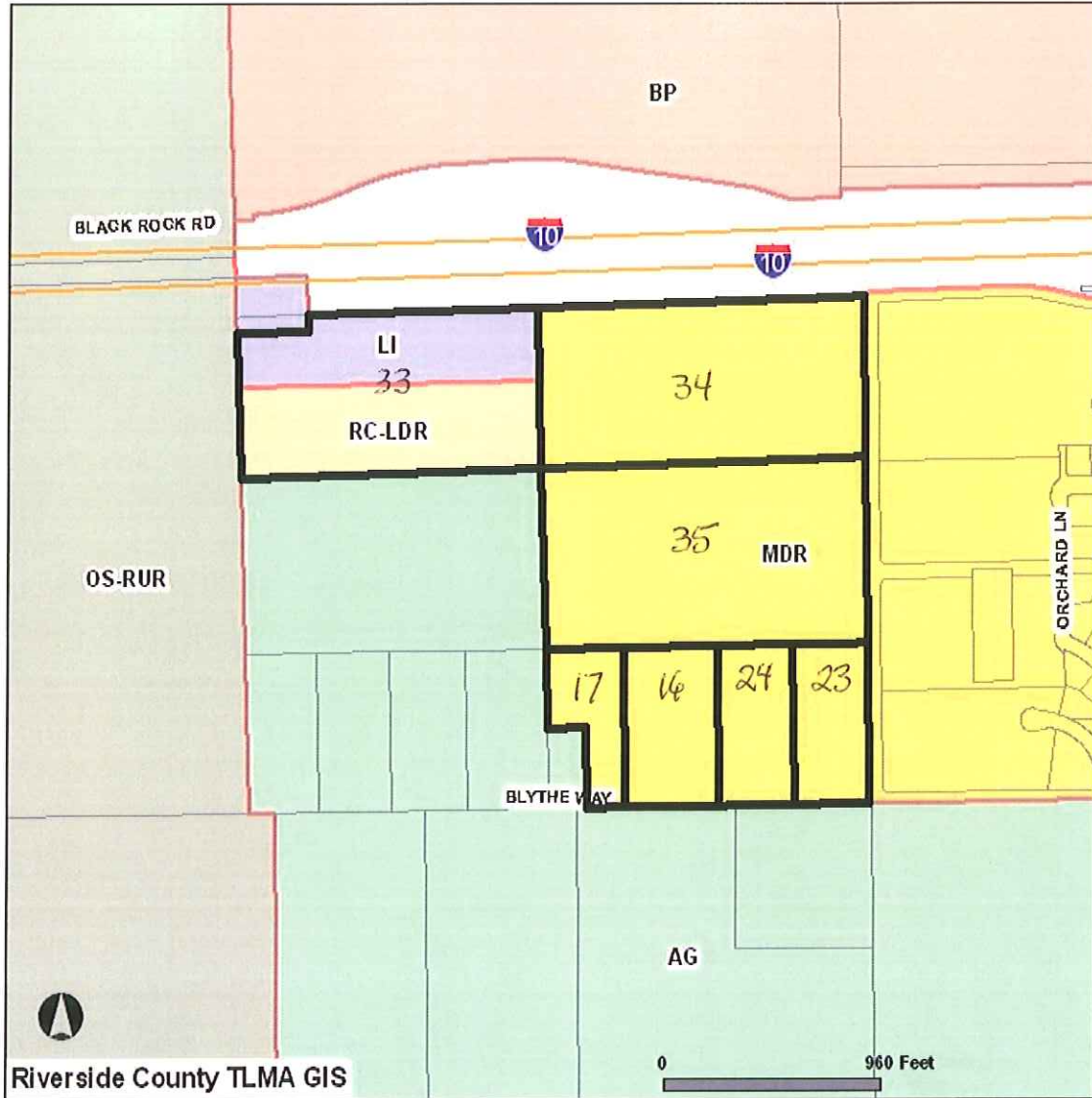
PROJECT_ID	APNs	ACRES	CURR: LUD	IDD_USE	CURR POLICY	PROPOSED LUD	NEW POLICY	AREA PLAN
BLYTHE ALUC	824062004	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062005	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062006	0.17	MDR	resi: sfr		MHDR		PVVAP
BLYTHE ALUC	824062007	0.18	MDR	resi: sfr		MHDR		PVVAP
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):  
 818-242-016 818-242-017 818-242-023 818-242-024 818-242-033 818-242-034 818-242-035

LAND USE

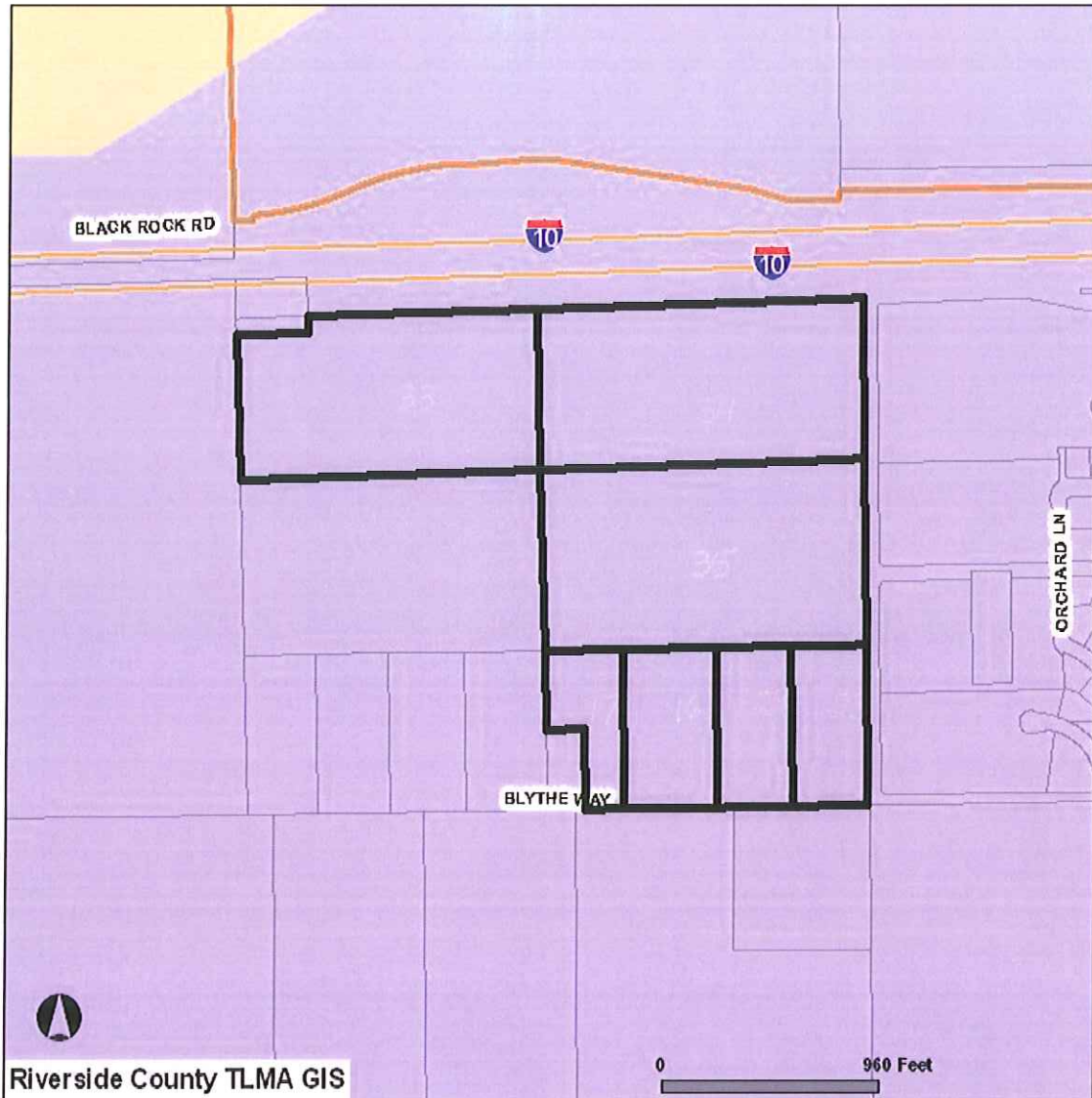
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|---------------------------|--|-----------------------|----------------------------------|
| SELECTED PARCEL           | INTERSTATES  | HIGHWAYS              | PARCELS                          |
| AG - AGRICULTURE          | BP - BUSINESS PARK                                 | 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

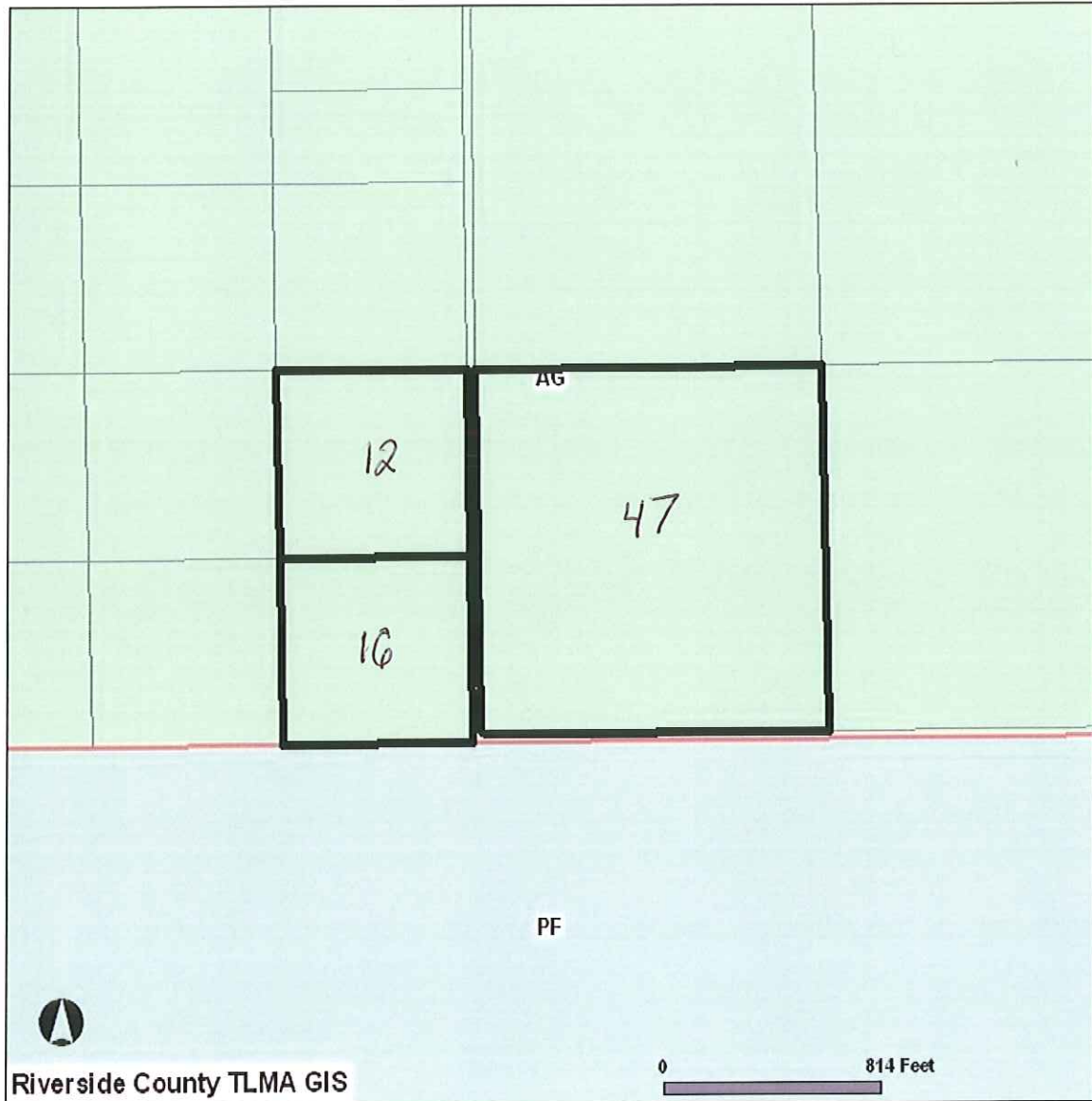
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Version 131127

RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 821-080-012 821-080-016 821-080-047

**LAND USE**

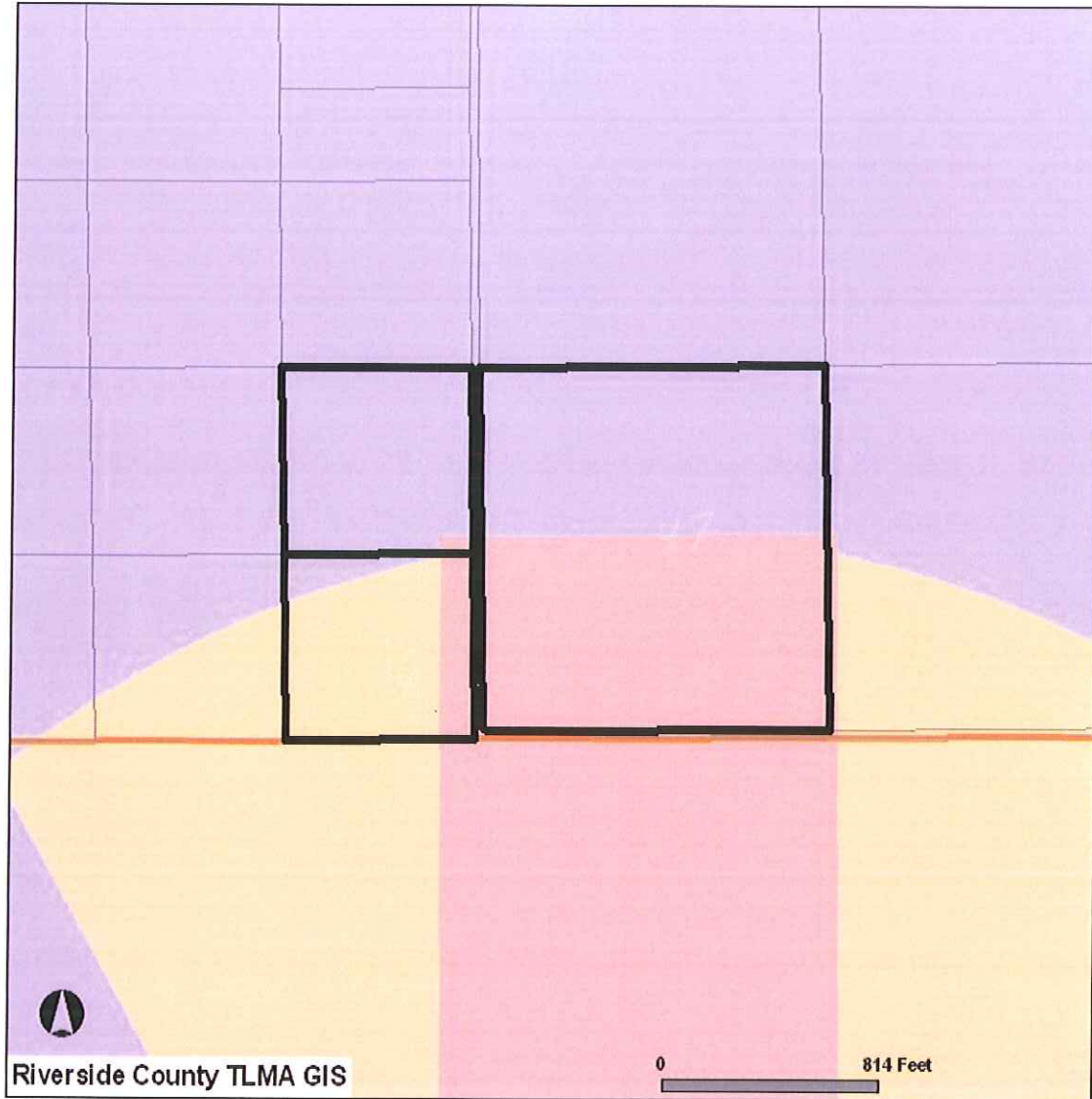
- SELECTED PARCEL
- AG - AGRICULTURE
-  INTERSTATES
-  PF - PUBLIC FACILITIES
-  HIGHWAYS
- PARCELS

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 Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 821-080-012 821-080-016 821-080-047

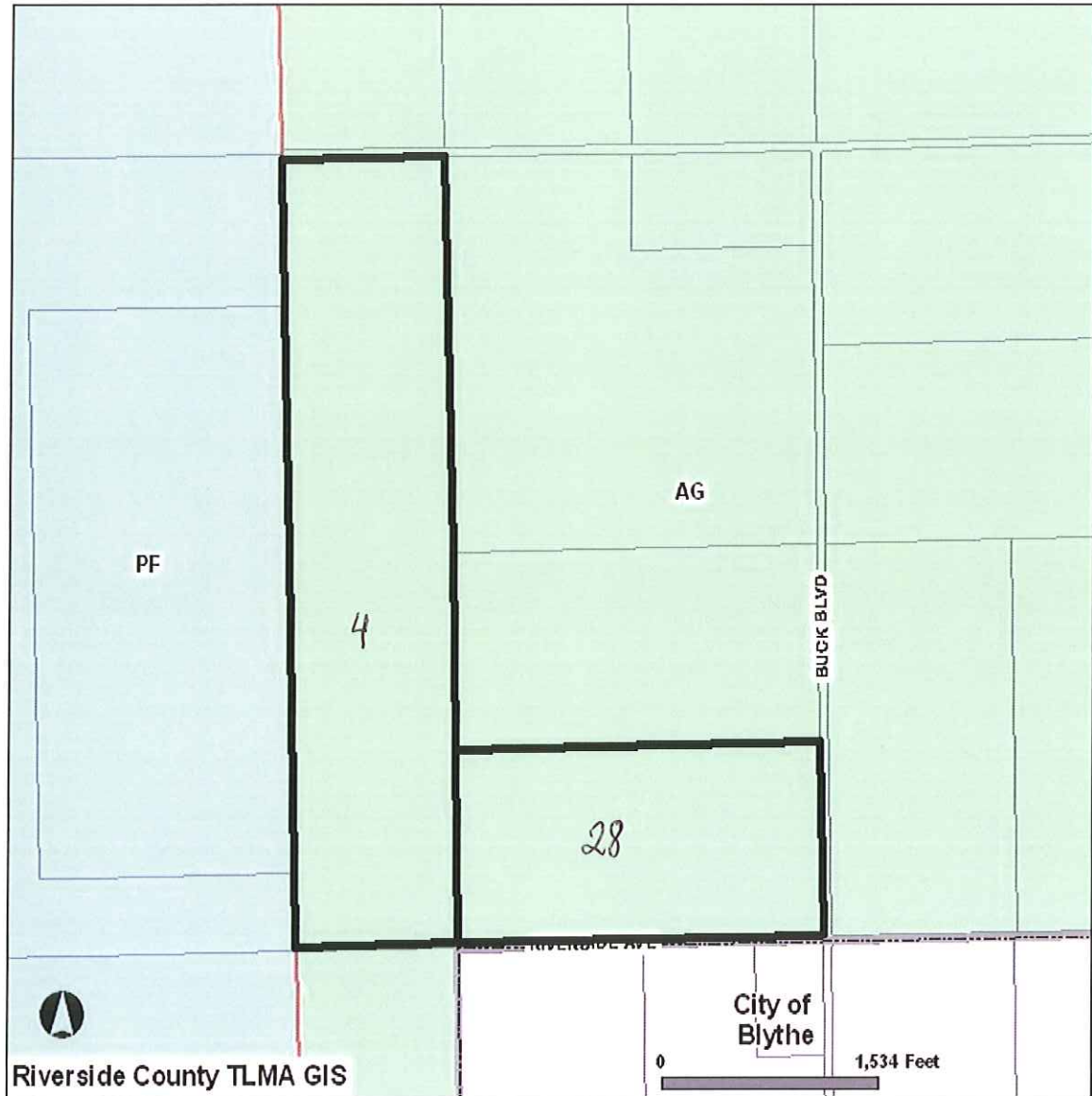
**AIRPORTS**

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

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 Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
821-110-004 821-120-028

LAND USE

- SELECTED PARCEL
- PARCELS
-  INTERSTATES
-  AG - AGRICULTURE
-  HIGHWAYS
-  PF - PUBLIC FACILITIES
- CITY

**\*IMPORTANT\***

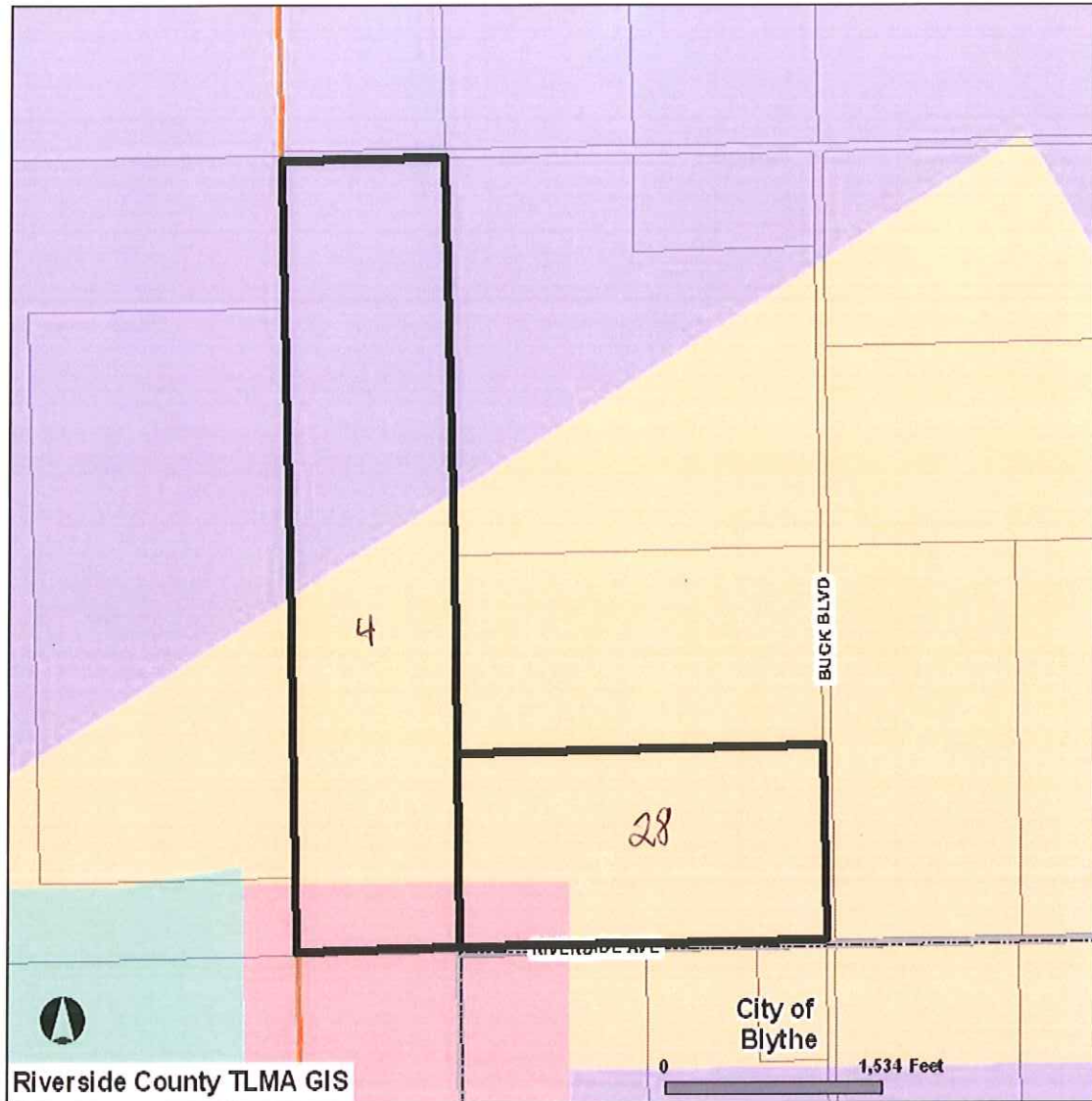
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
821-110-004 821-120-028

**AIRPORTS**

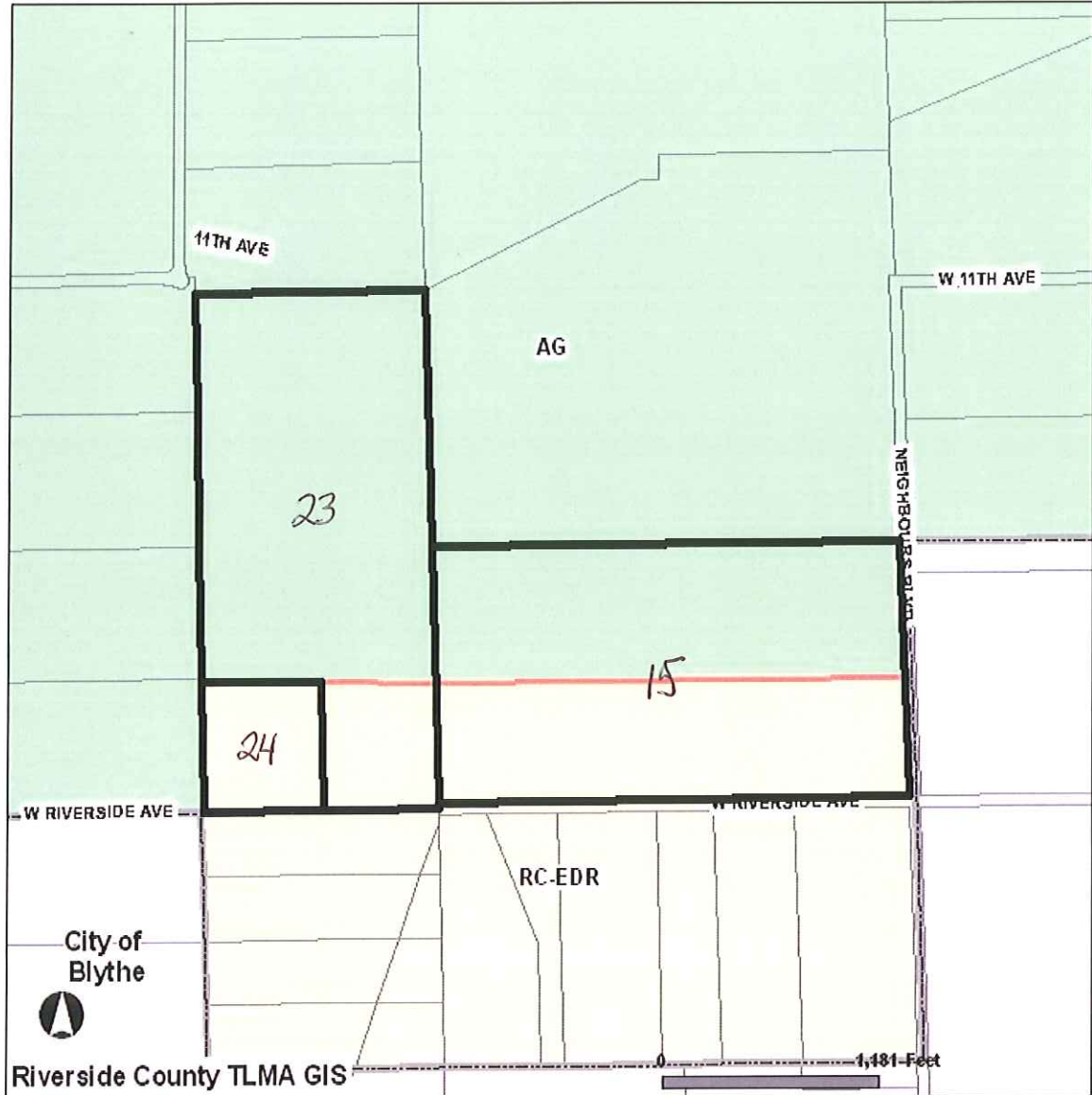
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|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL       | INTERSTATES             | HIGHWAYS             | PARCELS              |
| AIRPORT RUNWAYS       | AIRPORT INFLUENCE AREAS |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

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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

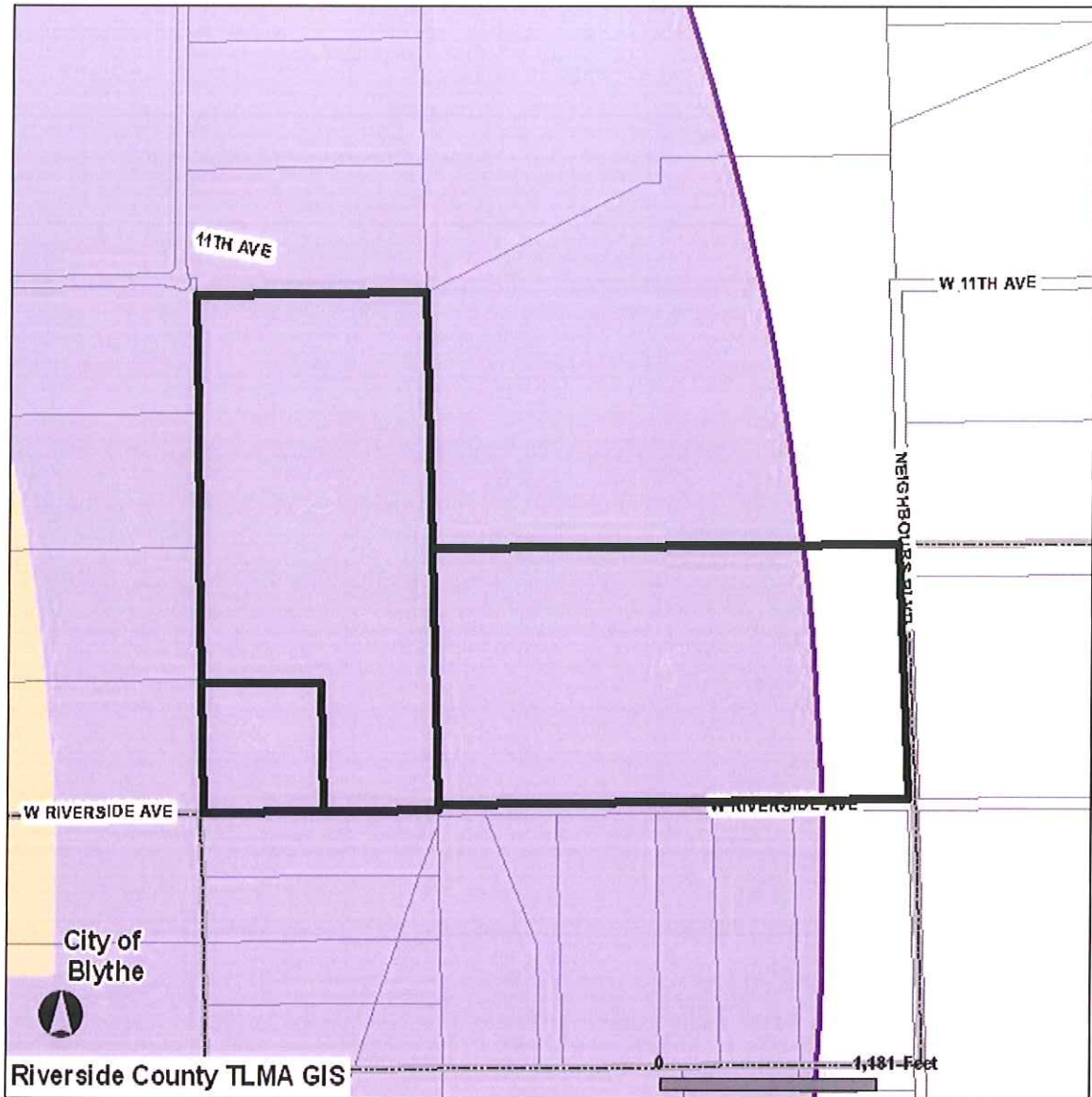
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Version 131127



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

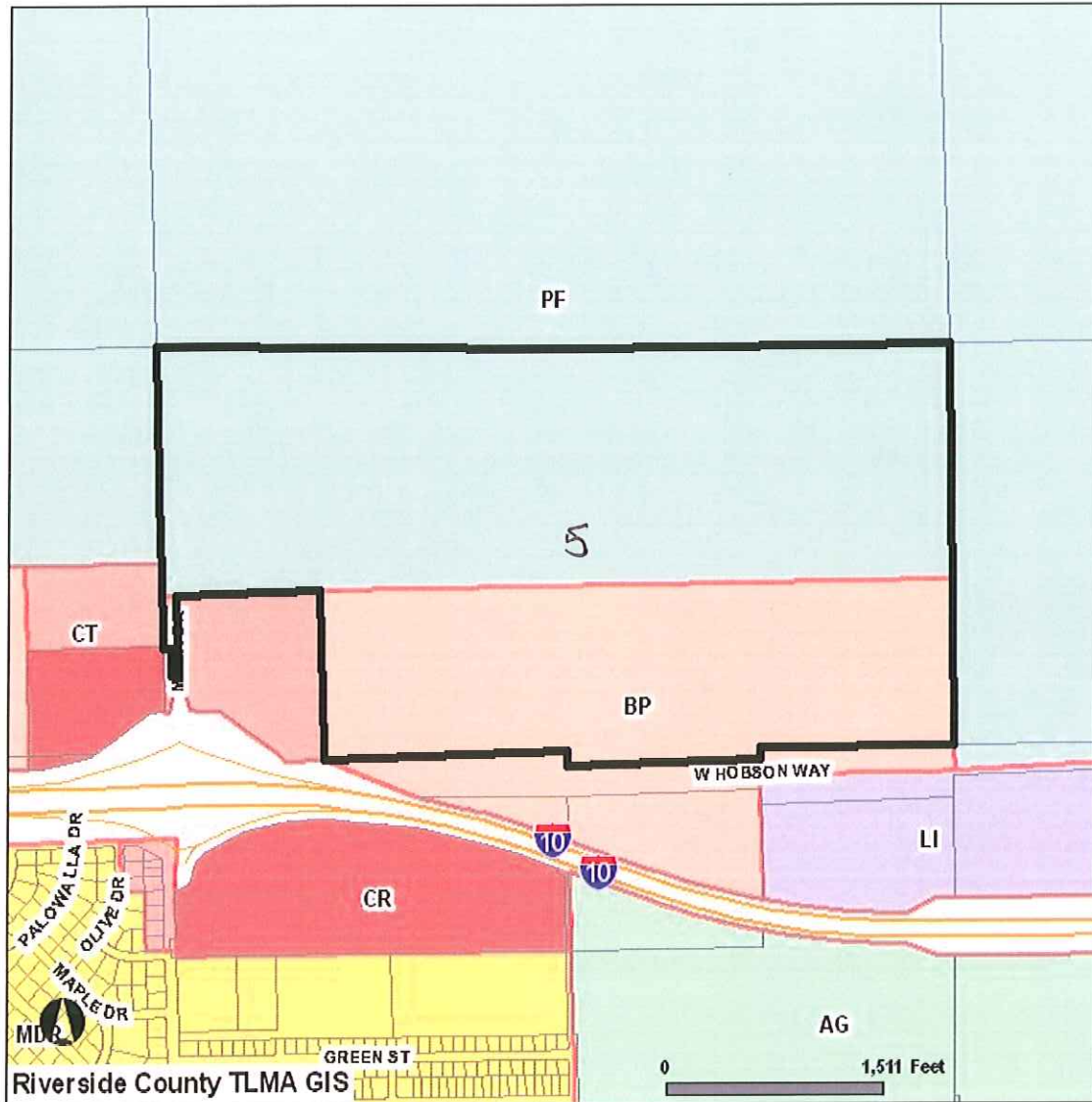
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Version 131127

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\***

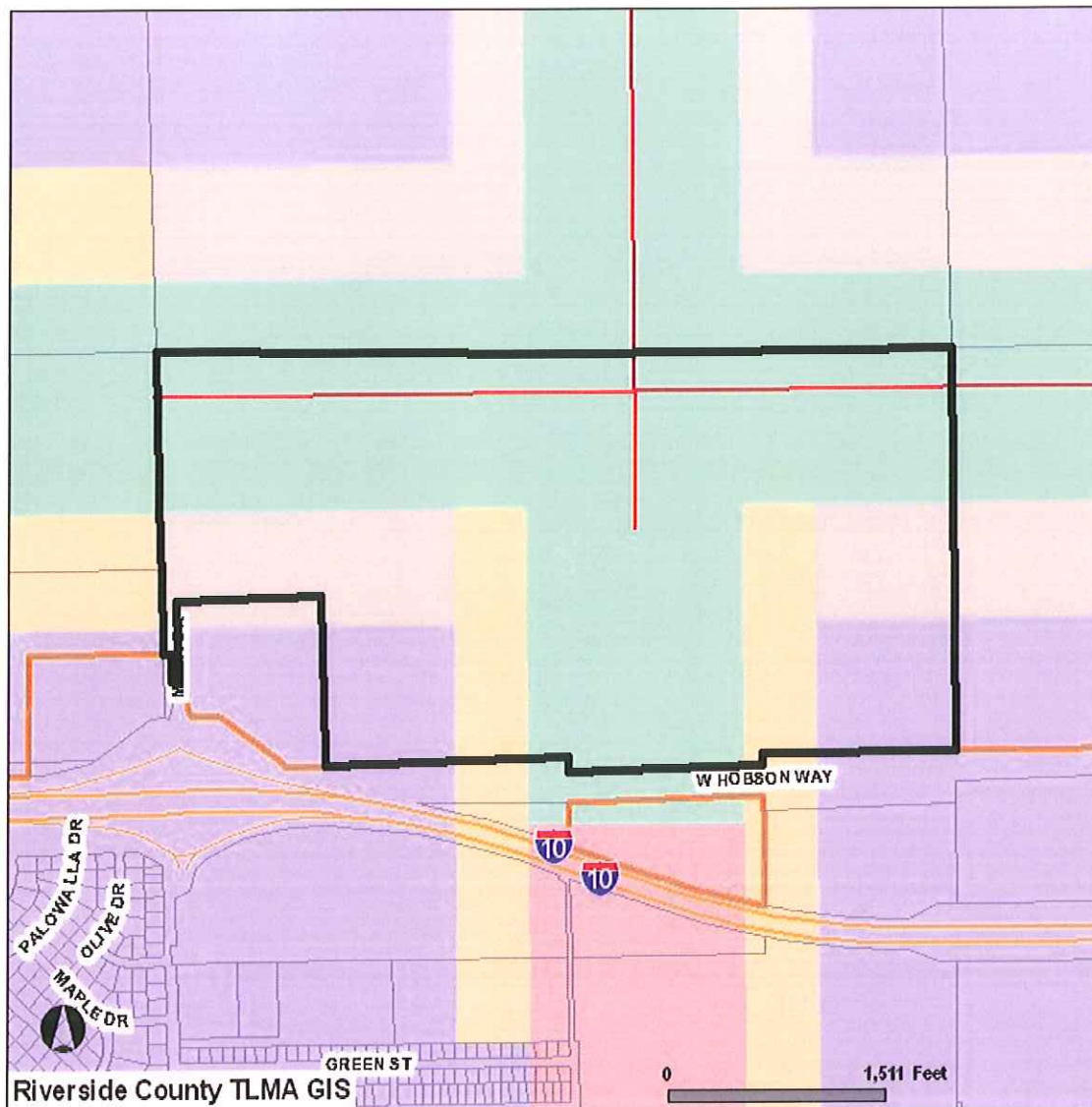
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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



RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-020-005

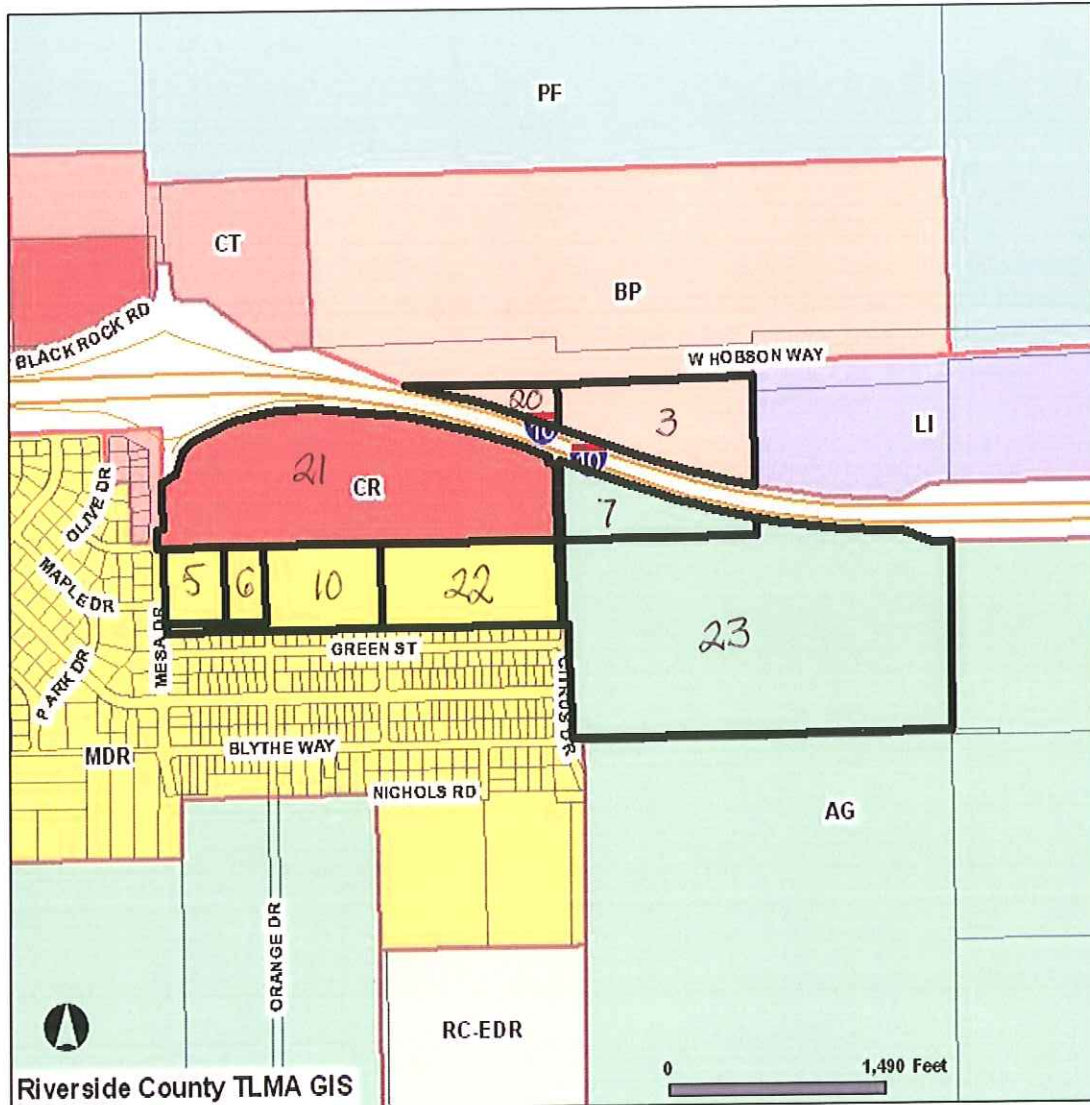
AIRPORTS

- |                       |                         |                      |                      |
|-----------------------|-------------------------|----------------------|----------------------|
| 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 |

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
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 824-030-022 824-030-023

LAND USE

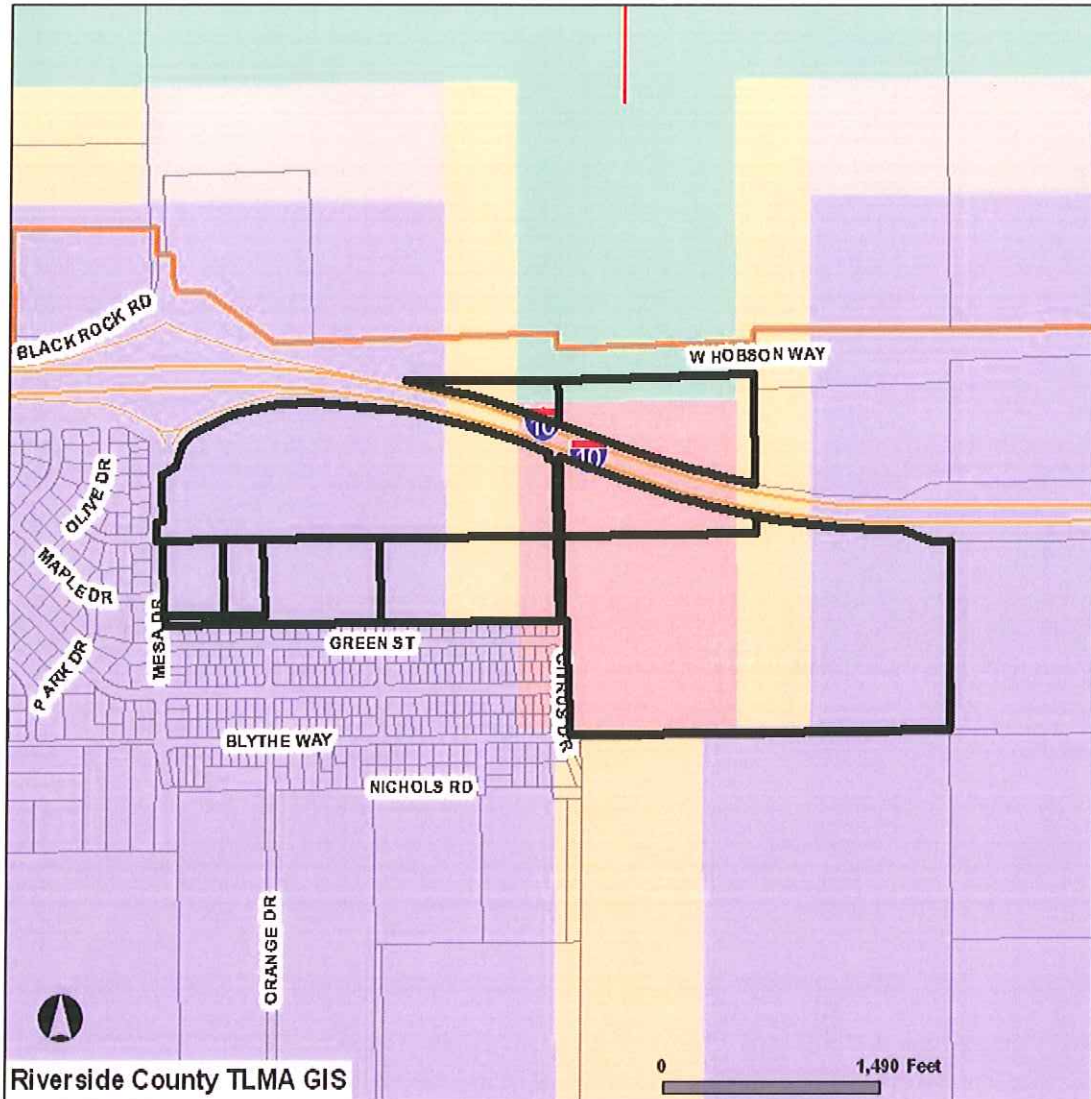
- |                       |                                  |                        |                         |
|-----------------------|----------------------------------|------------------------|-------------------------|
| SELECTED PARCEL       | INTERSTATES                      | HIGHWAYS               | PARCELS                 |
| AG - AGRICULTURE      | BP - BUSINESS PARK               | CR - COMMERCIAL RETAIL | CT - COMMERCIAL TOURIST |
| LI - LIGHT INDUSTRIAL | MDR - MEDIUM DENSITY RESIDENTIAL | PF - PUBLIC FACILITIES |                         |

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 Version 131127



RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

0 1,490 Feet

Selected parcel(s):

824-030-003 824-030-005 824-030-006 824-030-007 824-030-010 824-030-020 824-030-021  
824-030-022 824-030-023

AIRPORTS

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

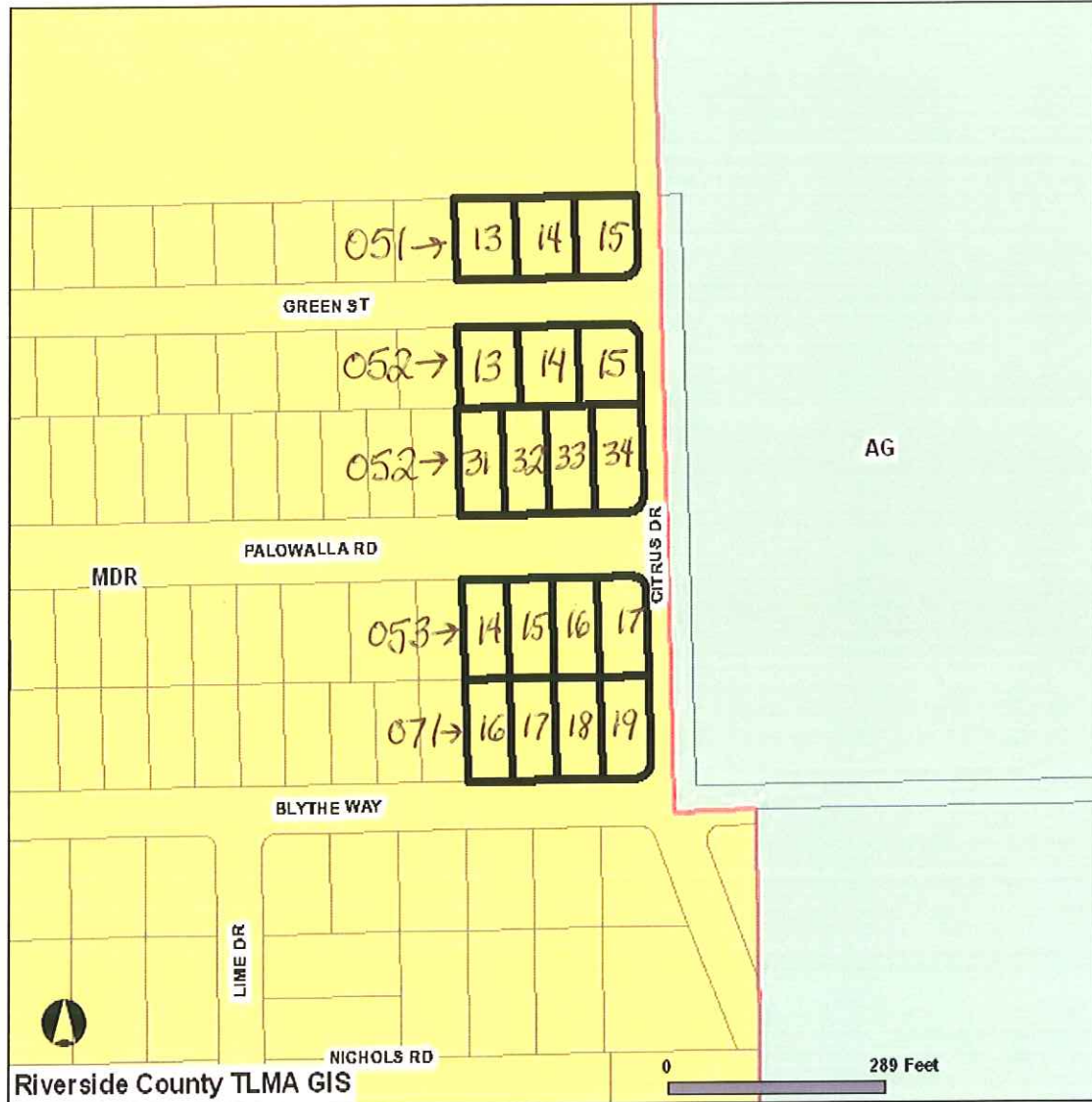
**\*IMPORTANT\***

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Version 131127

RIVERSIDE COUNTY GIS



**Selected parcel(s):**

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

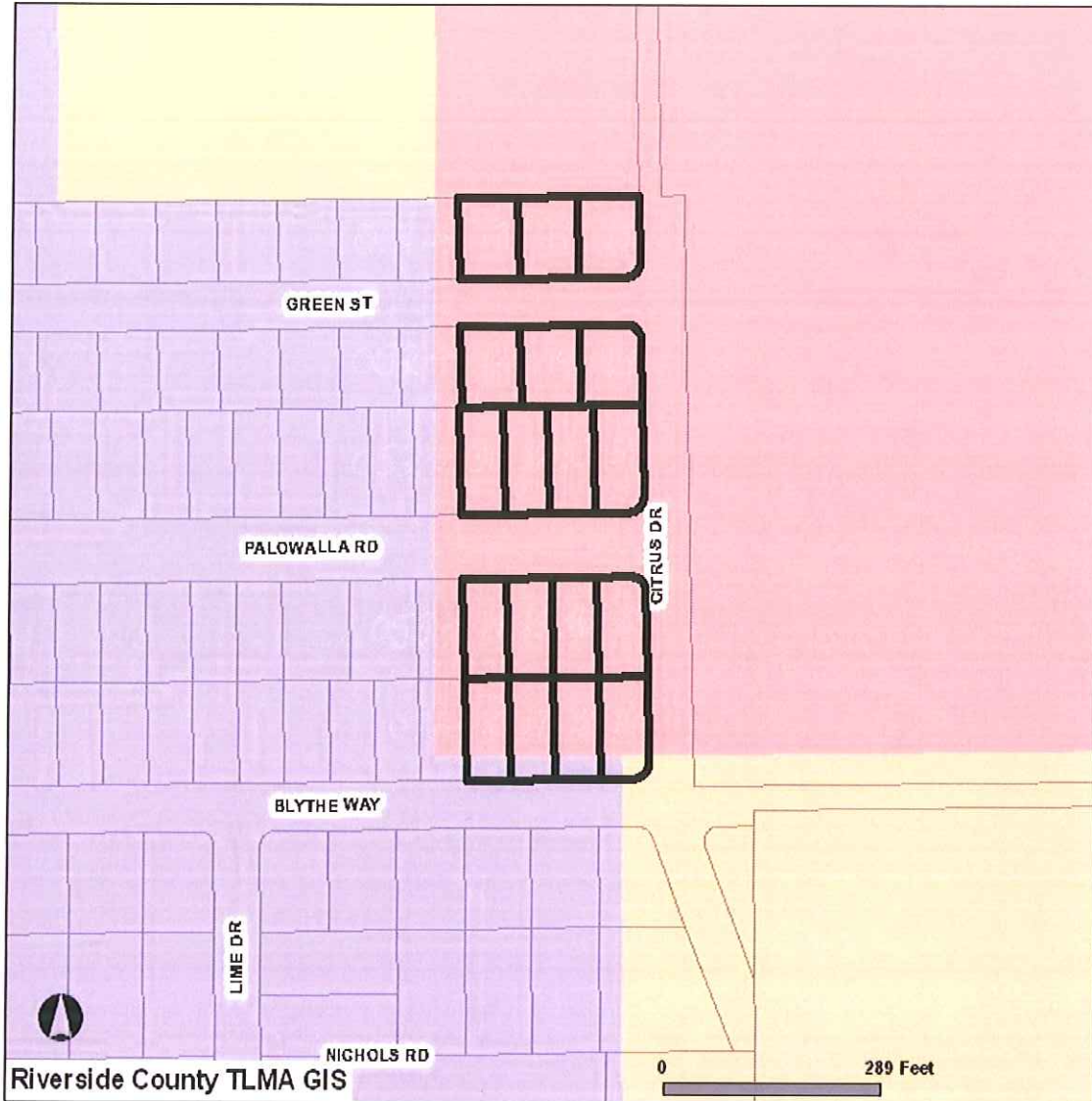
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RIVERSIDE COUNTY GIS



**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
- INTERSTATES
- HIGHWAYS
- PARCELS
- AIRPORT INFLUENCE AREAS
- COMPATIBLTY ZONE B1
- COMPATIBLTY ZONE C
- COMPATIBLTY ZONE D

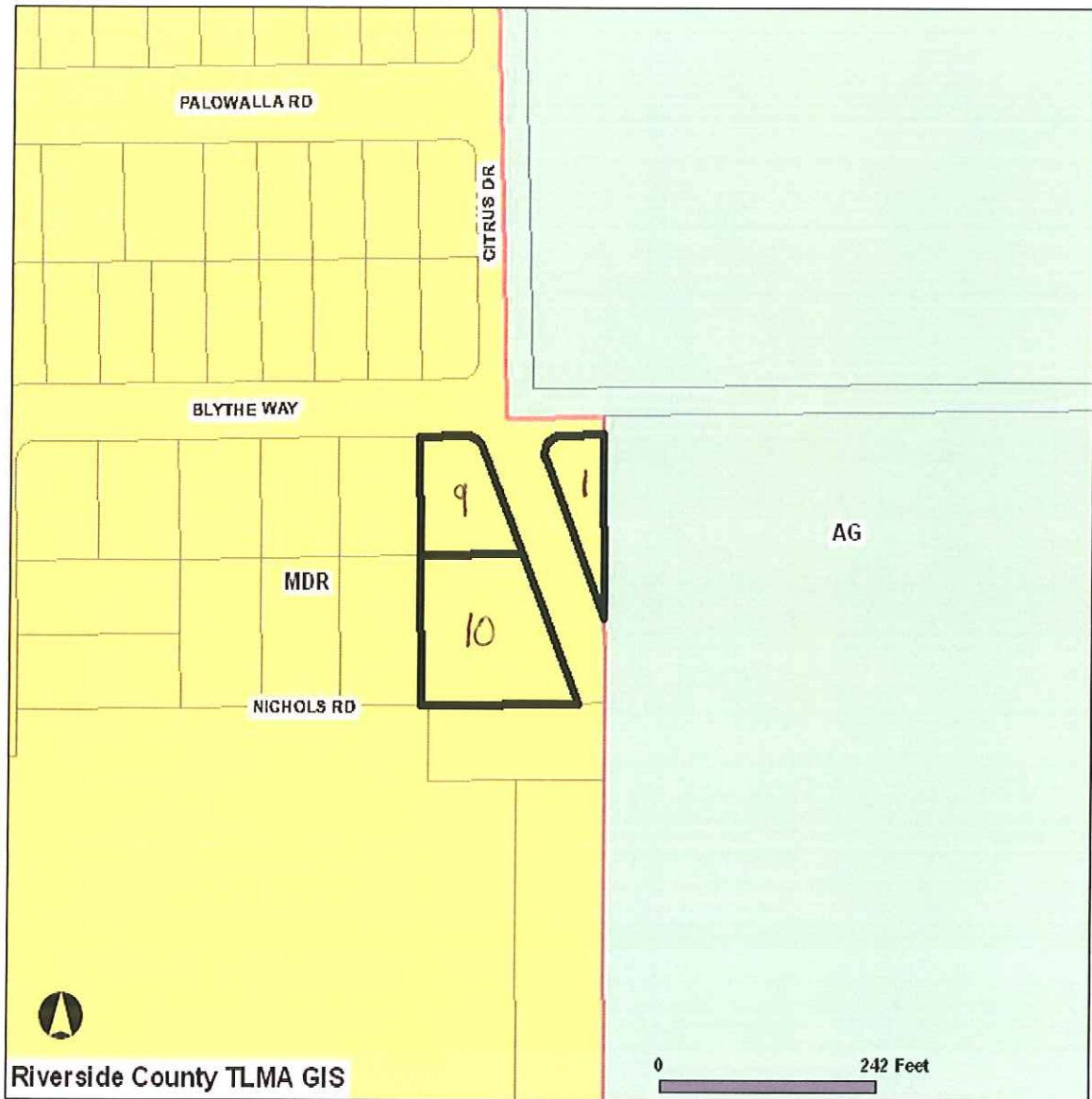
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 824-073-009 824-073-010 824-074-001

**LAND USE**

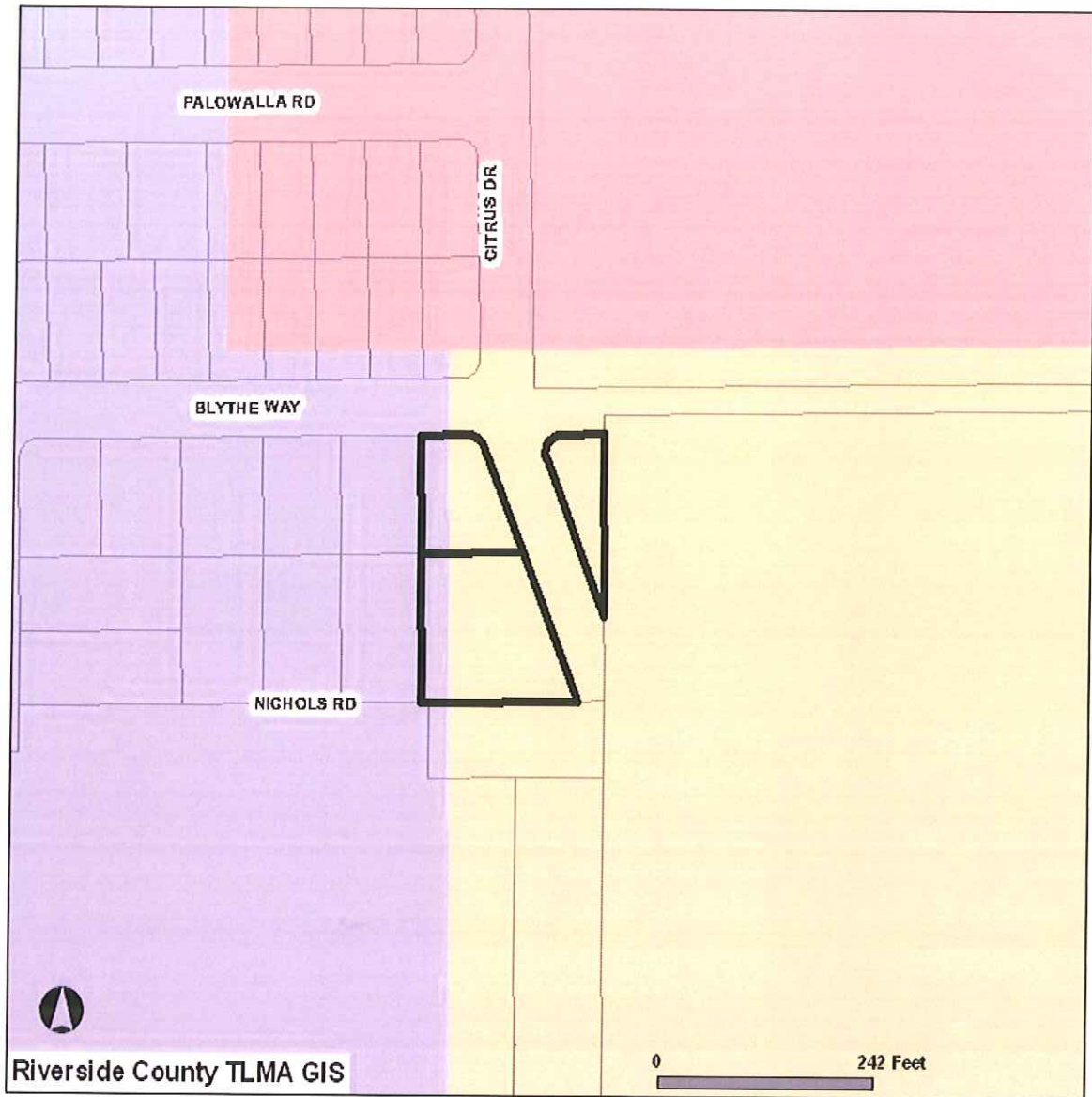
- SELECTED PARCEL
- AG - AGRICULTURE
-  INTERSTATES
-  MDR - MEDIUM DENSITY RESIDENTIAL
-  HIGHWAYS
- PARCELS

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 Version 131127



RIVERSIDE COUNTY GIS



**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

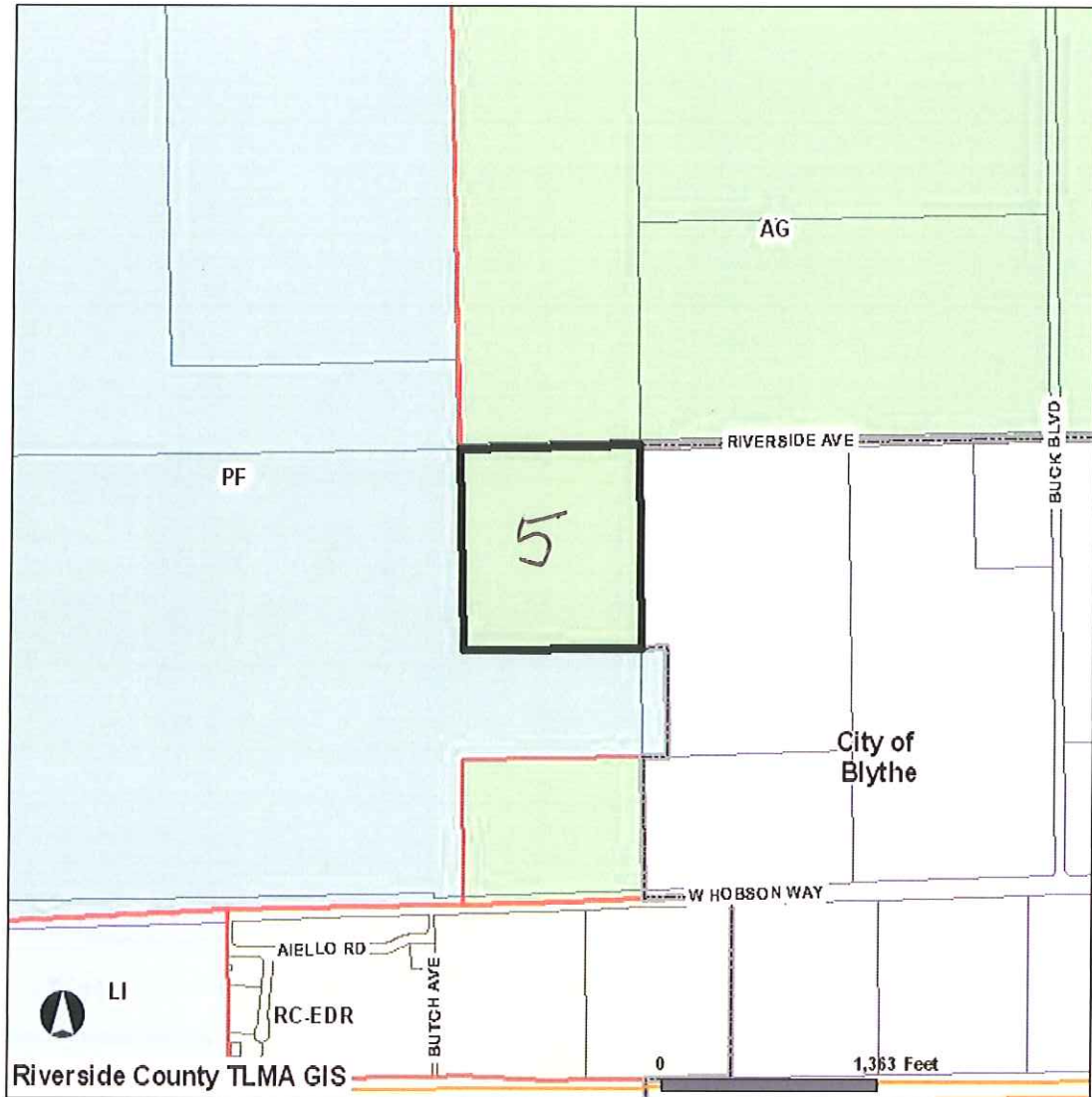
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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-080-005

LAND USE

- SELECTED PARCEL
- PARCELS
- INTERSTATES
- AG - AGRICULTURE
- HIGHWAYS
- LI - LIGHT INDUSTRIAL
- CITY
- PF - PUBLIC FACILITIES
- EDR-RC - RURAL COMMUNITY  
- ESTATE DENSITY  
RESIDENTIAL

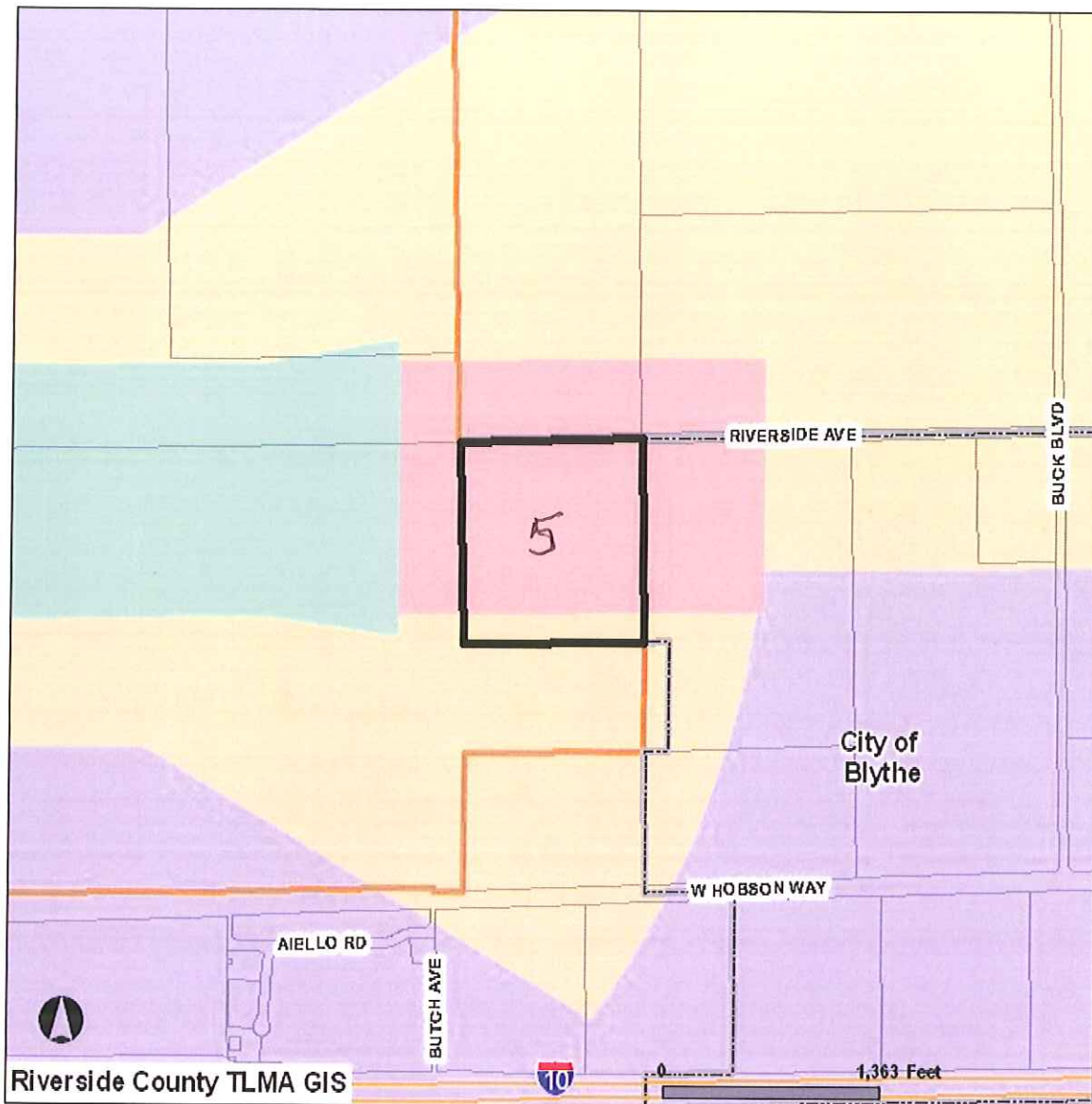
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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-080-005

AIRPORTS

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

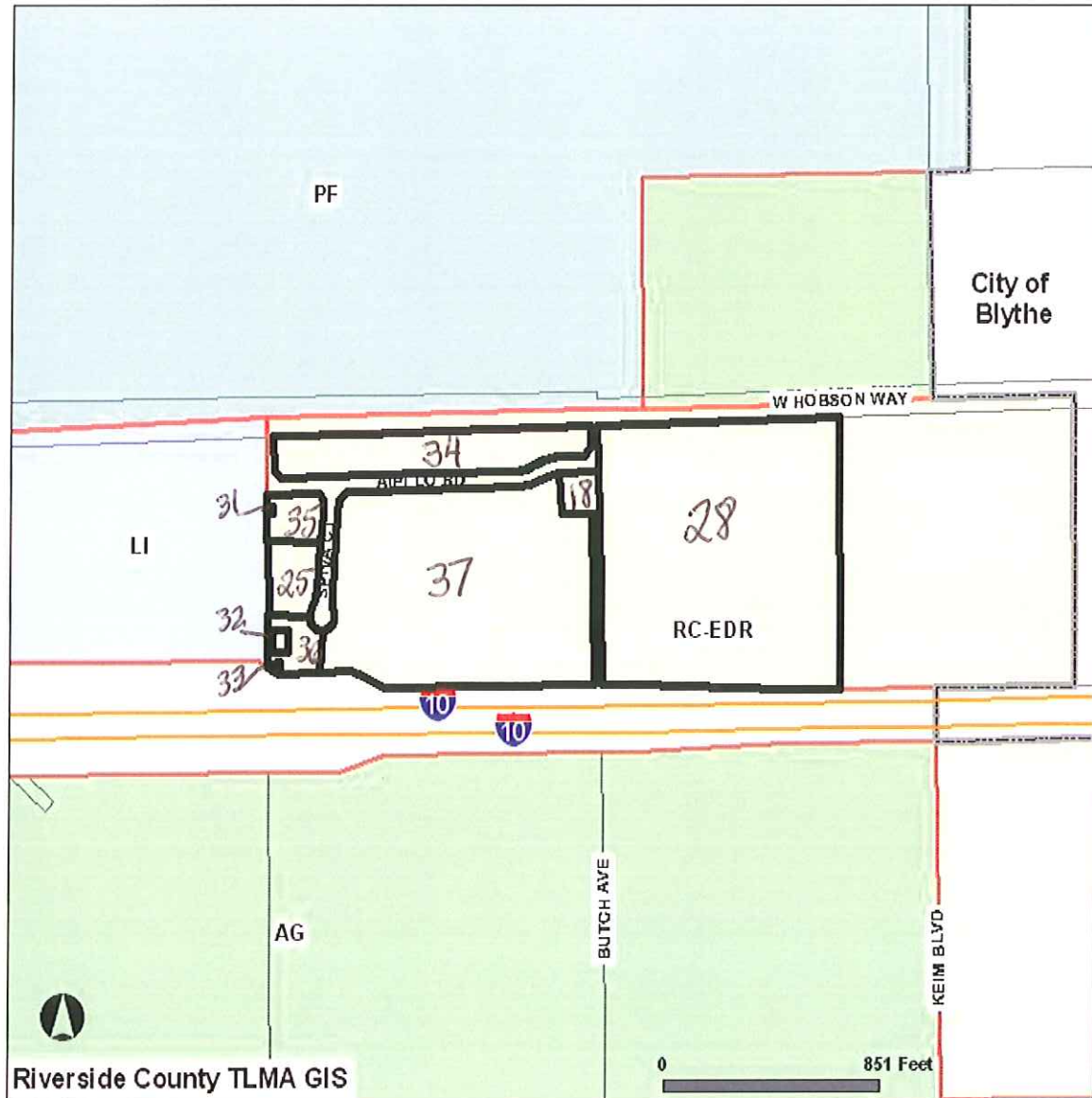
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RIVERSIDE COUNTY GIS



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

LAND USE

- N INTERSTATES
- N HIGHWAYS
- PARCELS
- none

**\*IMPORTANT\***

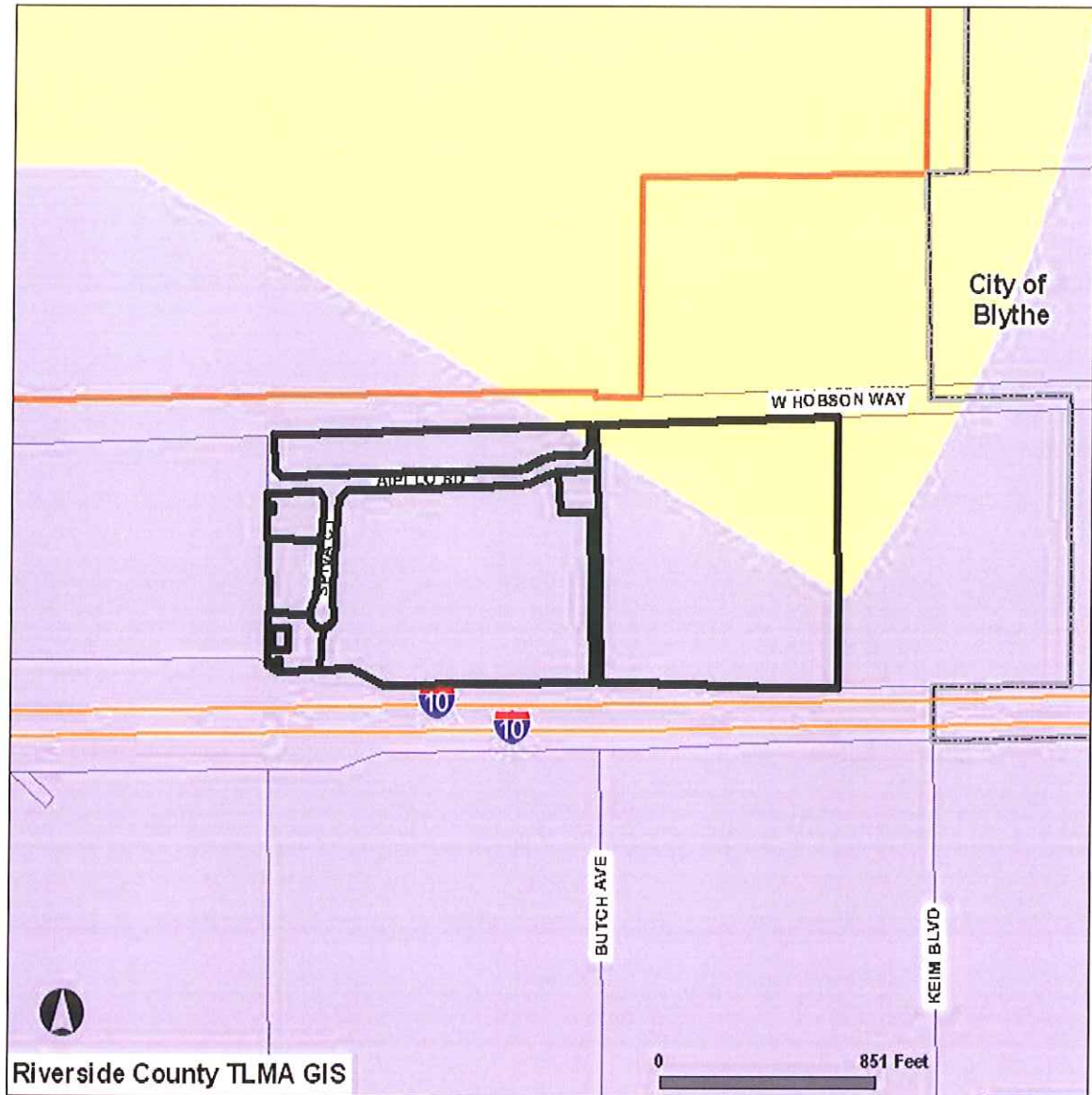
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Version 131127



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

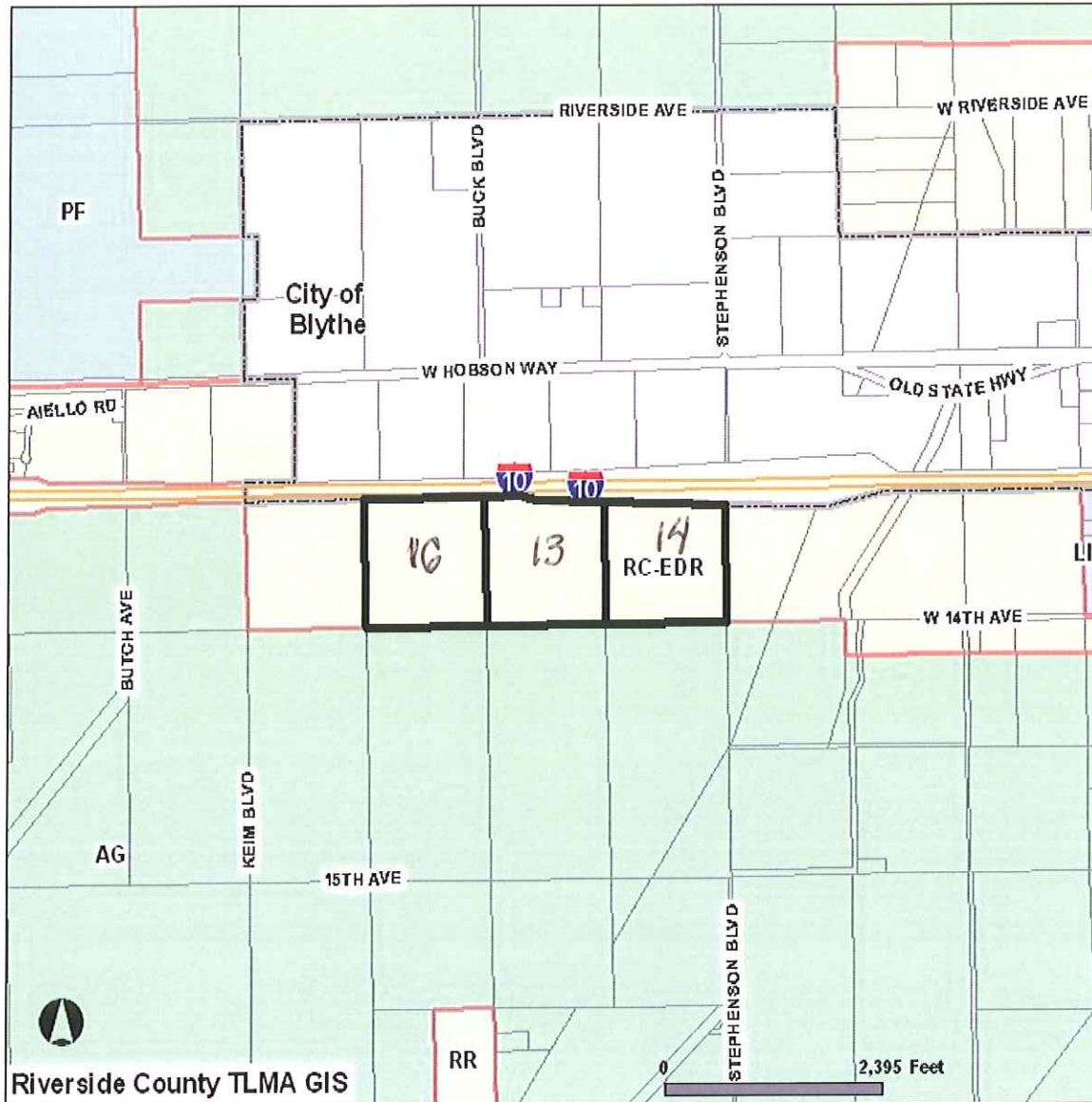
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
824-102-013 824-102-014 824-102-016

**\*IMPORTANT\***

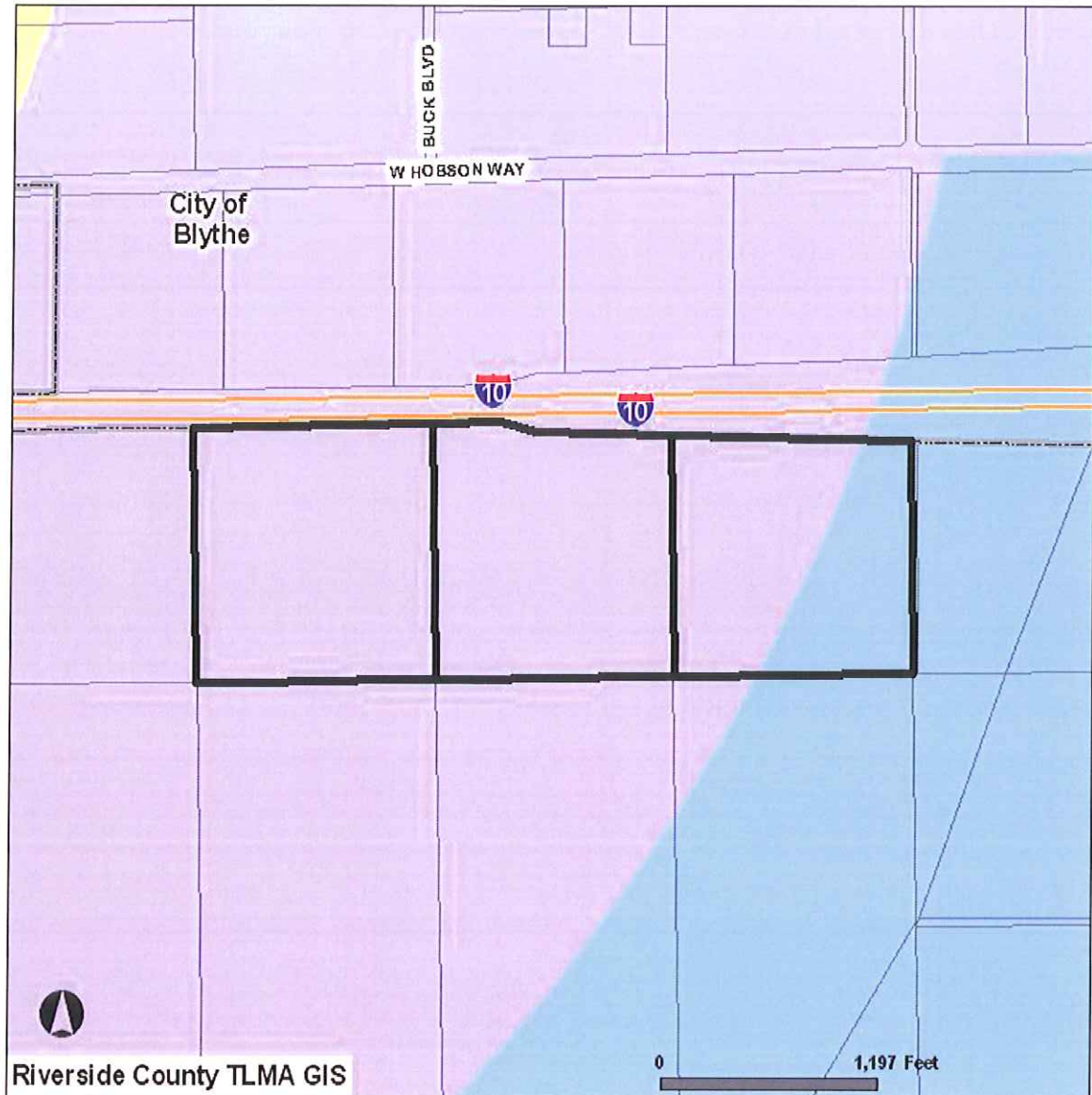
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Version 131127



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
- COMPATIBILITY ZONE E
- PARCELS

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 Version 131127

RIVERSIDE COUNTY GIS




Selected parcel(s):  
824-102-015

LAND USE

 INTERSTATES  
 none

 HIGHWAYS

 CITY

 PARCELS

**\*IMPORTANT\***

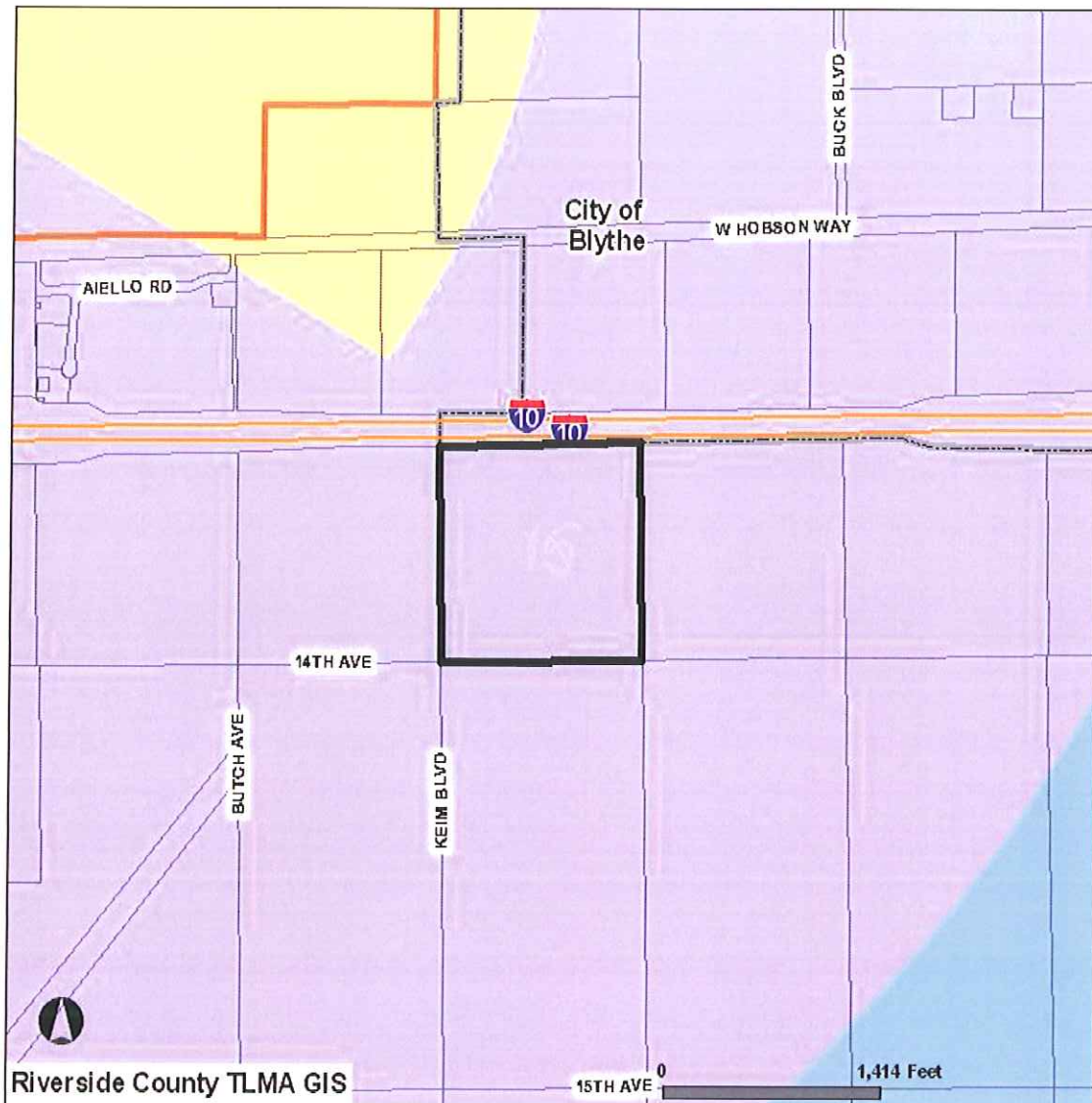
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Version 131127






RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-102-015

AIRPORTS

-  INTERSTATES
-  HIGHWAYS
-  PARCELS
-  AIRPORT RUNWAYS
-  AIRPORT INFLUENCE AREAS
-  AIRPORT BOUNDARIES
-  COMPATIBILTY ZONE C
-  COMPATIBILTY ZONE D
-  COMPATIBILTY ZONE E

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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
  - N AG - AGRICULTURE
  - N HIGHWAYS
  - N LI - LIGHT INDUSTRIAL
  - CITY
  - N PF - PUBLIC FACILITIES
- EDR-RC - RURAL COMMUNITY  
- ESTATE DENSITY  
RESIDENTIAL

**\*IMPORTANT\***

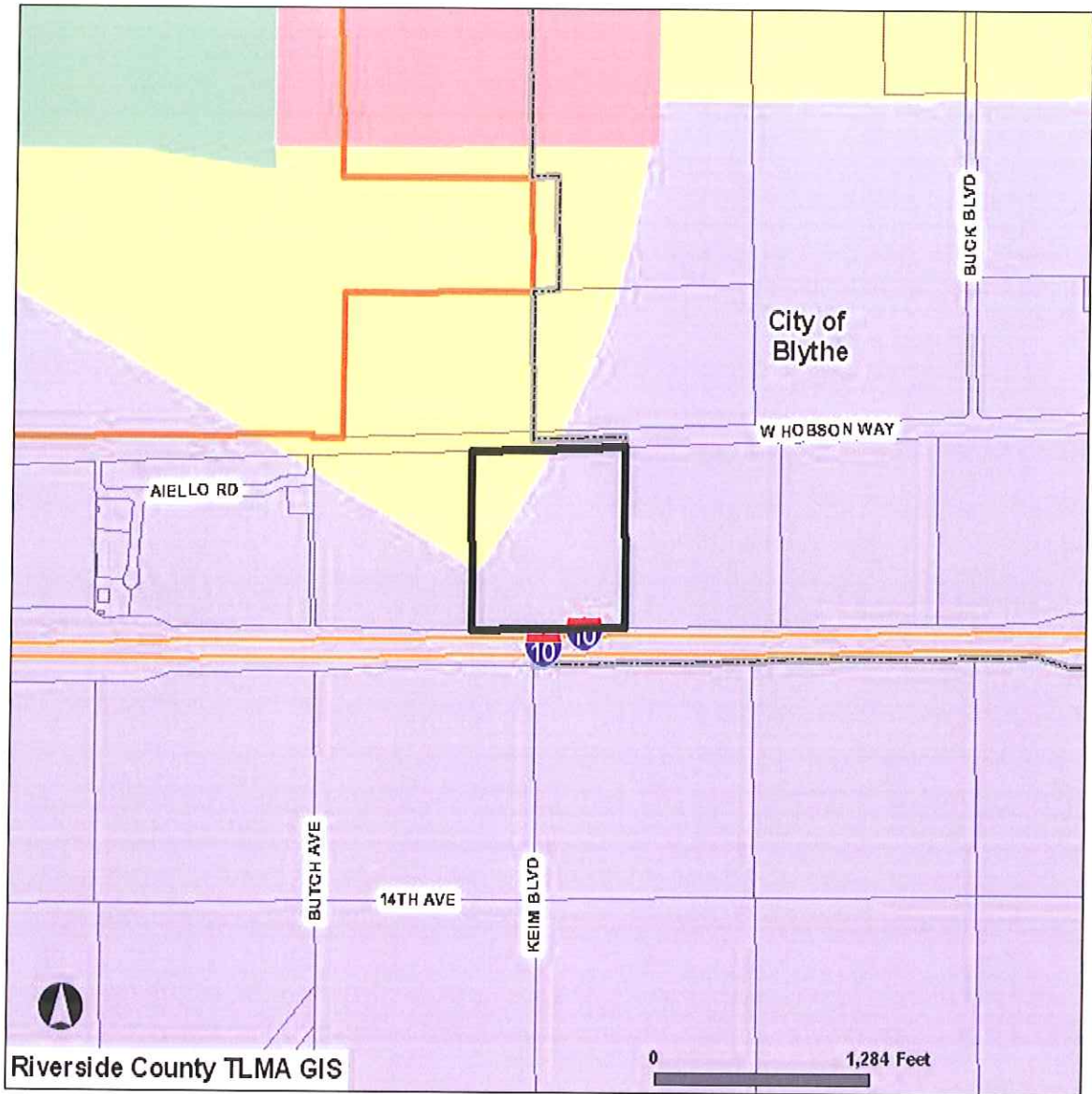
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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-102-025

AIRPORTS

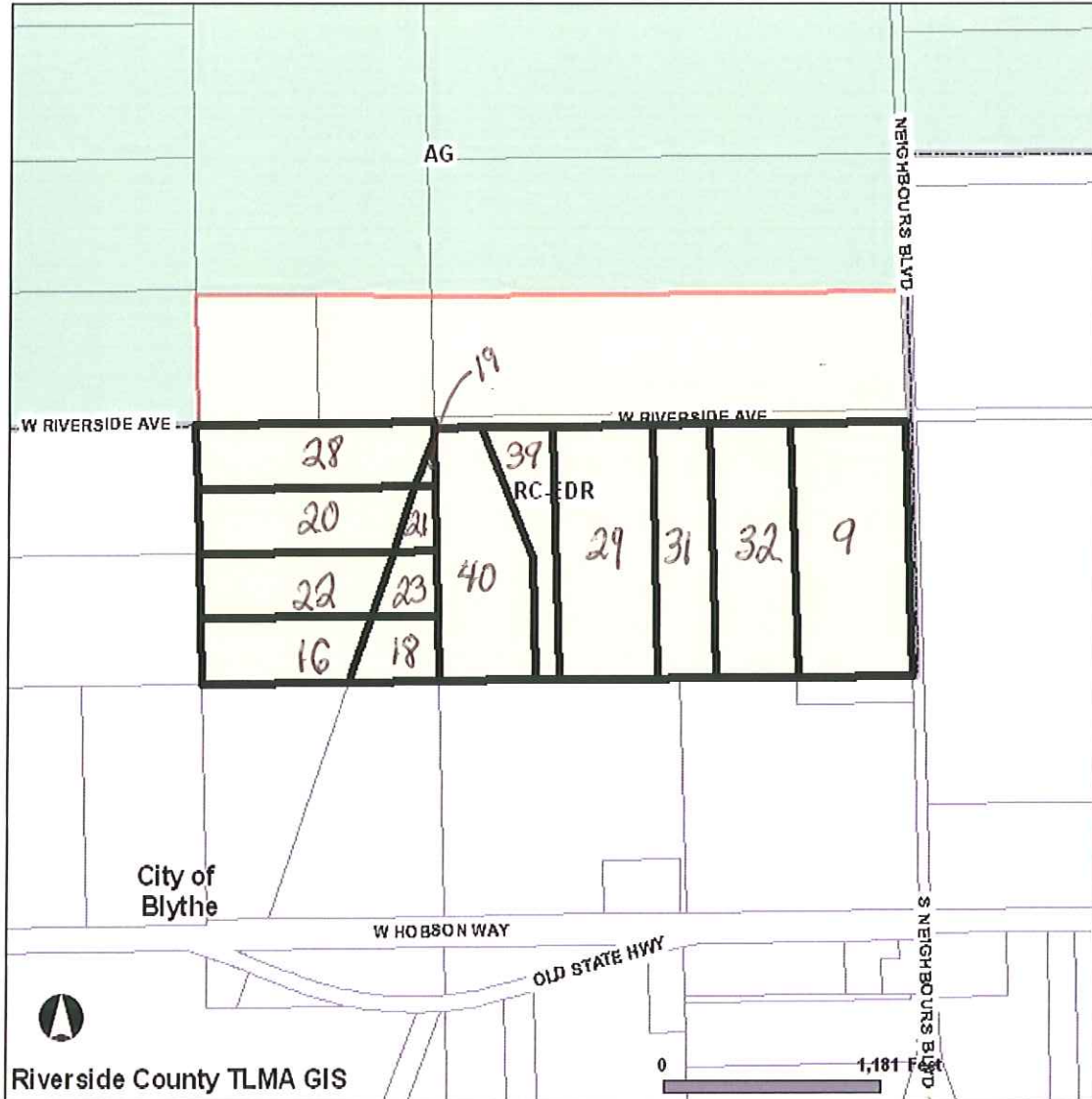
- SELECTED PARCEL
- INTERSTATES
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- HIGHWAYS
- AIRPORT BOUNDARIES
- PARCELS

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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

**\*IMPORTANT\***

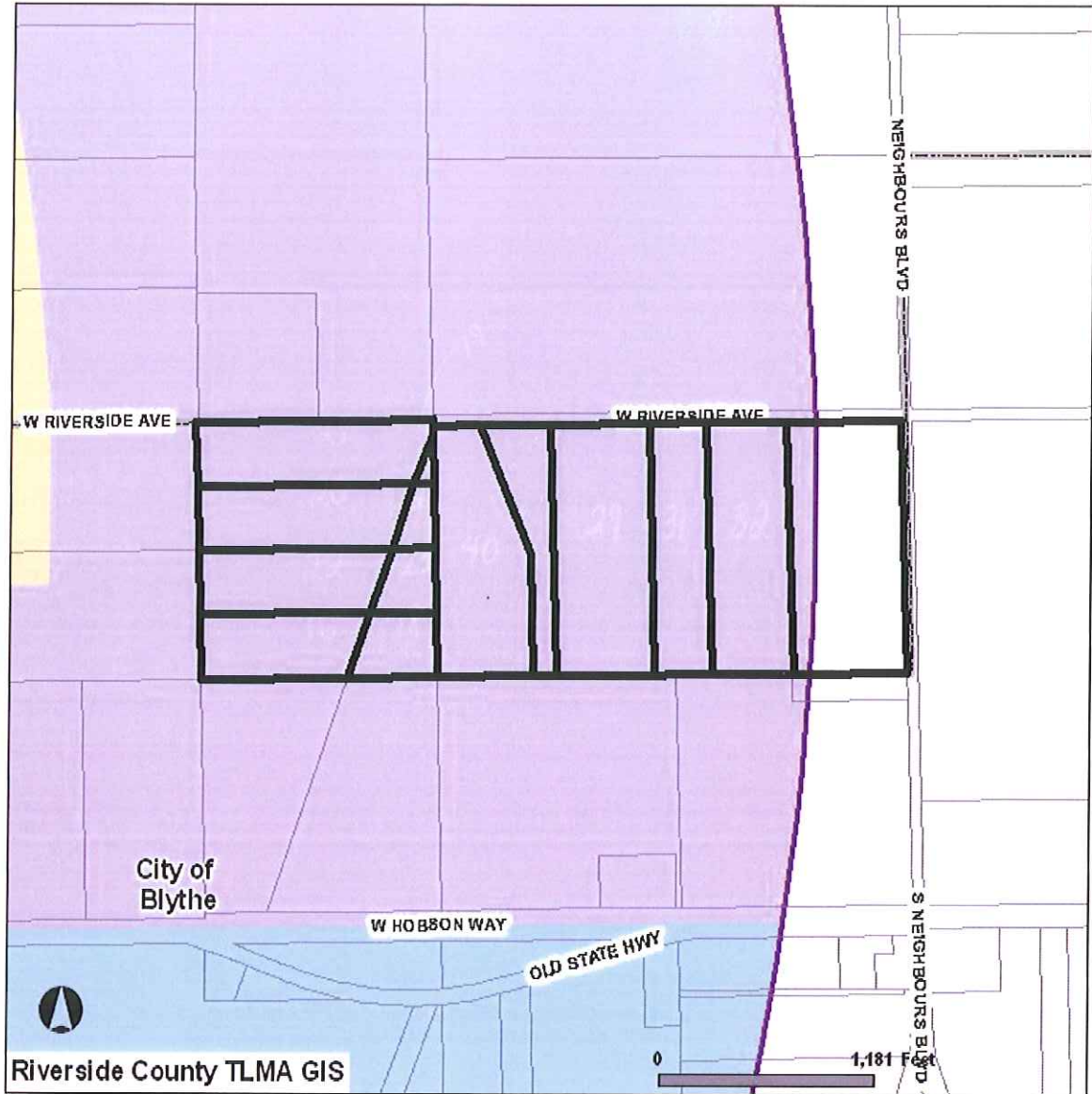
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Version 131127



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
- AIRPORT INFLUENCE AREAS
- INTERSTATES
- COMPATIBILITY ZONE C
- HIGHWAYS
- COMPATIBILITY ZONE D
- PARCELS
- COMPATIBILITY ZONE E

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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

**\*IMPORTANT\***

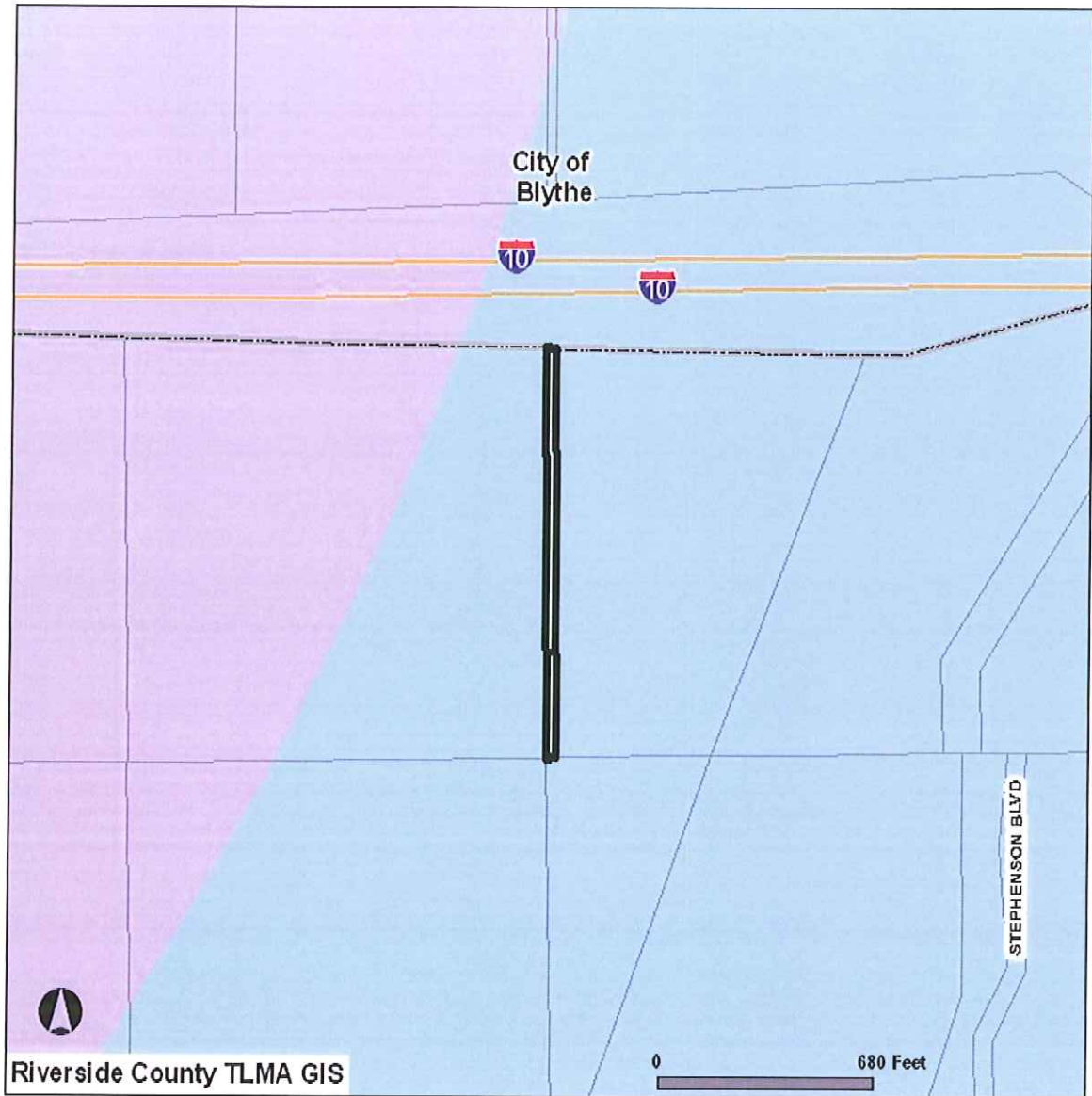
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RIVERSIDE COUNTY GIS



Selected parcel(s):  
824-130-006

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
-  INTERSTATES
-  COMPATIBILITY ZONE D
-  HIGHWAYS
-  COMPATIBILITY ZONE E
- PARCELS

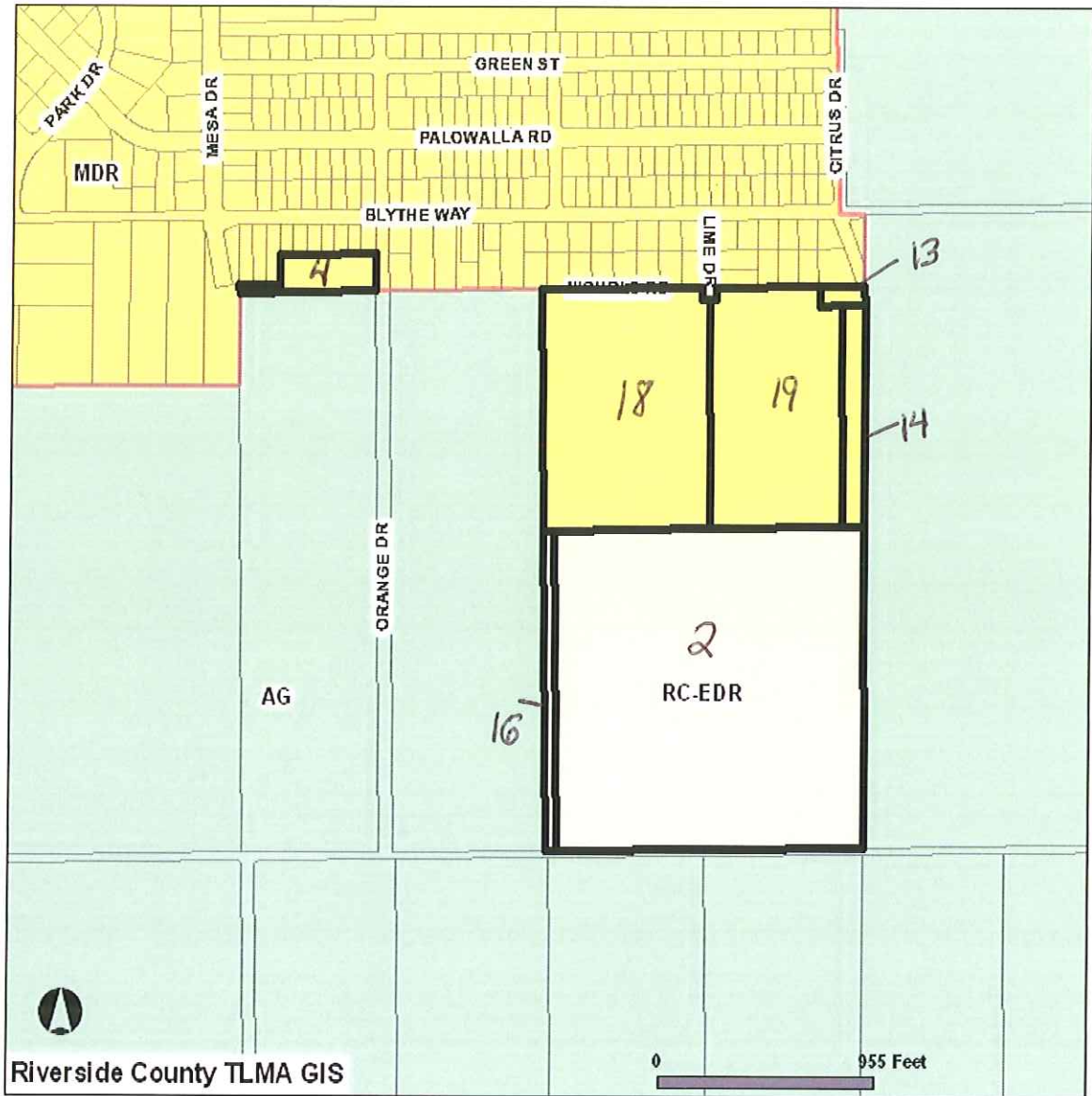
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Version 131127

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

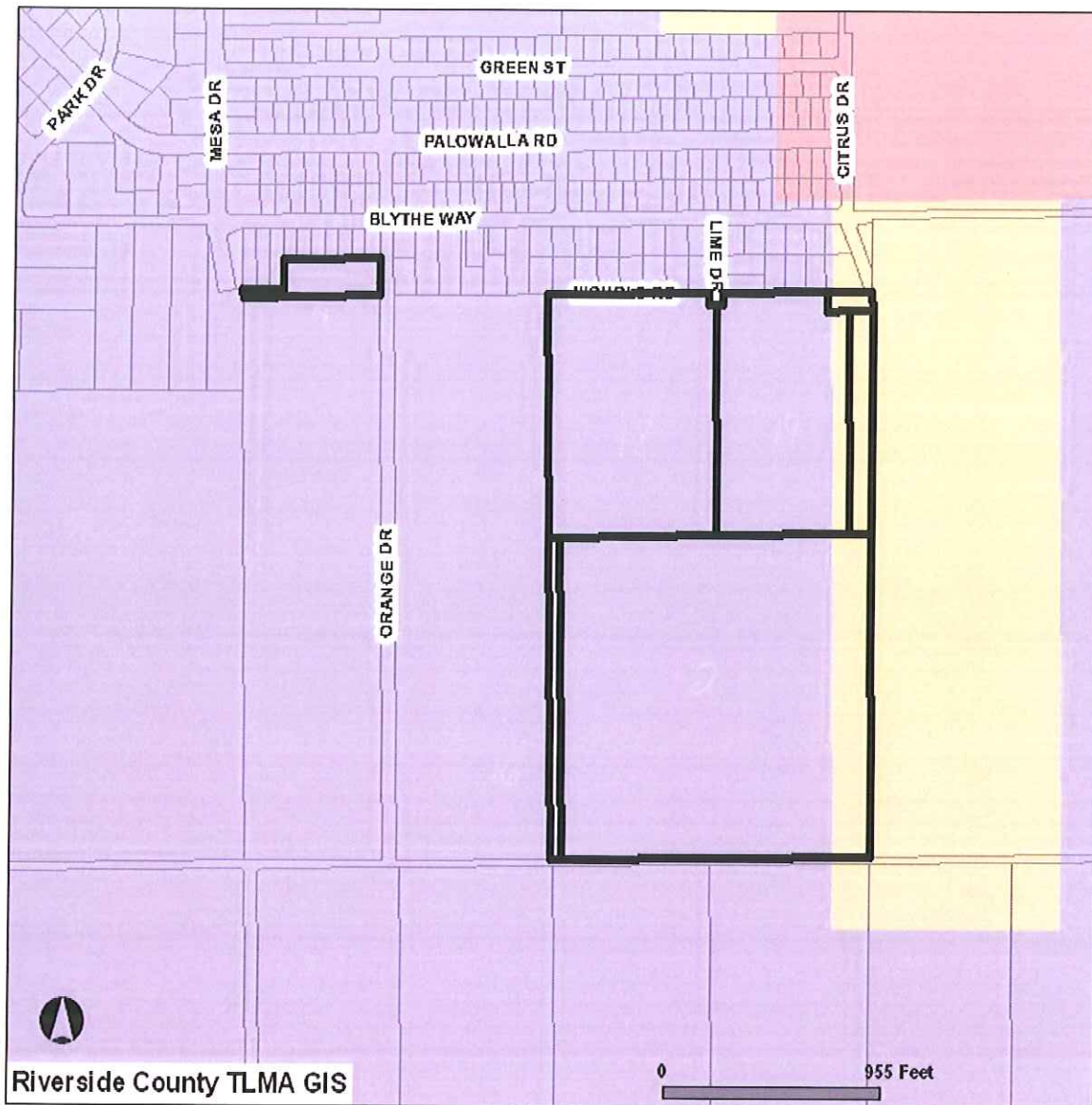
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 863-020-002 863-020-004 863-020-013 863-020-014 863-020-016 863-020-018 863-020-019

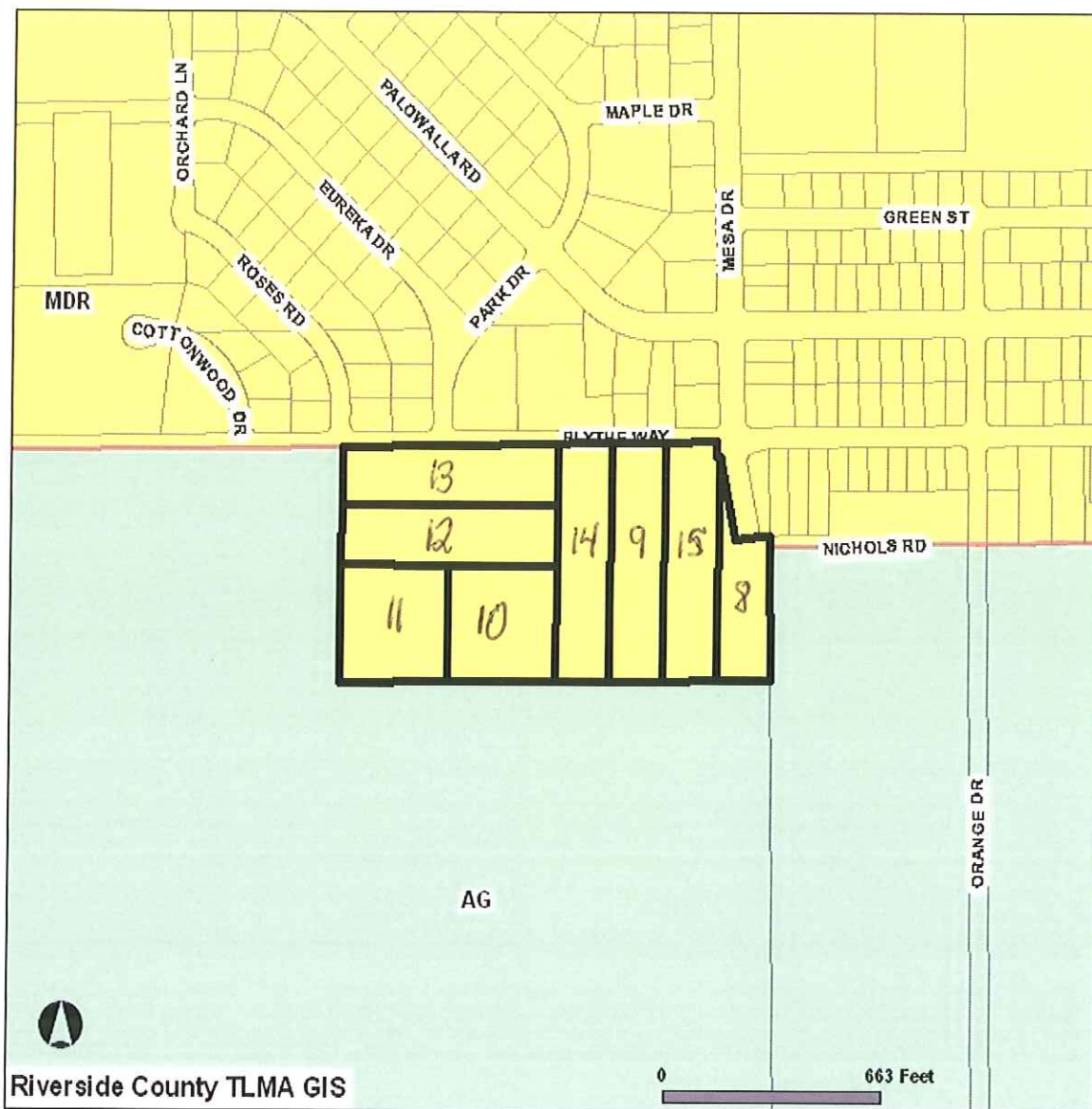
**AIRPORTS**

- SELECTED PARCEL
- N INTERSTATES
- / HIGHWAYS
- PARCELS
- AIRPORT INFLUENCE AREAS
- COMPATIBILTY ZONE B1
- COMPATIBILTY ZONE C
- COMPATIBILTY ZONE D

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 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
- PARCELS
- AG - AGRICULTURE
- MDR - MEDIUM DENSITY RESIDENTIAL
- N INTERSTATES
- N HIGHWAYS

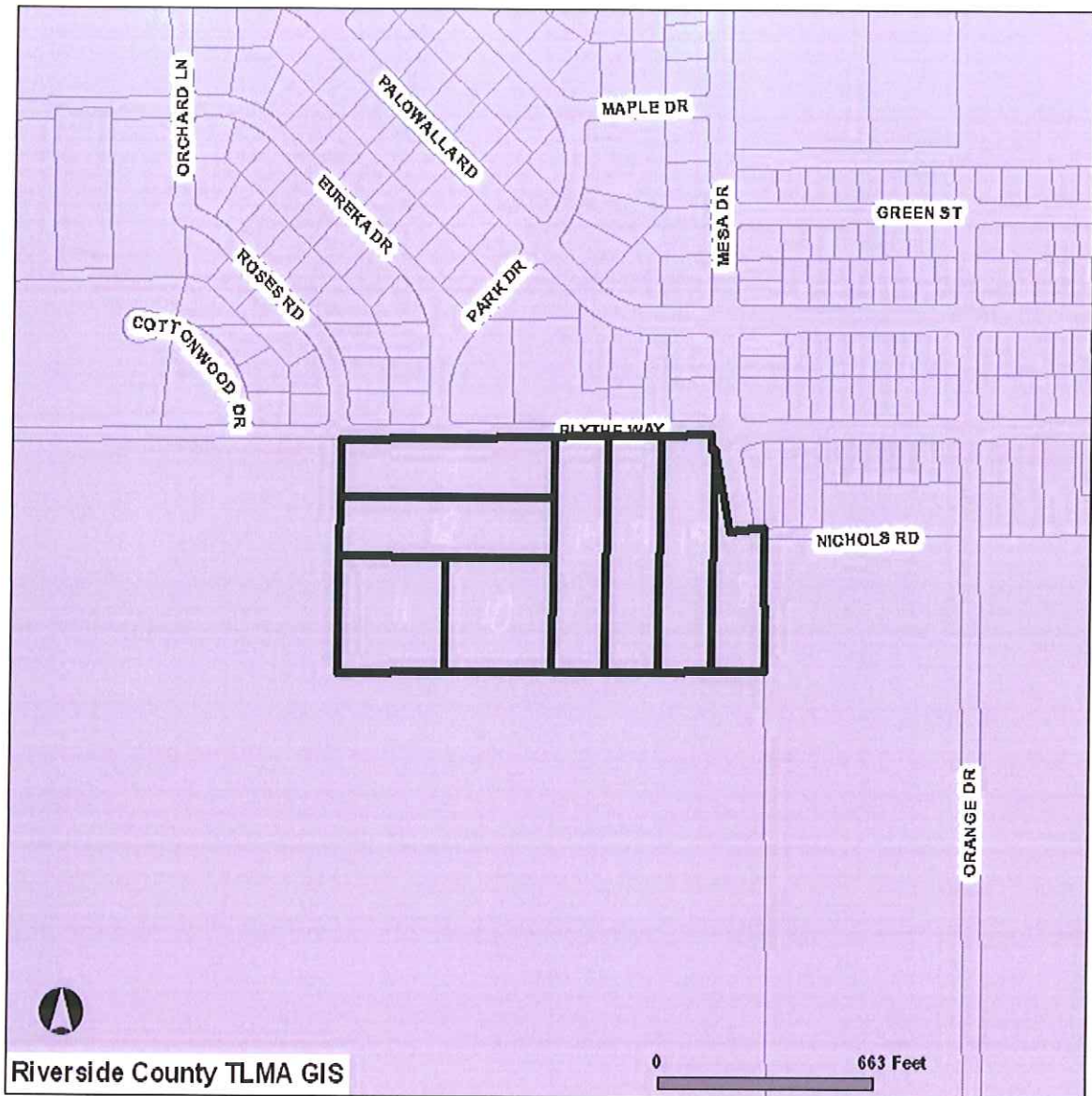
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Version 131127



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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 Version 131127

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** July 10, 2014

**CASE NUMBER:** ZAP1096MA14 – Stratford Ranch Investors, LLC  
(Representative: Jason Keller)

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** Tentative Tract Map No. 36648, General Plan Amendment No. 14-02-0003, Zone Change No. 14-02-0004

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed project be found **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Tentative Tract Map proposes to subdivide 65.80 gross acres into 271 single-family residential lots and 5 open space lots for drainage. The General Plan Amendment proposes to amend the General Plan land use designation of the project area from SP (Specific Plan) to R-6,000 on the City of Perris General Plan land use element. The Zone Change proposes to re-zone the project area from R-10,000 to R-6,000.

**PROJECT LOCATION:** The site is located westerly of Evans Road, northerly of the extension of Markham Street, easterly of the Perris Valley Storm Drain Channel and Redlands Avenue, and southerly of the extension of Oleander Avenue, within the City of Perris, approximately 11,000 feet southeasterly of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area III
- c. Noise Levels: below 60 CNEL, according to the Draft F-15 Aircraft Conversion Environmental Impact Statement, 144<sup>th</sup> Fighter Wing, California Air National Guard (May 2012)



**BACKGROUND:**

Residential Density: Based on the gross acreage of the site, the proposed project would result in a density of 4.11 dwelling units per acre. The site is located in Area III of the current March Air Reserve Base Airport Influence Area. Residential density is not limited within Area III, based on the 1984 Riverside County Airport Land Use Plan.

Pursuant to the Draft Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site would be located within Compatibility Zones D and E. The draft Compatibility Plan does not propose density limits within Compatibility Zones D and E.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Area III or draft Compatibility Zones D or E within the project.

Noise: Both the March Air Reserve Base/Inland Port Airport Joint Land Use Study (which relied on the noise contours included in the 2005 AICUZ study) and the F-15 Aircraft Conversion Environmental Impact Study prepared for the 144<sup>th</sup> Fighter Wing of the California Air National Guard depict the site as being below the 60 CNEL range. At these anticipated exterior noise levels, the proposed subdivision and residential units would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 11,000 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1598 feet AMSL. The maximum pad elevation on-site (although not the closest lot) is 1468.3 feet AMSL. Per the proposed zoning of R-6,000, a maximum building height of 30 feet could be allowed, for a total potential maximum elevation 1498.3 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Avigation Easement: Pursuant to Policy 3 of the 1984 Riverside County Airport Land Use Plan, an avigation easement is required for land uses located within Area III.

Open Area: Area III of the 1984 Riverside County Airport Land Use Plan and Draft Compatibility Zones D and E do not have any requirements for provision of open space.

**CONDITIONS:**

1. 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.
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, 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. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
  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.



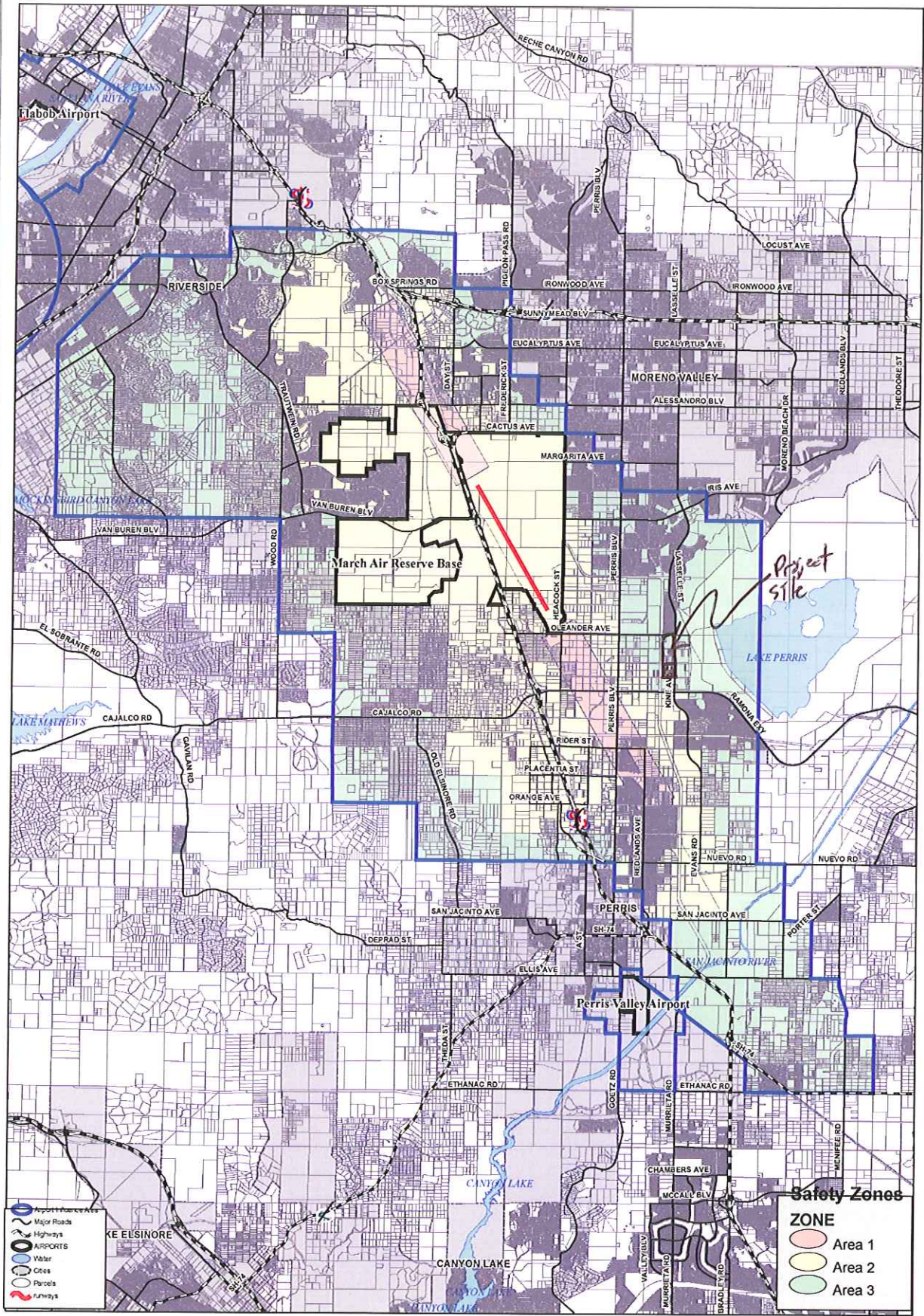
# NOTICE OF AIRPORT IN VICINITY

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)



# Riverside County Airports

## March Air Reserve Base



**Legend**

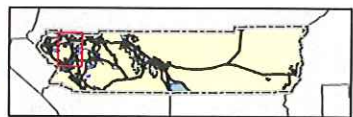
- Support Infrastructure
- Major Roads
- Highways
- Airports
- Water
- Cities
- Parcels
- Highways

**Safety Zones**

**ZONE**

- Area 1
- Area 2
- Area 3

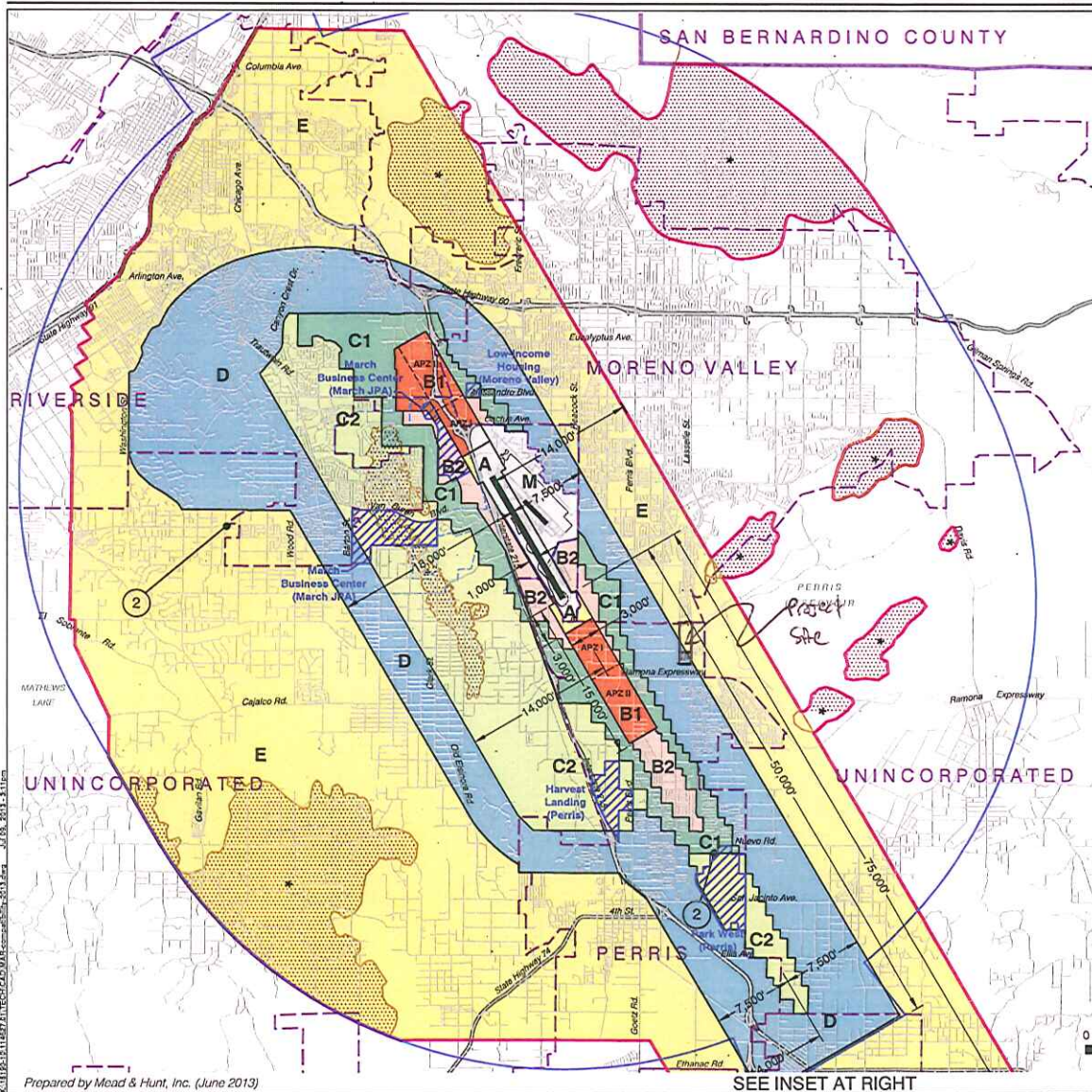
Date: 12-29-2004  
 Source: C:\work\p\documents\map\RV\11x17.P\04.mxd



The County of Riverside assumes no liability or legal responsibility for the information contained on this map. Data and information registered on this map is subject to update, modification and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or reuse this map.

© County of Riverside, 7-18-05, 2004





**LEGEND**

**Compatibility Zones**

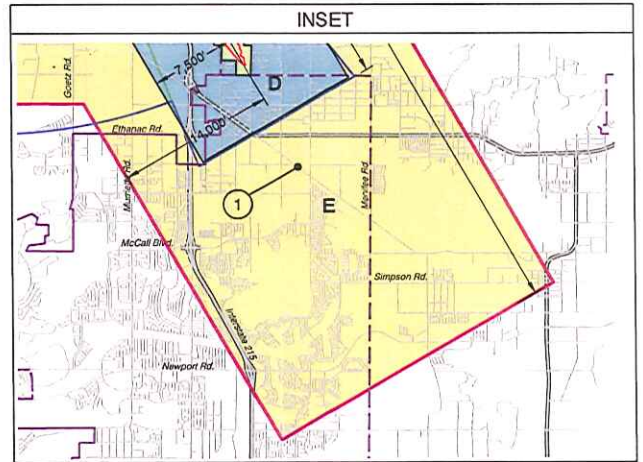
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

**Note:**  
All dimensions are measured from runway ends and centerlines.

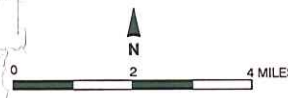
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(June 2013 Draft)**

Map MA-1

**Compatibility Map  
March Air Reserve Base / Inland Port Airport**



Base map source: County of Riverside 2013

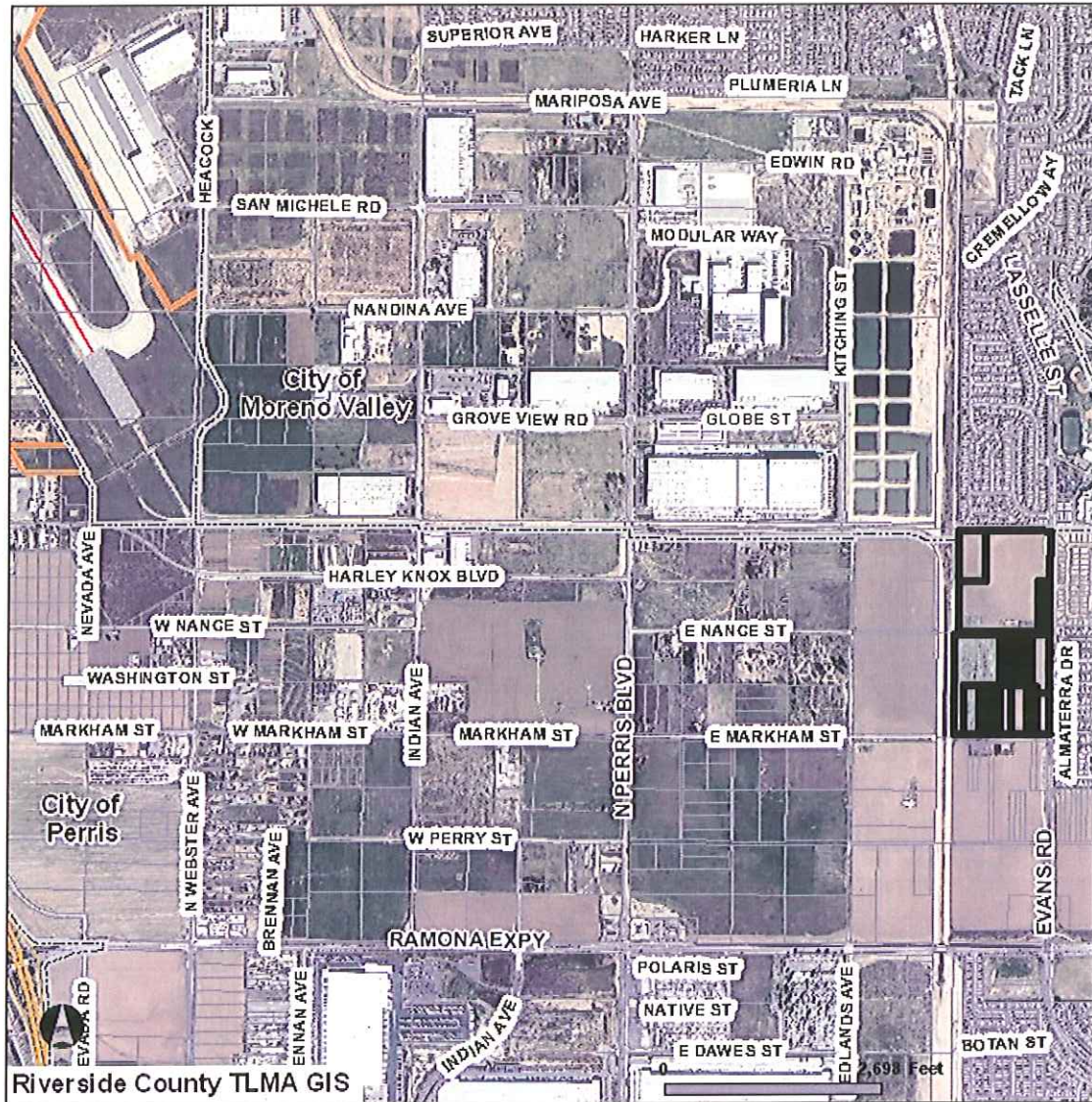
SEE INSET AT RIGHT

K:\1102\211487\1\TECH\CAD\Map\com\shs\2013\Map\_MA-1.dwg, JUN 08, 2013, 3:11pm

Prepared by Mead & Hunt, Inc. (June 2013)



RIVERSIDE COUNTY GIS



Selected parcel(s):

- 302-160-003 302-160-004 302-160-005 302-160-006 302-160-007 302-160-008 302-160-009
- 302-160-010 302-160-011 302-160-012 302-160-013 302-160-014 302-160-015 302-160-017
- 302-160-019 302-160-020 302-160-021 302-160-022 302-170-008 302-170-009 302-170-010

AIRPORTS

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

**\*IMPORTANT\***

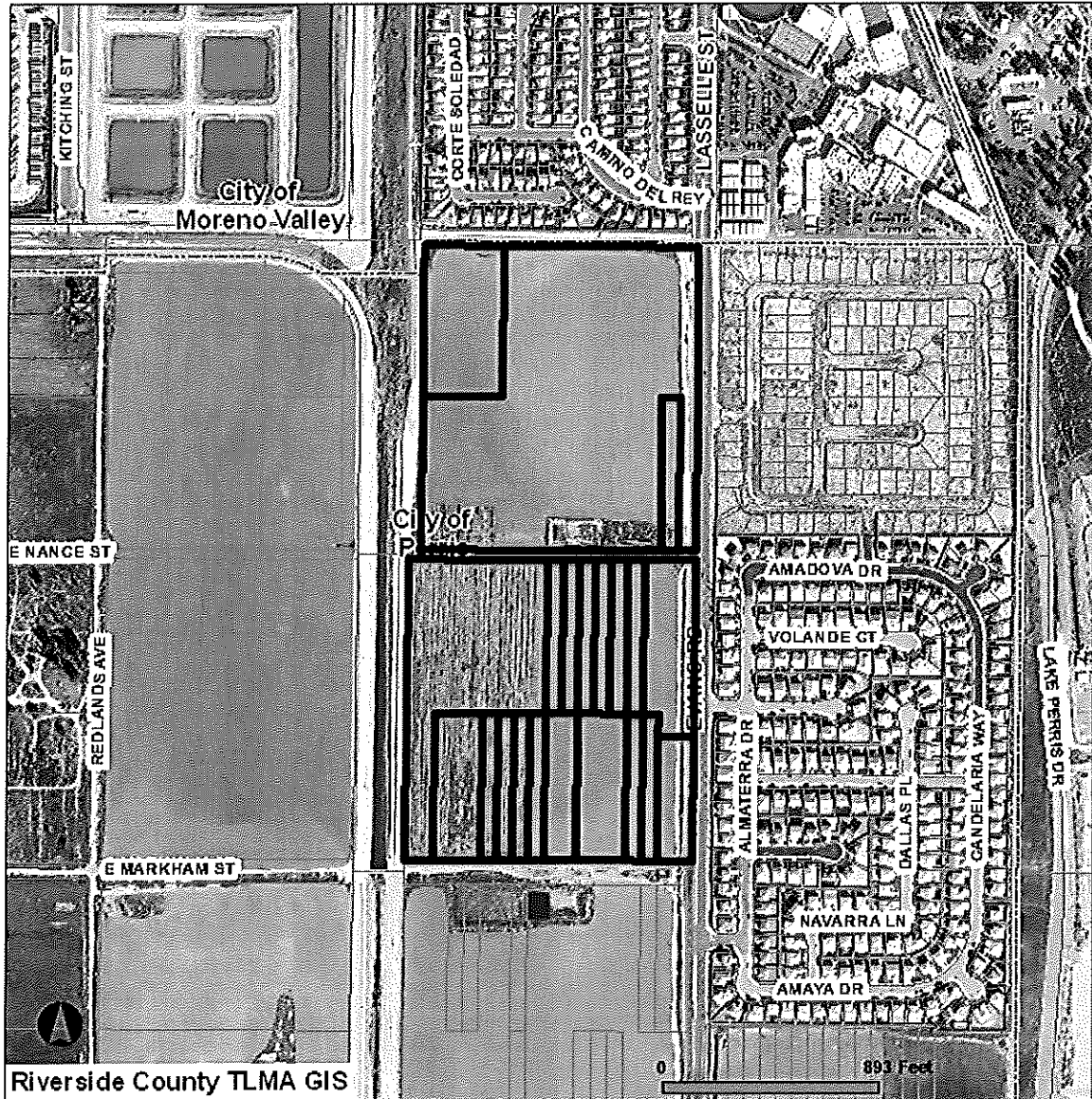
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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 Jun 25 12:05:55 2014

Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**

- |             |             |             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| 302-160-003 | 302-160-004 | 302-160-005 | 302-160-006 | 302-160-007 | 302-160-008 | 302-160-009 |
| 302-160-010 | 302-160-011 | 302-160-012 | 302-160-013 | 302-160-014 | 302-160-015 | 302-160-017 |
| 302-160-019 | 302-160-020 | 302-160-021 | 302-160-022 | 302-170-008 | 302-170-009 | 302-170-010 |

**\*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 Jun 25 11:59:08 2014

Version 131127

**OWNER/DEVELOPER**  
 UNION PACIFIC LAND COMPANY  
 4100 NEWPORT PLACE, SUITE 400  
 NEWPORT BEACH, CA 92660  
 PH: (951) 778-2999  
 ATTN: JOHN ANGL  
**ENGINEERS**  
 ALBERT A. WEISS ASSOCIATES  
 3785 WEDGAY STREET  
 RIVERSIDE, CA 92506  
 ATTN: JASON ARDUY  
 TEL: (951) 586-1070  
 FAX: (951) 586-1233

**SOILS ENGINEER**  
 ADVANCED GEOTECHNICAL SOLUTIONS, INC.  
 23100 JEFFERSON AVENUE, SUITE 230  
 HUNTERSVILLE, CA 92542  
 ATTN: JESSIE A. CHANDY  
 TEL: (951) 709-1049

**ADVERSE:**  
 61.72 AC ADJACENT  
 63.80 ACROSS GROSS

**SCHOOL DISTRICT**  
 VAL VERDE UNIFIED SCHOOL DISTRICT

**LEGEND**  
 P/L PROPERTY LINE  
 R/W RIGHT OF WAY  
 C/L CENTERLINE  
 C/C CURB AND GUTTER  
 C/W CROWNLINE  
 S/W SOWER LINE  
 W/L WATER LINE  
 S/D STORM DRAIN LINE  
 S/S STREET LIGHT  
 M/P HIGH POINT  
 L/P LOW POINT  
 S/F SQUARE FEET  
 S/D SLOPING DEGREE  
 P/PROP PROPOSED

**TOPOGRAPHY SOURCE**  
 TOPOGRAPHY FLOWN BY AEROTERM MAPPING  
 6/13/2013

**UTILITIES**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 GAS: SOUTHERN CALIFORNIA GAS COMPANY  
 TELEPHONE: SBC  
 TELEVISION: PERSIMMON RECEPTION/COAX

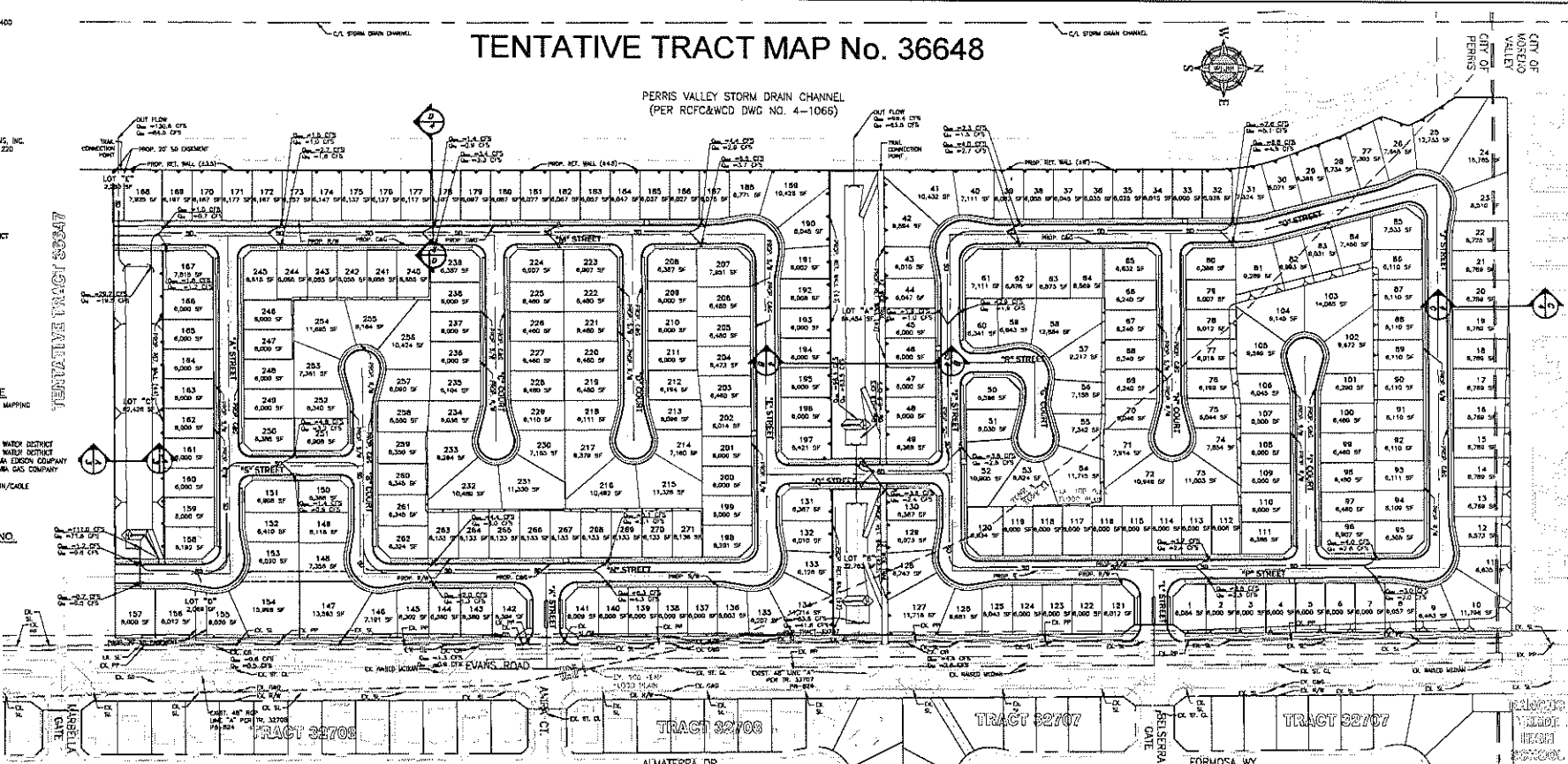
**EARTHWORK**  
 CUT: 81,655 CY  
 FILL: 348,111 CY

**ASSESSOR'S PARCEL NO.**  
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 302-170-009 302-180-008  
 302-170-010 302-180-009  
 302-180-023 302-180-017  
 302-180-021 302-180-020  
 302-180-024 302-180-013  
 302-180-025 302-180-018  
 302-180-026 302-180-013  
 302-180-010 302-180-012  
 302-180-014 302-180-011  
 302-180-006

**LAND USE**  
 SINGLE-FAMILY RESIDENTIAL  
 PROPOSED LAND USE: RESIDENTIAL  
 EXISTING ZONING: R-10-000  
 PROPOSED ZONING: R-6-000

# TENTATIVE TRACT MAP No. 36648

PERRIS VALLEY STORM DRAIN CHANNEL  
 (PER RFC&WCD DWG NO. 4-1066)



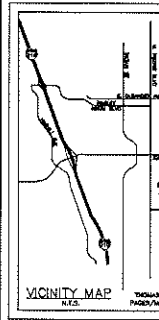
**LEGAL DESCRIPTION** PARCEL 1: (APN: 302-150-010-0) PARCELS A, B, C, D AND E OF LOT 5, OF UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 2: (APN'S: 302-170-008-1, 302-170-009-2, 302-170-010-2 AND 302-180-003-3) PARCELS A, B, C, D AND E OF LOT 5, PARCELS A, B, C, D AND E OF LOT 6, PARCELS A, B, C, D AND E OF LOT 7, PARCELS A, B, C, D AND E OF LOT 8, PARCELS A, B, C, D AND E OF LOT 9, PARCELS A, B, C, D AND E OF LOT 10, PARCELS A, B, C, D AND E OF LOT 11, PARCELS A, B, C, D AND E OF LOT 12, PARCELS A, B, C, D AND E OF LOT 13, PARCELS A, B, C, D AND E OF LOT 14, PARCELS A, B, C, D AND E OF LOT 15, PARCELS A, B, C, D AND E OF LOT 16, PARCELS A, B, C, D AND E OF LOT 17, PARCELS A, B, C, D AND E OF LOT 18, PARCELS A, B, C, D AND E OF LOT 19, PARCELS A, B, C, D AND E OF LOT 20, PARCELS A, B, C, D AND E OF LOT 21, ALL IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 3: (APN'S: 302-180-023-1, 302-180-021-1, 302-180-024-1, 302-180-025-1, 302-180-026-1, 302-180-010-1, 302-180-014-1, 302-180-006-1) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 4: (APN'S: 302-180-008-0, 302-180-009-0, 302-180-010-0) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 5: (APN'S: 302-180-023-2, 302-180-021-2, 302-180-024-2, 302-180-025-2, 302-180-026-2, 302-180-010-2, 302-180-014-2, 302-180-006-2) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.



**NOTES**  
 1. THIS MAP DOES NOT INCLUDE THE ENTIRE CONVEYANCE OF THE LAND SHOWN.  
 2. THIS PROJECT SITE IS NOT LOCATED WITHIN A SPECIFIC PLAN.  
 3. THERE ARE NO EXISTING WELLS ON THE PROPERTY.  
 4. ALL UTILITIES ARE 21" DIA. UNLESS OTHERWISE NOTED.  
 5. NO SUBSTANTIAL SOFTS, SLURRIES, DEBRIS, OR MATERIALS.  
 6. THERE WILL NOT BE ANY FLAMMABLE/COMBUSTIBLE LIQUIDS OR WASTE OIL ABOVE OR BELOW GROUND.  
 7. LAND IS SUBJECT TO HIGH SUBSIDENCE.  
 8. LAND IS NOT WITHIN A SPECIAL STUDY ZONE.  
 9. LAND IS SUBJECT TO OVERFLOW, INDICATION OF FLOOD HAZARD ZONING ZONE A, AREA OF HIGH FLOODING FOR FEMA PANEL 0905C14300 FLOOD PLAN SHOWN IS THE CURRENT CONDITION, PRIOR TO THE PERRIS VALLEY STORM DRAIN CHANNEL IMPROVEMENT.  
 10. NO EXISTING STRUCTURES OR OBSTACLES ON SITE.  
 11. THERE ARE NO OPEN CHANNELS ON SITE.  
 12. EXISTING POWER POLES ARE TO REMAIN IN PLACE.

PARCEL 6: (APN'S: 302-180-008-0, 302-180-009-0, 302-180-010-0) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 7: (APN'S: 302-180-023-2, 302-180-021-2, 302-180-024-2, 302-180-025-2, 302-180-026-2, 302-180-010-2, 302-180-014-2, 302-180-006-2) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 8: (APN'S: 302-180-008-0, 302-180-009-0, 302-180-010-0) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

PARCEL 9: (APN'S: 302-180-023-2, 302-180-021-2, 302-180-024-2, 302-180-025-2, 302-180-026-2, 302-180-010-2, 302-180-014-2, 302-180-006-2) PARCELS D AND E OF LOT 24 IN UNIT 2 OF THE VINA LAND COMPANY TRACT, UNITS 1 AND 2 AS SHOWN BY MAP ON FILE IN BOOK 14 PAGES 19 AND 20 OF MAPS, RECORDS OF RIVERSIDE COUNTY, CALIFORNIA.

**TENTATIVE MAP**  
**TRACT 36648**  
**COMPREHENSIVE SITE PLAN**

SCALE: 1" = 100'  
 DATE: 12/27/2013  
 DRAWN BY: JAA  
 CHECKED BY: JAA  
 PLOTTED BY: JAA

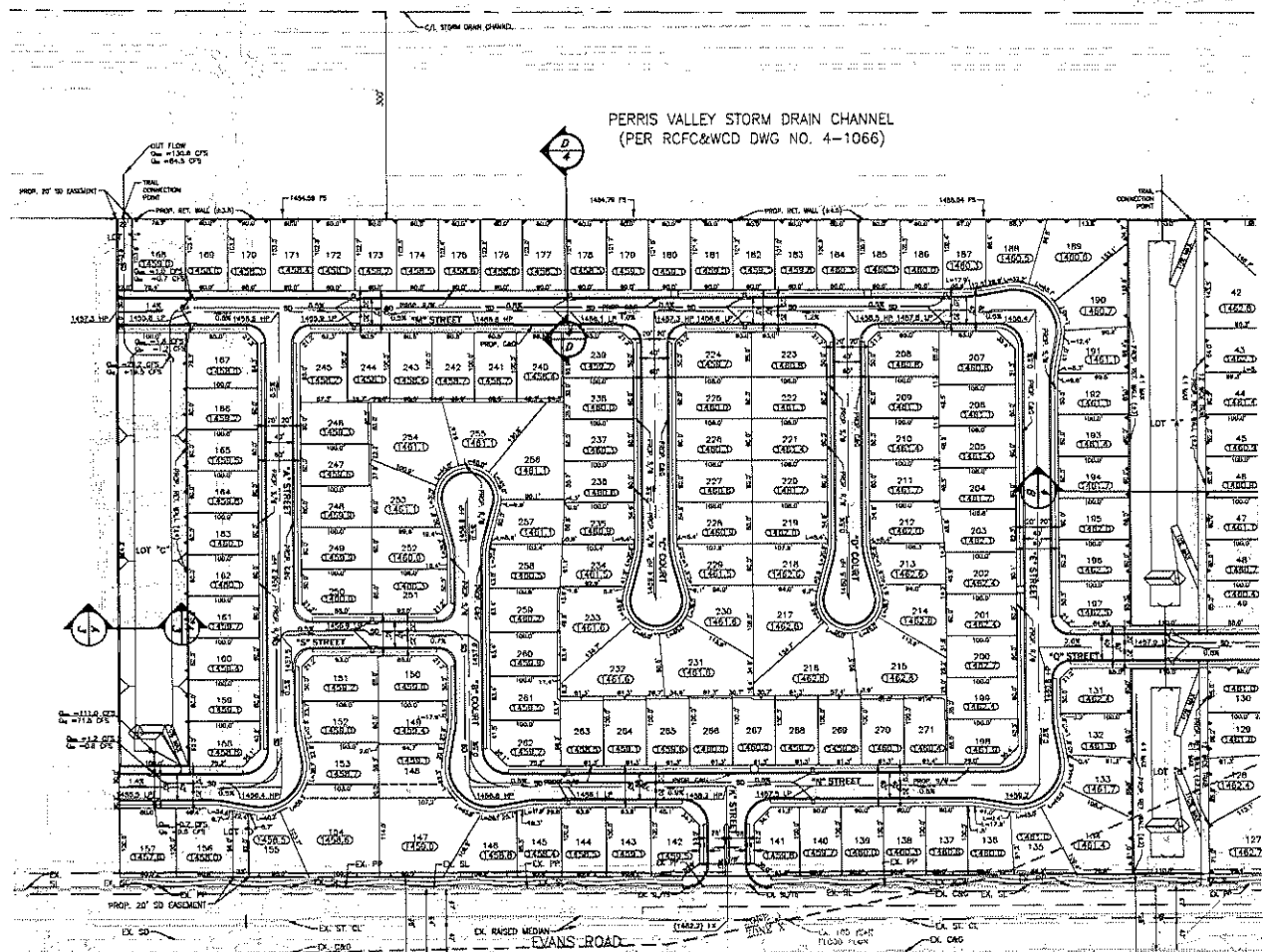
PROJECT SHEET NO. 13-0134  
 SHEET 1  
 OF 8 SHEETS

**WEBB ASSOCIATES**  
 1509 WEDGAY STREET  
 RIVERSIDE, CA 92506  
 PH: (951) 468-0200  
 FAX: (951) 586-1248

DWG. NO.



# TENTATIVE TRACT MAP No. 36648 CONCEPTUAL GRADING



TRACT 36647

SEE SHEET 3

1" = 50'

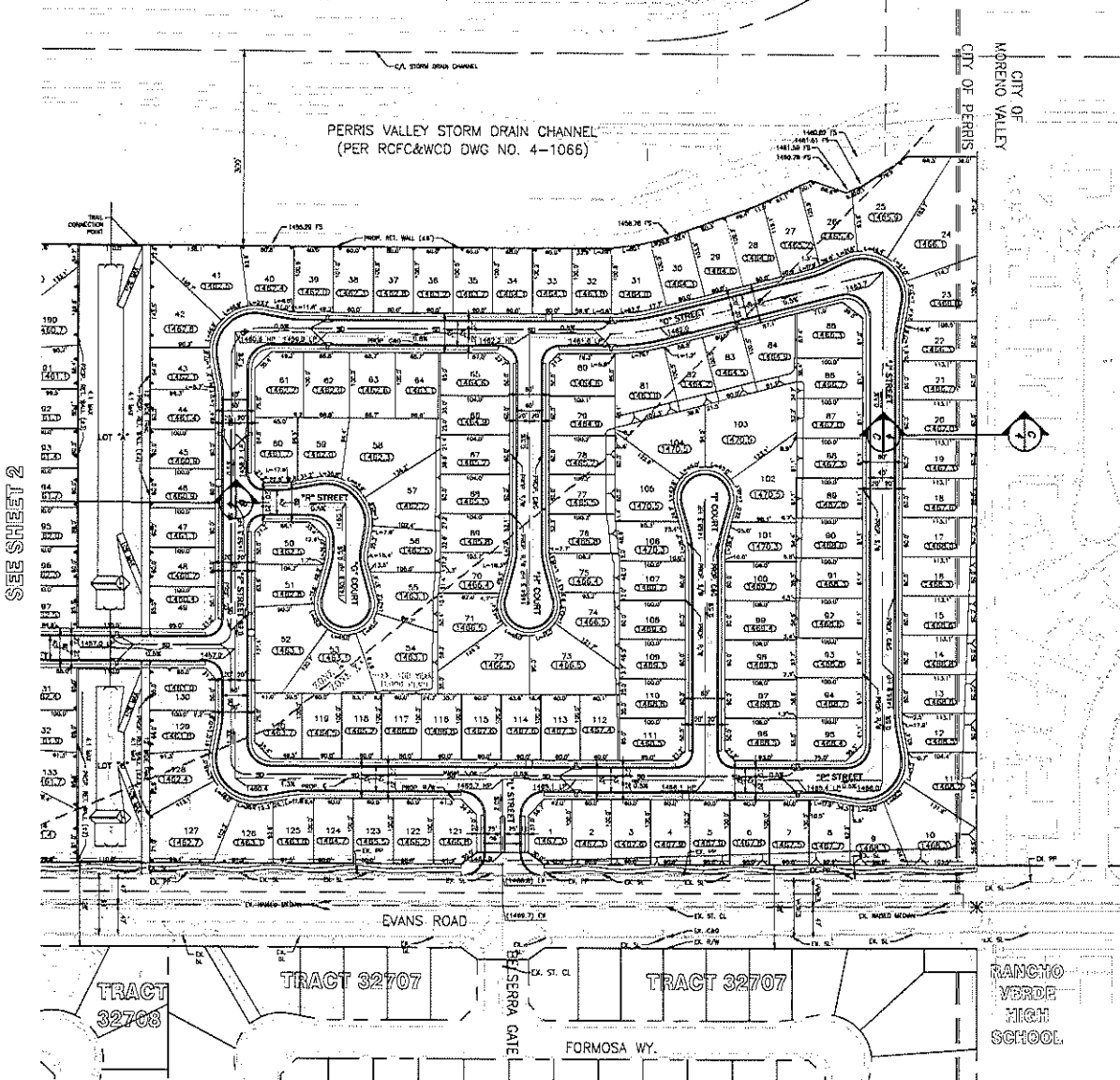
**TENTATIVE MAP**  
**TRACT 36648**  
**CONCEPTUAL GRADING**

TRACT 32708      TRACT 32708      TRACT 32707

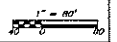
ALMATERRA DR.      ALMATERRA DR.

SCALE: 1" = 50'	DATE: 4/26/2014	DESIGNED: [Signature]	CHECKED: [Signature]	DRAWN: [Signature]	SHEET: 2
<b>WEBB ASSOCIATES</b>				1100 S. GARDEN ST. SUNNYVALE, CA 94086 TEL: (415) 436-1212 FAX: (415) 798-1258	SHEETS: 5

# TENTATIVE TRACT MAP No. 36648 CONCEPTUAL GRADING



SEE SHEET 2



<b>TENTATIVE MAP</b>			
<b>TRACT 36648</b>			
<b>CONCEPTUAL GRADING</b>			
SCALE: 1"=80'	DATE: 11/19/2014	CONTRACT NO. 2014-0001	SHEET NO. 3 OF 5 SHEETS
DRAWN BY: SWK	CHECKED BY: SWK	<b>WEBB</b> ASSOCIATES	3700 BENTLEY STREET PUEBLO, CO 81008 PH: (303) 886-1200 FAX: (303) 789-1258
FILE NO. 103	P.P.	PROJECT NO. 103	SHEET NO.

TRACT 32708

TRACT 32707

TRACT 32707

RANCHO VERDE HIGH SCHOOL

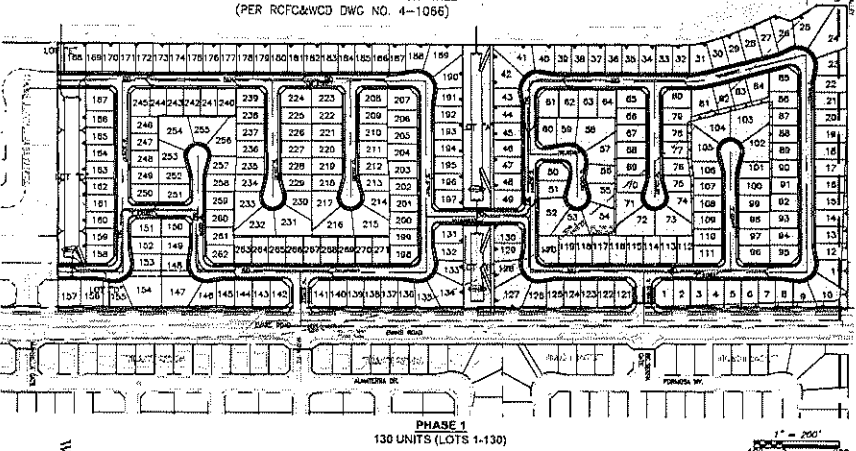
FORMOSA WY.



# TENTATIVE TRACT MAP No. 36648



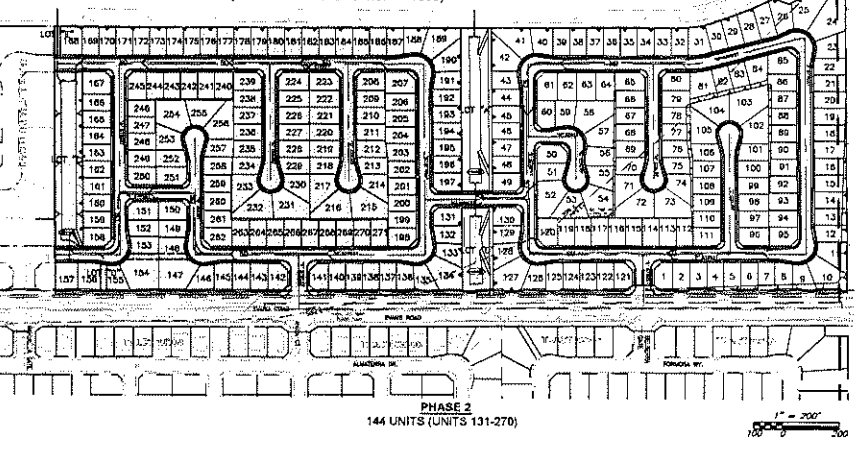
PERRIS VALLEY STORM DRAIN CHANNEL  
(PER RCFC&WCD DWG NO. 4-1086)



PHASE 1  
130 UNITS (LOTS 1-130)



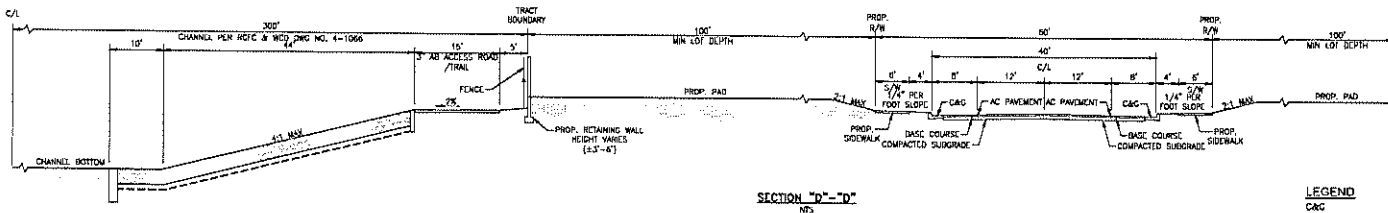
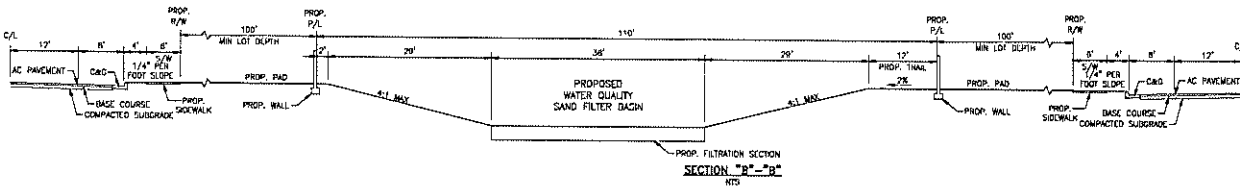
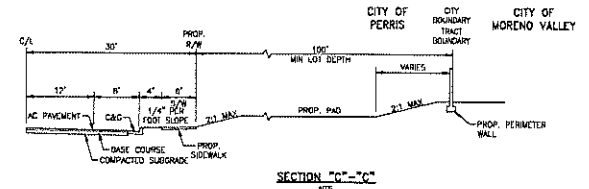
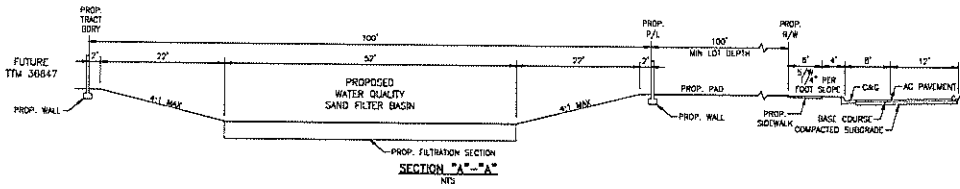
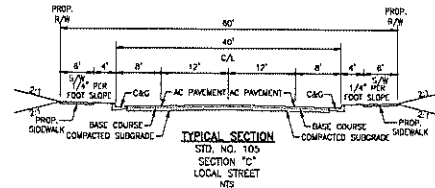
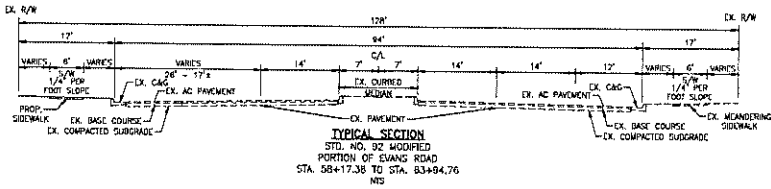
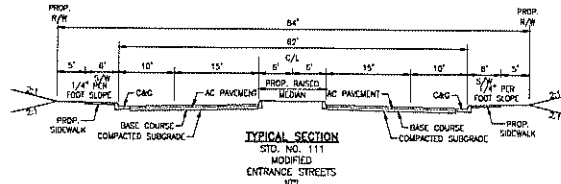
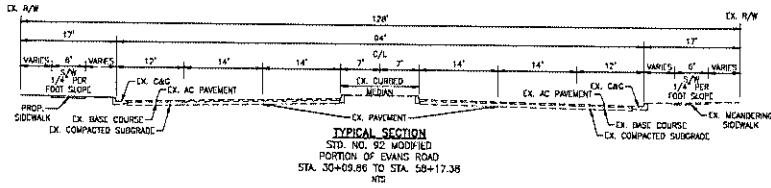
PERRIS VALLEY STORM DRAIN CHANNEL  
(PER RCFC&WCD DWG NO. 4-1086)



PHASE 2  
144 UNITS (UNITS 131-270)

LOT #	LOT SIZE (SF)	USABLE AREA	LOT WIDTH	LOT DEPTH	STREET FRONTAGE	LOT #	LOT SIZE (SF)	USABLE AREA	LOT WIDTH	LOT DEPTH	STREET FRONTAGE	LOT #	LOT SIZE (SF)	USABLE AREA	LOT WIDTH	LOT DEPTH	STREET FRONTAGE	LOT #	LOT SIZE (SF)	USABLE AREA	LOT WIDTH	LOT DEPTH	STREET FRONTAGE							
1	6284	5767	66.0'	100.0'	42.0'	55	12684	12399	43.1	94.4'	45.9'	116	6000	6000	60.0'	100.0'	60.0'	172	6187	6187	60.0'	102.7'	60.0'	229	6110	6110	61.6'	94.0'	61.7'	
2	6000	5483	60.0'	100.0'	60.0'	59	6643	6543	66.0'	94.4'	67.0'	118	6000	6000	60.0'	100.0'	60.0'	173	6157	6157	60.0'	102.5'	60.0'	230	7155	7155	49.5'	94.0'	48.1'	
3	6000	5355	60.0'	100.0'	60.0'	60	6341	6341	66.0'	94.4'	50.3'	117	6000	6000	60.0'	100.0'	60.0'	174	6147	6147	60.0'	102.4'	60.0'	231	11330	11330	43.4'	94.0'	43.0'	
4	6000	5248	60.0'	100.0'	60.0'	61	7111	7111	74.2'	100.0'	49.2'	118	6000	6000	60.0'	100.0'	60.0'	175	6137	6137	60.0'	102.2'	60.0'	232	10499	10499	43.4'	90.3'	43.0'	
5	6000	5130	60.0'	100.0'	60.0'	62	6878	6878	66.0'	100.0'	68.8'	119	6000	6000	60.0'	100.0'	60.0'	176	6127	6127	60.0'	102.0'	60.0'	233	9284	9284	52.3'	92.9'	53.0'	
6	6000	5013	60.0'	100.0'	60.0'	63	6873	6873	66.7'	100.0'	68.7'	120	8434	8434	60.0'	100.0'	46.3'	177	6117	6117	60.0'	101.9'	60.0'	234	6038	6038	62.6'	92.9'	62.7'	
7	6000	4895	60.0'	100.0'	60.0'	64	6969	6969	66.0'	100.0'	68.7'	121	6012	6012	65.3'	57.0'	41.3'	178	6107	6107	60.0'	101.7'	60.0'	235	8104	8104	60.0'	100.0'	60.0'	
8	6007	4787	62.3'	92.3'	62.9'	65	6532	6532	65.0'	104.0'	50.0'	122	6000	6000	60.0'	100.0'	60.0'	179	6097	6097	60.0'	101.5'	60.0'	236	6000	6000	60.0'	100.0'	60.0'	
9	5453	4536	50.4'	92.3'	45.0'	66	6240	6240	60.0'	104.0'	60.0'	123	6000	6000	60.0'	100.0'	60.0'	180	6087	6087	60.0'	101.3'	60.0'	237	6000	6000	60.0'	100.0'	60.0'	
10	11794	7976	44.2'	104.0'	45.0'	67	6240	6240	60.0'	104.0'	60.0'	124	6000	6000	60.0'	100.0'	60.0'	181	6077	6077	60.0'	101.1'	60.0'	238	6000	6000	60.0'	100.0'	60.0'	
11	8635	8291	44.8'	104.4'	45.7'	68	6240	6240	60.0'	104.0'	60.0'	125	6043	6043	61.8'	93.8'	62.0'	182	6067	6067	60.0'	101.0'	60.0'	239	6287	6287	55.0'	90.0'	50.0'	
12	9273	5401	60.0'	113.1'	46.8'	69	6240	6240	60.0'	103.7'	59.0'	126	6881	6881	53.4'	93.8'	54.2'	183	6057	6057	60.0'	100.9'	60.0'	240	8555	8555	58.0'	90.0'	50.0'	
13	5789	5775	60.0'	113.1'	60.0'	70	5645	5645	51.0'	92.0'	63.8'	127	11718	11718	47.0'	102.2'	48.0'	184	6047	6047	60.0'	100.7'	60.0'	241	6000	6000	60.0'	100.0'	60.0'	
14	4789	3913	60.0'	113.1'	60.0'	71	7914	7914	48.2'	92.0'	46.1'	128	6742	6742	47.0'	91.3'	46.0'	185	6037	6037	60.0'	100.5'	60.0'	242	6055	6055	57.8'	90.0'	50.0'	
15	5789	6253	60.0'	113.1'	60.0'	72	12944	10944	43.4'	90.0'	45.0'	129	6073	6073	61.0'	91.3'	58.9'	186	6027	6027	60.0'	100.4'	60.0'	243	6055	6055	57.8'	90.0'	50.0'	
16	5789	6191	60.0'	113.1'	60.0'	73	11003	10944	42.4'	90.0'	45.0'	130	6387	6387	65.0'	106.0'	50.0'	187	6076	6076	61.3'	98.4'	61.3'	244	6055	6055	57.8'	90.0'	50.0'	
17	6789	6377	60.0'	113.1'	60.0'	74	7854	7854	47.5'	93.2'	49.4'	131	6307	6307	65.0'	106.0'	50.0'	188	6071	6071	61.3'	98.4'	61.3'	245	6515	6515	47.3'	100.0'	52.3'	
18	6789	6462	60.0'	113.1'	60.0'	75	6844	5485	60.0'	93.2'	61.7'	132	6010	6010	60.0'	100.0'	60.0'	189	10426	10426	44.3'	98.4'	44.3'	246	6000	6000	60.0'	100.0'	60.0'	
19	6789	6507	60.0'	113.1'	60.0'	76	6199	5479	50.0'	100.3'	60.0'	133	5126	5126	44.2'	91.3'	43.0'	190	8045	8045	44.2'	90.2'	43.1'	247	6000	6000	60.0'	100.0'	60.0'	
20	6789	6744	60.0'	113.1'	60.0'	77	6016	5204	60.0'	100.3'	60.0'	134	11214	11214	44.2'	91.3'	43.0'	191	6002	6002	61.7'	98.4'	61.7'	248	6000	6000	60.0'	100.0'	60.0'	
21	6789	6789	60.0'	113.1'	60.0'	78	6016	5184	60.0'	100.3'	60.0'	135	6007	6007	59.0'	91.3'	43.0'	192	6008	6008	60.0'	101.3'	60.0'	249	6000	6000	60.0'	100.0'	60.0'	
22	6725	6725	60.0'	108.5'	60.4'	79	6007	6885	60.0'	100.3'	60.0'	136	6003	6003	60.0'	91.3'	43.0'	193	6000	6000	60.0'	100.0'	60.0'	250	6389	6389	65.0'	100.0'	50.0'	
23	8510	8510	61.9'	108.5'	61.7'	80	6386	6373	60.0'	101.1'	50.0'	137	6000	6000	60.0'	100.0'	60.0'	194	6000	6000	60.0'	100.0'	60.0'	251	8908	8908	65.0'	100.0'	50.0'	
24	15765	15765	48.1'	114.7'	47.0'	81	6269	7644	76.1'	102.2'	76.1'	138	6000	6000	60.0'	100.0'	60.0'	195	6000	6000	60.0'	100.0'	60.0'	252	1340	1340	50.6'	94.0'	61.0'	
25	12733	12733	45.8'	83.8'	48.4'	82	6093	5177	60.0'	100.3'	60.0'	139	6000	6000	60.0'	100.0'	60.0'	196	6000	6000	60.0'	100.0'	60.0'	253	7361	7361	60.3'	98.0'	61.0'	
26	7648	7648	60.0'	103.5'	61.4'	83	6031	6119	60.0'	100.3'	60.0'	140	6000	6000	60.0'	100.0'	60.0'	197	8421	8421	65.3'	100.0'	50.3'	254	11695	11695	43.4'	94.4'	45.0'	
27	7303	7303	60.0'	116.1'	60.1'	84	7450	6269	61.1'	100.3'	61.1'	141	6096	6080	65.3'	100.0'	41.2'	198	6201	6201	65.0'	100.0'	40.2'	255	9184	9184	43.4'	94.4'	45.0'	
28	6734	6734	60.0'	109.3'	60.0'	85	7533	7533	67.4'	100.0'	61.3'	142	6394	6296	69.1'	100.0'	45.1'	199	6000	6000	60.0'	100.0'	60.0'	256	10424	10424	36.7'	90.1'	45.0'	
29	6386	6386	60.0'	103.8'	60.0'	86	6110	5643	61.1'	100.0'	61.1'	143	6360	6016	63.6'	100.0'	63.6'	200	6000	6000	60.0'	100.0'	60.0'	257	8090	8090	63.1'	90.1'	62.5'	
30	6071	6071	60.0'	100.0'	60.0'	87	6110	6475	61.1'	100.0'	61.1'	144	6360	6016	63.6'	100.0'	63.6'	201	6000	6000	60.0'	100.0'	60.0'	258	8090	8090	63.1'	90.1'	62.5'	
31	7324	7324	64.8'	80.0'	80.0'	88	6110	2911	61.1'	100.0'	61.1'	145	6302	2673	63.8'	95.5'	84.0'	202	6014	6014	60.0'	100.0'	60.0'	259	8350	8350	61.7'	90.1'	63.4'	
32	6036	6036	60.0'	100.0'	60.0'	89	6110	2648	61.1'	100.0'	61.1'	146	7191	6436	50.0'	92.5'	51.2'	203	6460	6460	62.3'	100.0'	60.0'	260	6460	6460	62.3'	100.0'	60.0'	
33	6000	6000	60.0'	100.0'	60.0'	90	6110	2628	61.1'	100.0'	61.1'	147	13563	13563	45.0'	108.9'	45.8'	204	6473	6473	60.0'	100.0'	60.0'	261	8343	8343	61.9'	93.4'	63.4'	
34	6018	6018	60.0'	100.0'	60.0'	91	6110	2798	61.1'	100.0'	61.1'	148	7316	6346	78.3'	94.7'	79.2'	205	6460	6460	60.0'	100.0'	60.0'	262	8324	8324	60.3'	90.0'	41.0'	
35	6025	6025	60.0'	100.0'	60.0'	92	6110	2872	61.1'	100.0'	61.1'	149	6178	6118	60.0'	94.7'	62.2'	206	6480	6480	60.0'	100.0'	60.0'	263	8133	8133	57.5'	91.3'	100.0'	61.3'
36	6036	6036	60.0'	100.0'	60.0'	93	6111	6111	61.1'	100.0'	61.1'	150	6388	6388	65.0'	100.0'	60.0'	207	7951	7951	76.3'	100.0'	51.5'	264	8133	8133	57.5'	91.3'	100.0'	61.3'
37	6045	6045	60.0'	100.0'	60.0'	94	6109	6109	61.1'	100.0'	61.1'	151	6908	6908	65.0'	108.0'	50.0'	208	6367	6367	65.0'	100.0'	60.0'	265	8133	8133	57.5'	91.3'	100.0'	61.3'
38	6038	6038	60.0'	100.0'	60.0'	95	6300	6300	66.1'	100.0'	41.1'	152	6410	6410	60.0'	103.0'	60.2'	209	6000	6000	60.0'	100.0'	60.0'	266	8133	8133	57.5'	91.3'	100.0'	61.3'
39	6067	6067	60.0'	100.0'	60.0'	96	6907	6907	60.0'	108.0'	50.0'	153	6020	6020	60.3'	103.0'	60.3'	210	6000	6000	60.0'	100.0'	60.0'	267	8133	8133	57.5'	91.3'	100.0'	61.3'
40	7131	7111	68.9'	92.9'	70.1'	97	6480	6480	60.0'	108.0'	60.0'	154	15886	13223	55.3'	103.0'	53.9'	211	6000	6000	60.0'	100.0'	60.0'	268	8133	8133	57.5'	91.3'	100.0'	61.3'
41	10437	10995	47.5'	92.8'	48.5'	98	6480	6480	60.0'	108.0'	60.0'	155	6020	2926	45.1'	92.0'	45.9'	212	6194	6194	60.0'	100.0'	60.0'	269	8133	8133	57.5'	91.3'	100.0'	61.3'
42	8594	8727	50.9'	90.1'	52.1'	99	6480	6480	60.0'	108.0'	60.0'	156	8012	7428	80.4'	96.0'	31.3'	213	6096	6096	61.6'	94.0'	61.7'	270	6133	6133	58.0'	90.1'	61.3'	
43	6010	6075	64.0'	90.1'	64.8'	100	6480	64																						

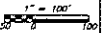
# TENTATIVE TRACT MAP No. 36648 STREET AND GRADING SECTIONS



- LEGEND**
- C&G CURB AND CUTTER
  - S/W SIDEWALK
  - SDR SEWER
  - WTR WATER
  - SD STORM DRAIN

**TENTATIVE MAP**  
**TRACT 36648**  
**STREET AND GRADING SECTIONS**

SCALE: 1"=100'	DATE: 4/2/2014	SHEET: 5
DRAWN: SSG	CHECKED: [Signature]	OF 5 SHEETS
PLN. EN. REV.:	[Signature]	DWG. 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m. and by appointment on Friday, June 27, from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: July 10, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1096MA14 – Stratford Ranch Investors, LLC (Representative: Jason Keller) – City of Perris Case Nos. GPA 14-02-0003 (General Plan Amendment), ZC 14-02-0004 (Zone Change) and TR 36648 (Tentative Tract Map). Tentative Tract Map No. 36648 is a proposal to divide 65.8 gross acres located westerly of Evans Road, easterly of the Perris Valley Storm Drain Channel, northerly of an easterly straight-line extension of La Vina/Markham Street, and southerly of an easterly straight-line extension of Oleander Avenue and the Moreno Valley/Perris boundary into 271 single-family residential lots, plus 5 open space lots for drainage. GPA 14-02-0003 is a proposal to amend the City's General Plan land use designation of the project area from SP (Specific Plan) to R-6,000. (There is no adopted Specific Plan in effect for this property.) ZC 14-02-0004 is a proposal to re-zone the project area from R-10,000 to R-6,000. (Area III of March Air Reserve Base 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. Nathan Perez of the City of Perris Planning Department, at (951) 943-5003.

ZAP1096MA14

# APPLICATION FOR MAJOR LAND USE ACTION REVIEW

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.  
ZAP1096MA14

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT) ZAP1096MA14

Date of Application \_\_\_\_\_  
Property Owner STRATFORD RANCH INVESTORS, LLC Phone Number (949) 333-6752  
Mailing Address 4100 NEWPORT PLACE  
SUITE 480  
NEWPORT BEACH, CA 92660

Agent (if any) JASON KELLER Phone Number (949) 333-6752 x218  
Mailing Address SAME

### 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 EVANS ROAD CITY OF PERRIS  
Assessor's Parcel No. SEE ATTACHED Parcel Size 65.80 ACRES  
Subdivision Name STRATFORD RANCH Zoning EXISTING: R-19,000  
Lot Number N/A Classification PROP: R-6,000

### 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

March

Existing Land Use (describe) UNDEVELOPED, DET FARMING

Proposed Land Use (describe) SINGLE FAMILY RESIDENTIAL  
CHANGE OF ZONE R-10000 TO R-6,000  
GENERAL PLAN AMENDMENT SPECIFIC PLAN TO R-6,000

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 274  
For Other Land Uses Hours of Use, N/A  
(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) 40 ft.  
Highest Elevation (above sea level) of Any Object or Terrain on Site 1508 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	5-13-14
Agency Name	City of Paris
Staff Contact	Nathan Perez
Phone Number	
Agency's Project No.	ITM 36648, GPT, <del>C2</del> C2
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <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:** 3.2  
**HEARING DATE:** July 10, 2014  
**CASE NUMBER:** ZAP1033HR14 – AP North Lake Solar, LP  
(Representative: EPD Solutions, Jeremy Krout)  
**APPROVING JURISDICTION:** City of Hemet

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**JURISDICTION CASE NO.:** CUP 14-006 (Conditional Use Permit)

**MAJOR ISSUES:** The proposed photovoltaic solar facility is located close-in to Hemet-Ryan Airport and could present potential glare hazards for pilots. As included in the technical report prepared for the project, glare from the photovoltaic panels would only occur within an approximate 30-minute period during summer months within pilots' peripheral view, but at distances of 0.25 to 0.75 miles from the runway toward sunset. The technical report concluded that the potential for glare is minimal and would not create a substantial hazard to pilots and operations at Hemet-Ryan Airport.

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

**PROJECT DESCRIPTION:**

The project proposes to construct a 20 megawatt solar photovoltaic electric generating facility and associated facilities on 94 acres within a 134-acre parcel.

**PROJECT LOCATION:**

The project site is located westerly of Sanderson Avenue and southerly of Acacia Avenue within the City of Hemet. The closest portion of the project's boundaries is located approximately 1,100 feet northeasterly from the easterly end of Runway 5-23 of Blythe 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: Areas I and II
- c. Noise Levels: from above 60 CNEL to Below 55 CNEL

**BACKGROUND:**

Flight Hazard Issues: Structure height, electrical interference, and reflectivity/glare are among the issues that renewable energy facilities in the airport influence area must address. The project's photovoltaic (PV) panel structures would be located within Areas I and II as well as the Inner Transition 330 foot Zone. The PV panel structures are proposed to be setback a minimum of 200 feet from the extended runway centerline. An earlier design had proposed structures directly astride the extended centerline. The applicant redesigned the layout after consultation with ALUC Director and staff. Three new 30 foot tall power poles are proposed within the northeast corner of the site. These power poles are not anticipated to present any substantial increased hazard since as noted below in the Part 77 analysis, these do not require review by the Federal Aviation Administration for Obstruction Evaluation.

*Electrical and Communications Interference*

The applicant has indicated that they do not plan to utilize equipment that would interfere with aircraft communications. The PV panels themselves represent little risk of interfering with radar transmissions due to their low profiles. In addition, solar panels do not emit electromagnetic waves over distances that could interfere with radar signal transmissions, and any electrical facilities that do carry concentrated current are buried beneath the ground and away from any signal transmission. There are no radar transmission or receiving facilities within the site.

*Glint and Glare/Reflectivity*

The project proposes to collect solar energy via photovoltaic (PV) panels. PV panels are designed to absorb approximately 70% of solar energy and convert it directly to electricity, resulting in reflectance levels much lower than that of other common reflective surfaces. A technical report prepared by SunPower Corporation, dated September 29, 2009, determined that "the glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces."

A glare analysis for the proposed project was prepared by POWER Engineers to determine the direction and intensity of glare produced by the proposed project. 3D modeling of the existing conditions and the proposed solar facility was utilized to determine these impacts. The analysis also considered whether the glare would be visible from a pilot's focused view (60 degree cone of vision) or the distorted view (60 to 120 degrees of view). The analysis determined that glare may be anticipated on Runway 23 approach during evenings in the summer in the peripheral view. Below is a summary of

glare potential for approach on both Runway 23 and Runway 5 at various times of the year:

Runway 23 approach (looking west):

Spring

- No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.

Summer

- 6:55 p.m. - 7:25 p.m.: Potential glare was recorded in the peripheral view 0.5 to 0.75 mile from the end of the runway.
- 7:25 p.m. - 8:00 p.m.: Potential glare was recorded in the peripheral view 0.25 to 0.75 mile from the end of the runway

Fall

- No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.

Winter

- No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.

Runway 5 approach (looking east): No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.

The study concludes that the proposed solar facility will have a minimal impact to airport operations at Hemet-Ryan Airport for the following reasons:

- No potential glare was identified in the pilot's focus view.
- Potential glare impacts within the peripheral view will not affect the viewer's sight with the same intensity as those within the focus view.
- Potential peripheral view glare was located more than .25 miles from the end of Runway 23.
- Potential glare will result in reflection levels less than that of many other commonly experienced materials (e.g., metal, glass, water).

Prohibited Uses: The proposed facility does not constitute a prohibited use, as defined by the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP). Within Area I, the HRACALUP prohibits "high risk land uses" that lists hazardous material facilities, institutional uses, places of assembly, critical facilities, and residential uses as characteristics for high risk land uses. Within Area II, residential lot sizes smaller than 2 ½ acres, public and private schools, institutional uses, places of assembly, and hazardous materials facilities are not permitted. Within the Transition Area, the HRACALUP residential density greater than 20 dwelling units per acre and structures greater than 35 feet in height are not permitted.

Part 77: The elevation of Runway 5-23 at its easterly terminus is approximately 1517 feet above mean sea level (1517 feet AMSL). At a distance of approximately 1,100 feet



from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1528 feet AMSL. The project site's existing elevation ranges from approximately 1510 to 1525 feet AMSL. The proposed solar panels have a maximum height of 10' and the proposed inverter structures have a maximum height of 15' for a potential maximum elevation of 1540 feet AMSL, which would indicate review by the FAA Obstruction Evaluation Service is required. However, the applicant has prepared a more detailed analysis noting the most sensitive proposed structures in terms of distance from the runway, distance from the extended runway centerline, structure height, and ground elevation and it determines that none of the structures require review by the FAA Obstruction Evaluation Service.

Noise: The site is located within areas subject to average noise levels from aircraft operations in above 60 CNEL down to below 55 CNEL. As a non-noise sensitive use, no noise mitigation measures are necessary.

---

### **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 in focused view 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. Any outdoor lighting installed shall be hooded and shielded to prevent either the spillage of lumens or reflection into the sky.
3. If the panels are mounted on a framework, said framework shall have a flat or matte finish so as to minimize reflection of sunlight.
4. Prior to issuance of building permits, the landowner shall convey an aviation easement to the County of Riverside as owner of Hemet-Ryan Airport.

5. The landowner shall provide the attached notice to all purchasers of the property.
6. All photovoltaic panels installed on the project site shall have received an anti-reflective coating to minimize the potential for hazardous glare to occur to aircraft.
7. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, reprogramming the alignment of the panels, covering them at the time of day when incidences of glare occur, or wholly removing panels to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
8. In the event that any incidence of electrical interference affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the project operator in writing. Within 30 days of written notice, the project operator shall be required to promptly take all measures necessary to eliminate such interference. An "incidence" includes any situation that results in an accident, incident, "near-miss," report by airport personnel, or specific safety complaint to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The project operator shall work with the airport operator to prevent recurrence of the incidence. For each such incidence made known to the project operator, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.
9. Structures' location and height shall comply with those as noted in the site plan and table as prepared by EPD solutions and dated 6/19/2004. If location and height shall change, this table shall be updated to confirm whether review by the FAA Obstruction Evaluation Service is required.
10. No retention basins are shown on the site plan, but if any retention basins are constructed, 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. Landscaping in and around the retention basin(s) shall not include trees that produce seeds, fruits, or berries.

# 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)



# Hemet - Ryan

## General Plan Roadways

### ROADCLASS

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

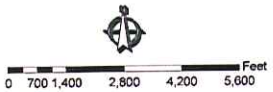
## Runways

### Runway Status

- EXISTING
- PROPOSED
- AIRPORTS

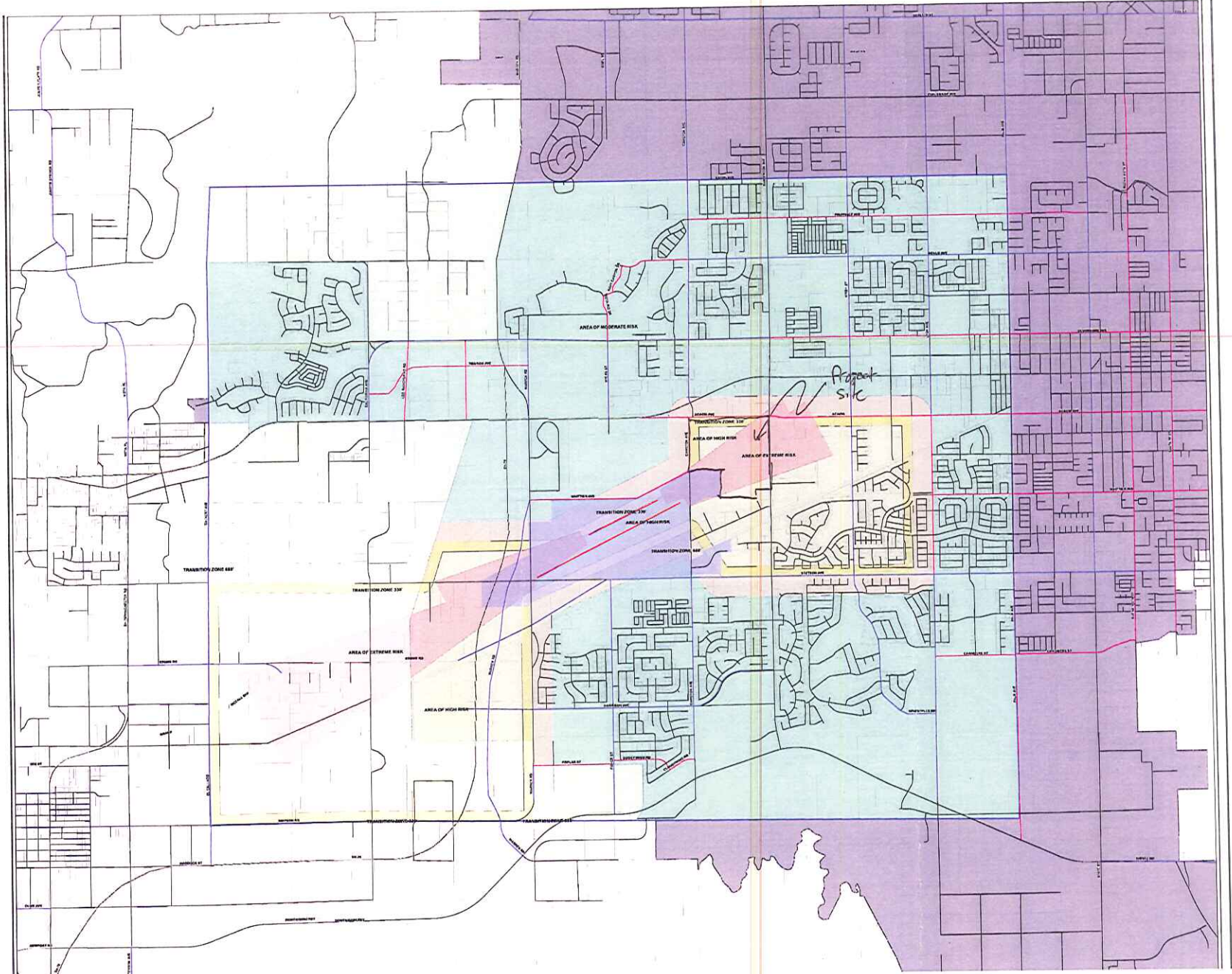
## Hemet Safety Zones

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



1 inch = 660 feet

Disclaimer: Maps and data are in the public domain and are not to be used for any purpose other than that for which they were prepared. The user assumes all responsibility for any errors or omissions. The user also assumes all liability for any damage or loss resulting from the use of this map. The user also assumes all liability for any damage or loss resulting from the use of this map. The user also assumes all liability for any damage or loss resulting from the use of this map.





RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
456-030-002

**AIRPORTS**

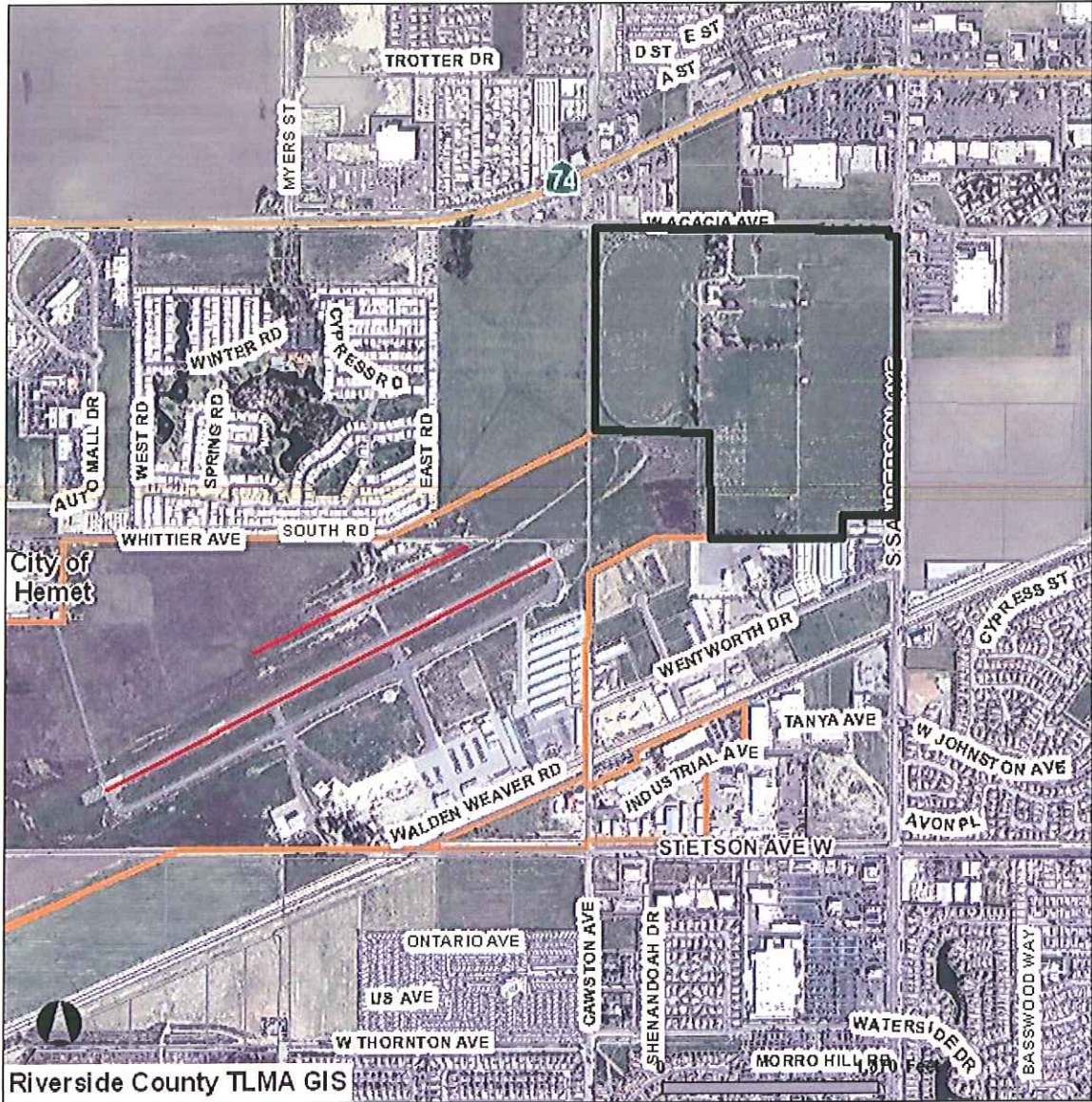
- SELECTED PARCEL
- N INTERSTATES
- N HIGHWAYS
- PARCELS
- N AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES

**\*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 Jun 25 15:07:04 2014  
Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
456-030-002

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 Jun 25 15:07:44 2014  
 Version 131127







LOCATION OF PROJECT RELATIVE TO HEMET-RYAN AIRPORT

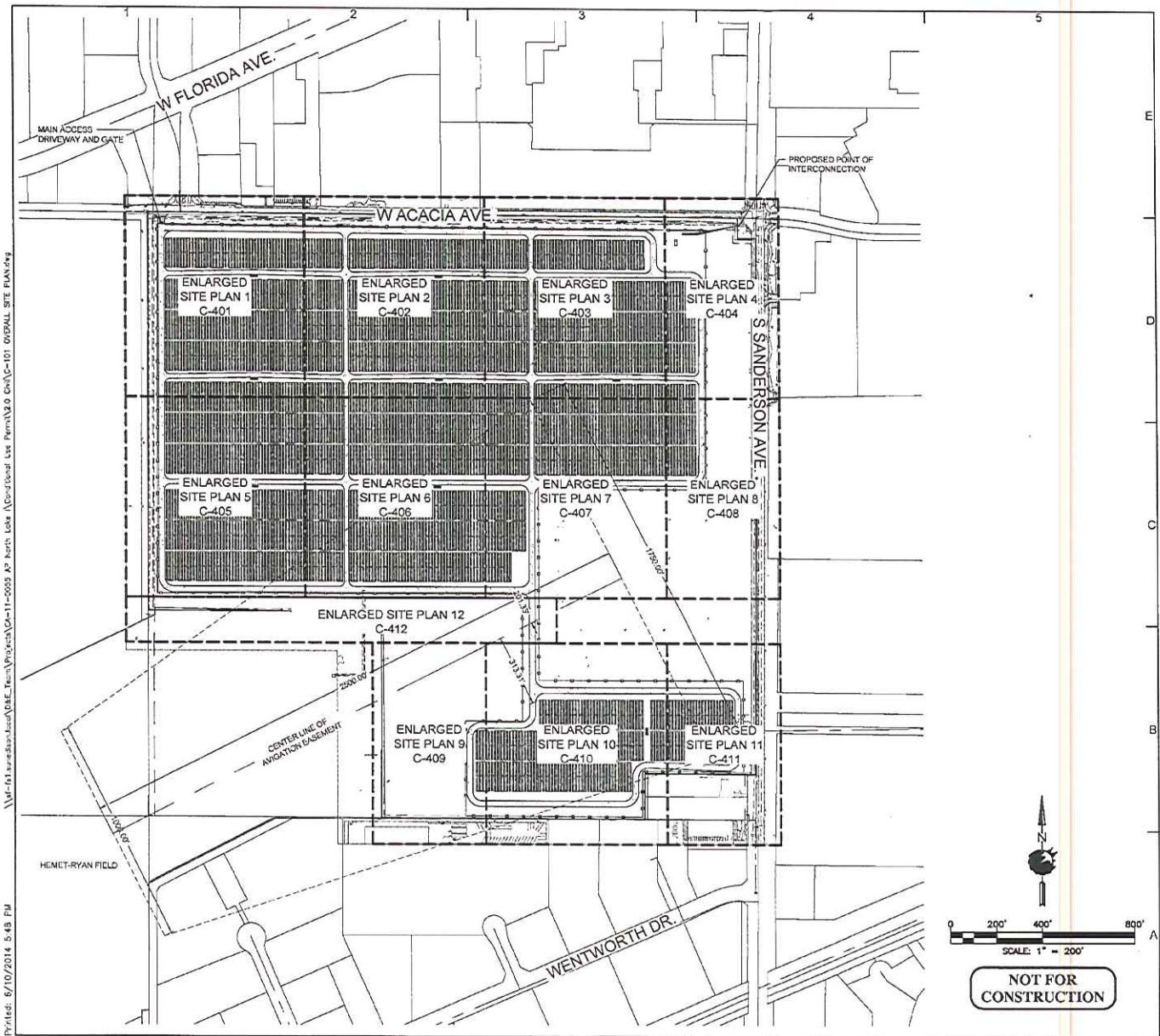


Hemet-Ryan  
Airport

© 2014 Google

300 900 feet





**PROJECT MAP:**

**LEGEND:**

- EX. PROPERTY LINE
- EX. DIRT ROAD
- EX. SETBACK LINE
- EX. RIGHT-OF-WAY
- EX. EASEMENT
- EX. AVIGATION EASEMENT
- EXISTING FENCE
- EX. VEGETATION
- NEW PERIMETER FENCE
- NEW GRAVEL ACCESS ROAD
- TRIMMED VEGETATION
- EX. MINOR CONTOUR
- EX. MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- FEMA FLOOD ZONE BOUNDARY

**NOTES:**

- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
- NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
- NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
- NO PROPOSED PHASING FOR THIS PROJECT.

**SunEdison**  
800 CLIFFER DRIVE, BELMONT, CA 94602  
(925) 434-8400 www.sunedison.com

**PROJECT NAME:**  
AP NORTH LAKE | PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT

**PROJECT NUMBER:** CA-11-0056      **DATE:** 08/11/14

**SCALE:** 1" = 200'      **DRAWN BY:** [POX]

**PROJECT PHASE:** CONDITIONAL USE PERMIT      **ENGINEER:** [POX]

**SHEET SIZE:** 24" X 30" (ARCH 'D')      **APPROVED BY:** [POX]

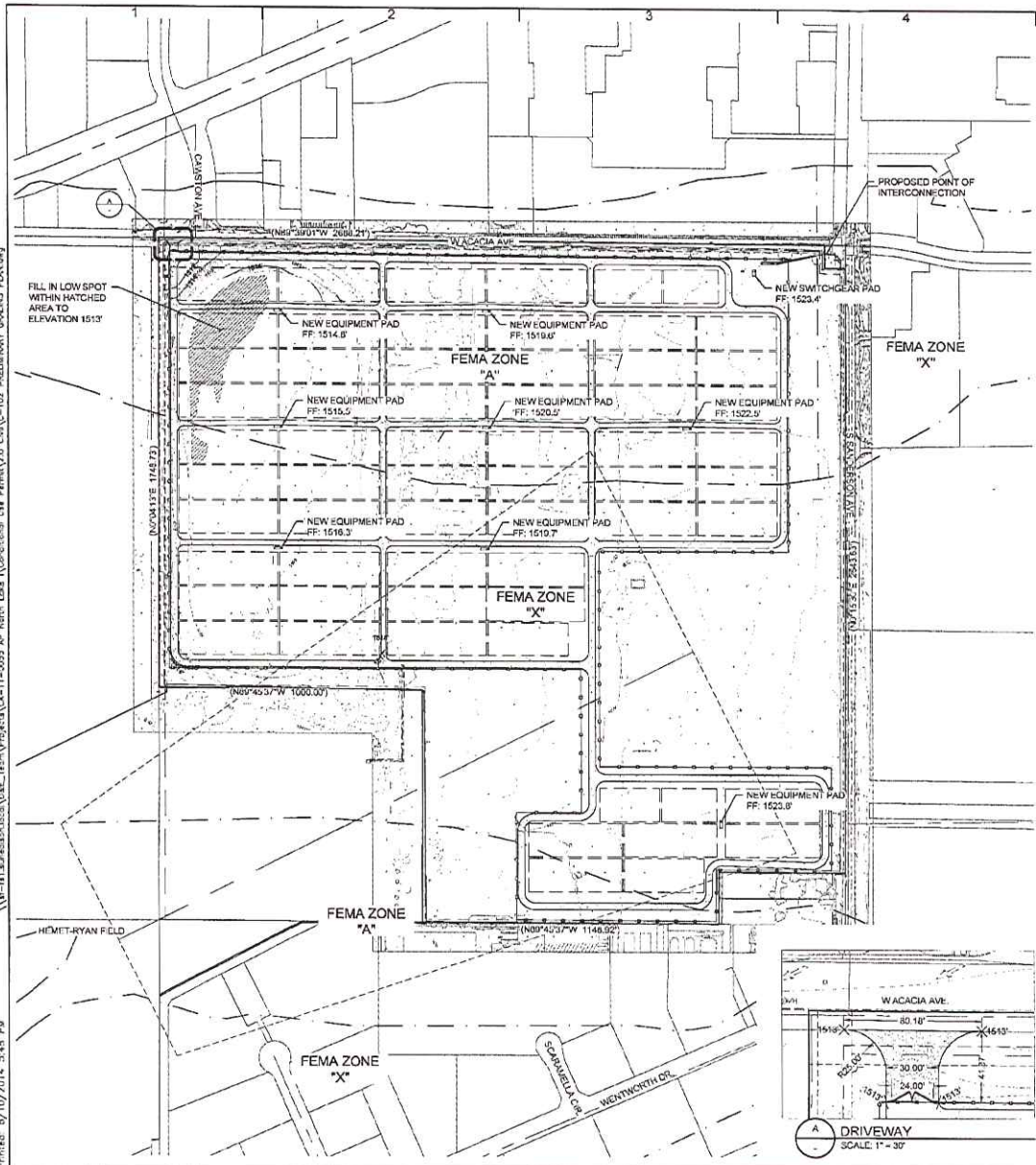
**SHEET TITLE:**  
OVERALL SITE PLAN

**SHEET NO.:**  
C-101

Printed: 6/10/2014 5:48 PM  
 \\uf-fs1\sunedison\esep\user\Team\Projects\CA-11-0056 AP North Lake | Conditional Use Permit\3.0 Civil\C-101 OVERALL SITE PLAN.dwg



Printed: 5/10/2014 5:48 PM \\P:\-In\aresub\ba\BDE\tem\Proj\ca-11-0055 AP North Lake (Conditional Use Permit)\2.0 Civil\102 PRELIMINARY GRADING PLAN.dwg



**GRADING AND DRAINAGE NOTES:**

1. DUE TO THE LIMITED EARTHWORK REQUIRED AT THE PROJECT SITE, THE PLAN IS SCALED TO FIT THE AREA WHERE THE EARTHWORK WILL OCCUR.
2. LIMITED EARTHWORK WILL BE REQUIRED FOR THE CONSTRUCTION OF THE SOLAR PROJECT AND THE APPROXIMATE EARTHWORK QUANTITIES ARE:  
CUT: 3,600 CY  
FILL: 6,000 CY  
NET: 2,400 CY
3. THE TOPOGRAPHY IS BASED ON AEROTECH MAPPING DATED MARCH 18, 2014. THE ELEVATIONS ARE IN FEET AND ARE BASED ON NAVD83.
4. THE LOCATIONS AND EASEMENTS OF ALL EXISTING AND PROPOSED EASEMENTS ARE REFERENCED ON THE SITE PLAN.
5. THE BENCHMARK IS DESCRIBED BY RIVERSIDE COUNTY CALIFORNIA 1904, DESIGNATION H-10, 1984, ELEVATION 1527.00 FT NAVD83 (ALUMINUM DISK SET IN SIDEWALK).
6. THE SITE CURRENTLY DRAINS GENERALLY FROM THE EAST TO THE WEST AND THE DRAINAGE PATTERN WILL NOT BE ALTERED FOR THE SOLAR FACILITY.
7. THE PROJECT SITE IS WITHIN FEMA ZONES 'A' AND 'X' AND THE EQUIPMENT PADS WILL BE RAISED MINIMUM 18 INCHES.
8. DUE TO THE PROPOSED CONSTRUCTION, THE PROJECT WILL RESULT IN MINIMAL EARTHWORK AND MINIMAL IMPERVIOUS AREAS, LIMITED TO THE EQUIPMENT PADS. THERE WILL BE MINIMAL PRE TO POST INCREASE IN STORM WATER FLOWS DUE TO THE CONSTRUCTION OF THE PROJECT. THEREFORE, A WATER QUALITY BASIN IS NOT SHOWN ON THIS PLAN. DURING CONSTRUCTION, BEST MANAGEMENT PRACTICES WILL BE UTILIZED ONSITE SO QUALITY OF DOWNSIDE WATER WILL NOT BE AFFECTED.

**PROJECT MAP:**

**LEGEND:**

— EX. PROPERTY LINE	— NEW PERIMETER FENCE
--- EX. DIRT ROAD	--- NEW GRAVEL ACCESS ROAD
- - - EX. SETBACK LINE	--- TRIMMED VEGETATION
--- EX. RIGHT-OF-WAY	--- EX. MINOR CONTOUR
--- EX. EASEMENT	--- EX. MAJOR CONTOUR
--- EX. AVIGATION EASEMENT	--- PROPOSED MAJOR CONTOUR
--- EXISTING FENCE	--- PROPOSED MAJOR CONTOUR
--- EX. VEGETATION	--- FEMA FLOOD ZONE BOUNDARY

**NOTES:**

1. NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
2. NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
3. NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
4. NO PROPOSED PHASING FOR THIS PROJECT.

800 CLIFFSIDE DRIVE, SELLMANTON, CA 94088  
 (415) 463-0000 www.sunedison.com

**PROJECT NAME:**  
AP NORTH LAKE I PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT.

**PROJECT NUMBER:** CA-11-0055      **DATE:** 05/11/14

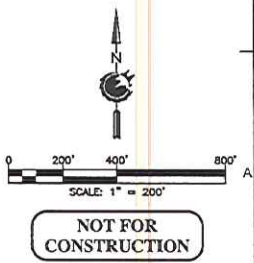
**SCALE:** 1" = 200'      **DRAWN BY:** CS

**PROJECT PHASE:** CONDITIONAL USE PERMIT      **ENGINEER:** SK

**SHEET SIZE:** 24" X 36" (ARCH 'D')      **APPROVED BY:** JC

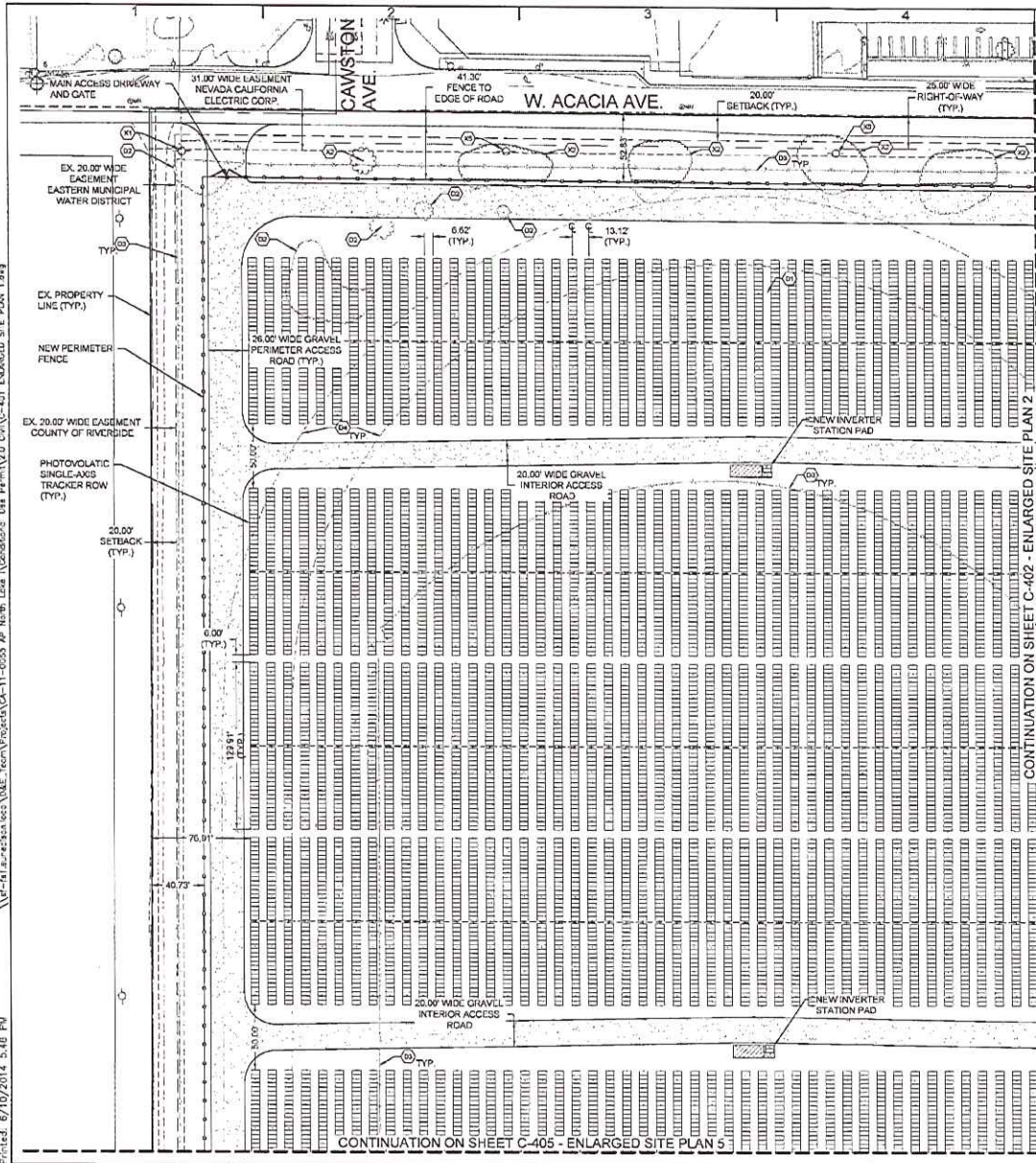
**SHEET TITLE:**  
**PRELIMINARY GRADING PLAN**

**SHEET NO.:**  
**C-102**

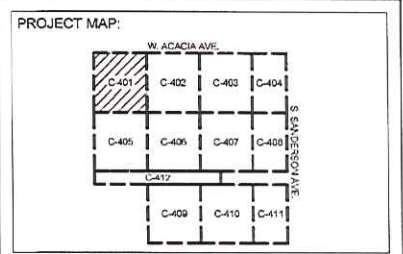




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 \\VF-01\arc\ekha\ess\AME\_Term\Project\CA-11-0055 AP North Lake I\Conditions Use Form\VD CA-11-0055 AP North Lake I\ENLARGED SITE PLAN 1.dwg



- KEYNOTES:**
- EXISTING TO REMAIN:**
- (1) EX. BUILDING/STRUCTURE
  - (2) EX. TREE/VEGETATION
  - (3) EX. FENCE
  - (4) EX. DIRT ROAD
  - (5) EX. POWER POLE
- DEMOLITION:**
- (6) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED



- LEGEND:**
- EX. PROPERTY LINE
  - EX. DIRT ROAD
  - EX. SETBACK LINE
  - EX. RIGHT-OF-WAY
  - EX. EASEMENT
  - EX. AVIGATION EASEMENT
  - EXISTING FENCE
  - EX. VEGETATION
  - NEW PERIMETER FENCE
  - NEW GRAVEL ACCESS ROAD
  - TRIMMED VEGETATION
  - EX. MINOR CONTOUR
  - EX. MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - FEMA FLOOD ZONE BOUNDARY

- NOTES:**
1. NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
  2. NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
  3. NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
  4. NO PROPOSED PHASING FOR THIS PROJECT.



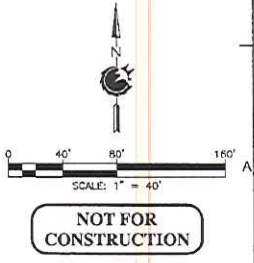
**PROJECT NAME:**  
AP NORTH LAKE I PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT.

PROJECT NUMBER: CA-11-0055	DATE: 06/11/14
SCALE: 1" = 40'	DRAWN BY: AM
PROJECT PHASE: CONDITIONAL USE PERMIT	ENGINEER: SK
SHEET SIZE: 24" X 36" (ARCH 'D')	APPROVED BY: SK

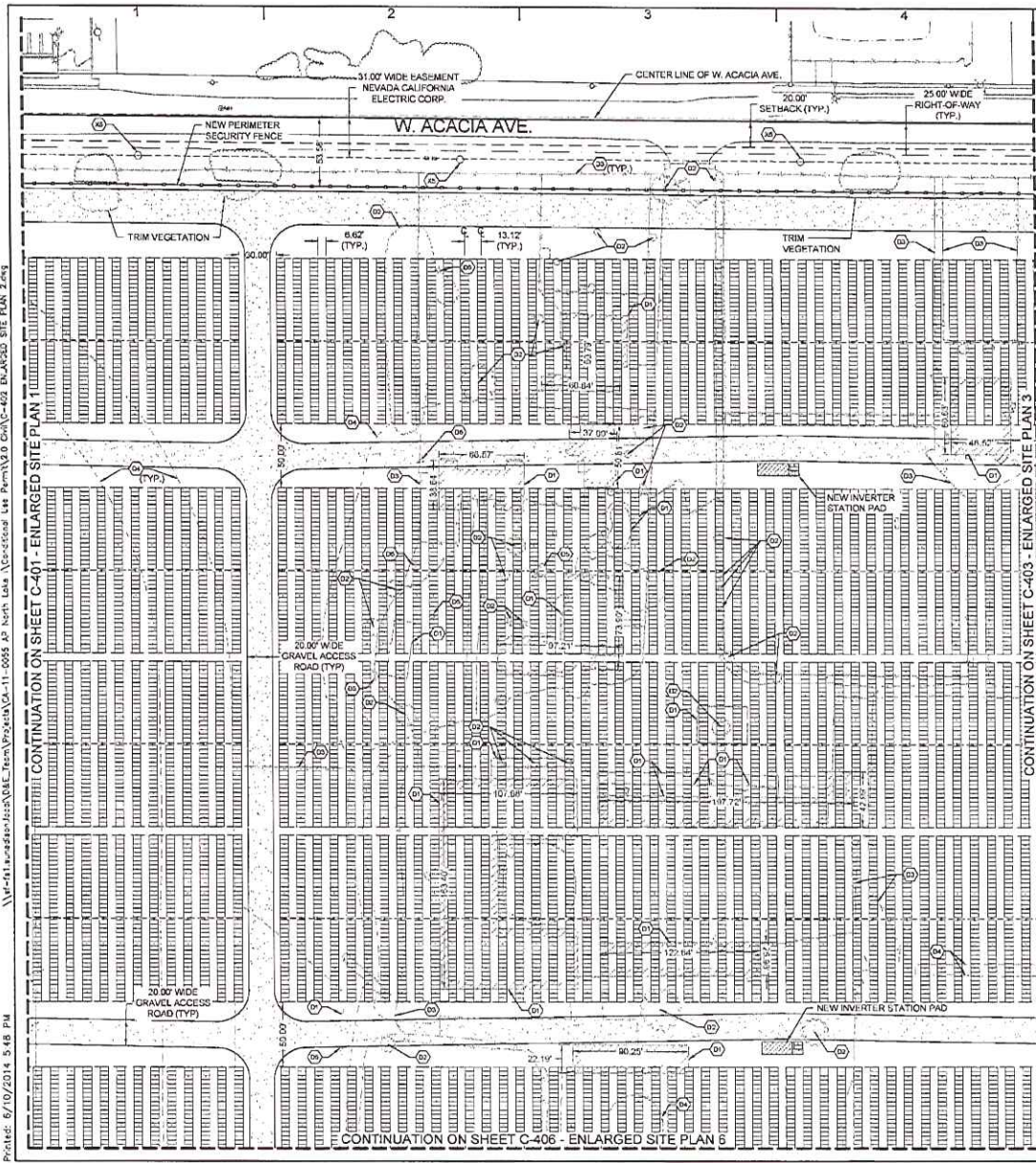
**SHEET TITLE:**  
ENLARGED SITE PLAN 1

**SHEET NO.:**  
C-401





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 \\p1-611-rsds\rsds\Jobs\N&E\_Term\Projects\CA-11-0055 AP North Lake Nevada\3.0 000\C-402 ENLARGED SITE PLAN 2.dwg



- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (M) EX. BUILDING/STRUCTURE
  - (N) EX. TREE/VEGETATION
  - (O) EX. FENCE
  - (P) EX. DIRT ROAD
  - (Q) EX. POWER POLE
- DEMOLITION:**
- (R) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (S) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (T) EX. FENCE TO BE REMOVED
  - (U) EX. DIRT ROAD TO BE ABANDONED
  - (V) EX. POWER POLE TO BE REMOVED

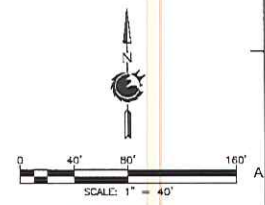
**PROJECT MAP:**

**LEGEND:**

- EX. PROPERTY LINE
- EX. DIRT ROAD
- EX. SETBACK LINE
- EX. RIGHT-OF-WAY
- EX. EASEMENT
- EX. AVIGATION EASEMENT
- EXISTING FENCE
- EX. VEGETATION
- NEW PERIMETER FENCE
- NEW GRAVEL ACCESS ROAD
- TRIMMED VEGETATION
- EX. MINOR CONTOUR
- EX. MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- FEMA FLOOD ZONE BOUNDARY

**NOTES:**

- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
- NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
- NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
- NO PROPOSED PHASING FOR THIS PROJECT.



**NOT FOR CONSTRUCTION**

**SunEdison**  
800 CLIPPEN DRIVE BELMONT CA 94002  
 (925) 863-6600 [www.sunedison.com](http://www.sunedison.com)

**PROJECT NAME:**  
 AP NORTH LAKE I PV POWER PLANT

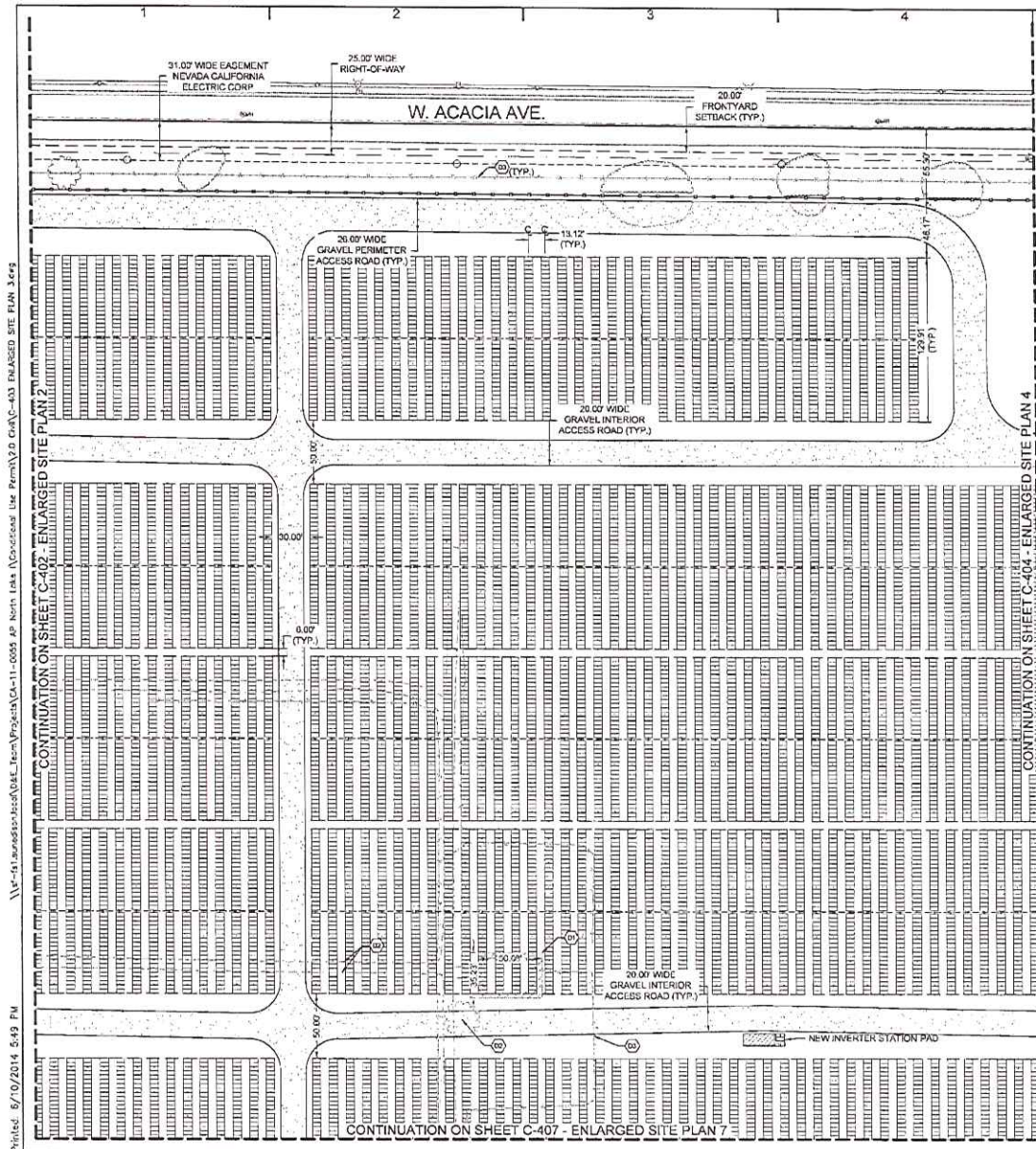
APPLICANT:	NO.	REVISION	DATE	INIT.

<b>PROJECT NUMBER:</b> CA-11-0056	<b>DATE:</b> 05/11/14
<b>SCALE:</b> 1" = 40'	<b>DRAWN BY:</b> AM
<b>PROJECT PHASE:</b> CONDITIONAL USE PERMIT	<b>ENGINEER:</b> SK
<b>SHEET SIZE:</b> 24" X 36" (ARCH 'D')	<b>APPROVED BY:</b> SK

**SHEET TITLE:**  
 ENLARGED SITE PLAN 2

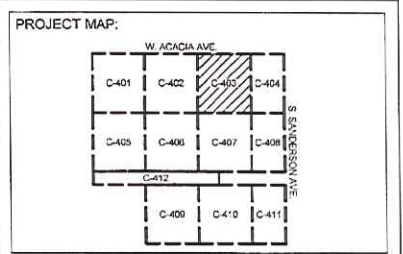
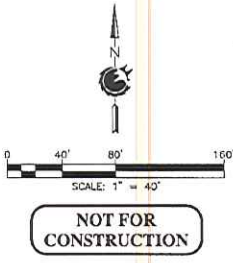
**SHEET NO.:**  
C-402






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 \\F:\91\awadso\kiss\046\_1em\Projects\CA-11-0055 AP North Lake Nevada use Permit\2.0 CA\CA-403 ENLARGED SITE PLAN 3.dwg

- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (X1) EX. BUILDING STRUCTURE
  - (X2) EX. TREE/VEGETATION
  - (X3) EX. FENCE
  - (X4) EX. DIRT ROAD
  - (X5) EX. POWER POLE
- DEMOLITION:**
- (D1) EX. BUILDING STRUCTURE TO BE REMOVED
  - (D2) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (D3) EX. FENCE TO BE REMOVED
  - (D4) EX. DIRT ROAD TO BE ABANDONED
  - (D5) EX. POWER POLE TO BE REMOVED



- LEGEND:**
- |     |                        |     |                          |
|-----|------------------------|-----|--------------------------|
| --- | EX. PROPERTY LINE      | —○— | NEW PERIMETER FENCE      |
| --- | EX. DIRT ROAD          | --- | NEW GRAVEL ACCESS ROAD   |
| --- | EX. SETBACK LINE       | --- | TRIMMED VEGETATION       |
| --- | EX. RIGHT-OF-WAY       | --- | EX. MINOR CONTOUR        |
| --- | EX. EASEMENT           | --- | EX. MAJOR CONTOUR        |
| --- | EX. AVIGATION EASEMENT | --- | PROPOSED MAJOR CONTOUR   |
| --- | EXISTING FENCE         | --- | PROPOSED MAJOR CONTOUR   |
| --- | EX. VEGETATION         | --- | FEMA FLOOD ZONE BOUNDARY |

- NOTES:**
- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
  - NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
  - NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
  - NO PROPOSED PHASING FOR THIS PROJECT.



**SunEdison**  
800 CLIFFER DRIVE, BELMONT, CA 94002  
 (925) 493-6800 www.sunedison.com

**PROJECT NAME:**  
 AP NORTH LAKE I PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT.

PROJECT NUMBER: CA-11-0055	DATE: 06/11/14
SCALE: 1" = 40'	DRAWN BY: AM
PROJECT PHASE: CONDITIONAL USE PERMIT	ENGINEER: SK
SHEET SIZE: 24" X 36" (ARCH-D)	APPROVED BY: SK

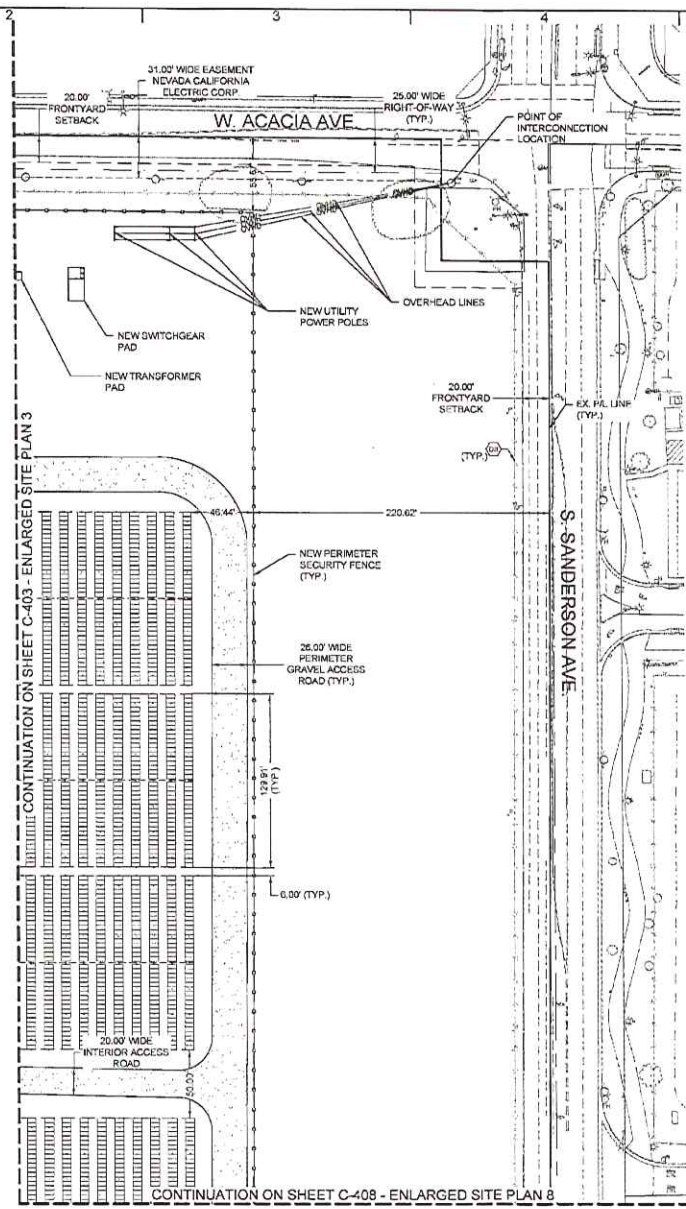
**SHEET TITLE:**  
 ENLARGED SITE PLAN 3

**C-403**



\\P:\Harris\ss\ss\0611-0055 AP North Lake (Continental Use Permit)\2.0 C-404 ENLARGED SITE PLAN 4.dwg

Printed: 6/10/2014 5:49 PM



- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (1) EX. BUILDING/STRUCTURE
  - (2) EX. TREE/VEGETATION
  - (3) EX. FENCE
  - (4) EX. DIRT ROAD
  - (5) EX. POWER POLE
- DEMOLITION:**
- (6) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED

**PROJECT MAP:**

**LEGEND:**

EX. PROPERTY LINE	NEW PERIMETER FENCE
EX. DIRT ROAD	NEW GRAVEL ACCESS ROAD
EX. SETBACK LINE	TRIMMED VEGETATION
EX. RIGHT-OF-WAY	EX. MINOR CONTOUR
EX. EASEMENT	EX. MAJOR CONTOUR
EX. AVIGATION EASEMENT	PROPOSED MAJOR CONTOUR
EXISTING FENCE	HWOPOSED MAJOR CONTOUR
EX. VEGETATION	FEMA FLOOD ZONE BOUNDARY

**NOTES:**

- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
- NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
- NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
- NO PROPOSED PHASING FOR THIS PROJECT.

800 CLIFFER DRIVE, BELMONT, CA 94002  
(925) 452-4500 [www.sunedison.com](http://www.sunedison.com)

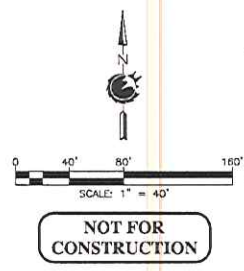
**PROJECT NAME:**  
AP NORTH LAKE | PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT.

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<b>SCALE:</b> 1" = 40'	<b>DRAWN BY:</b> AV
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<b>SHEET SIZE:</b> 24" X 36" (ARCH "D")	<b>APPROVED BY:</b> SK

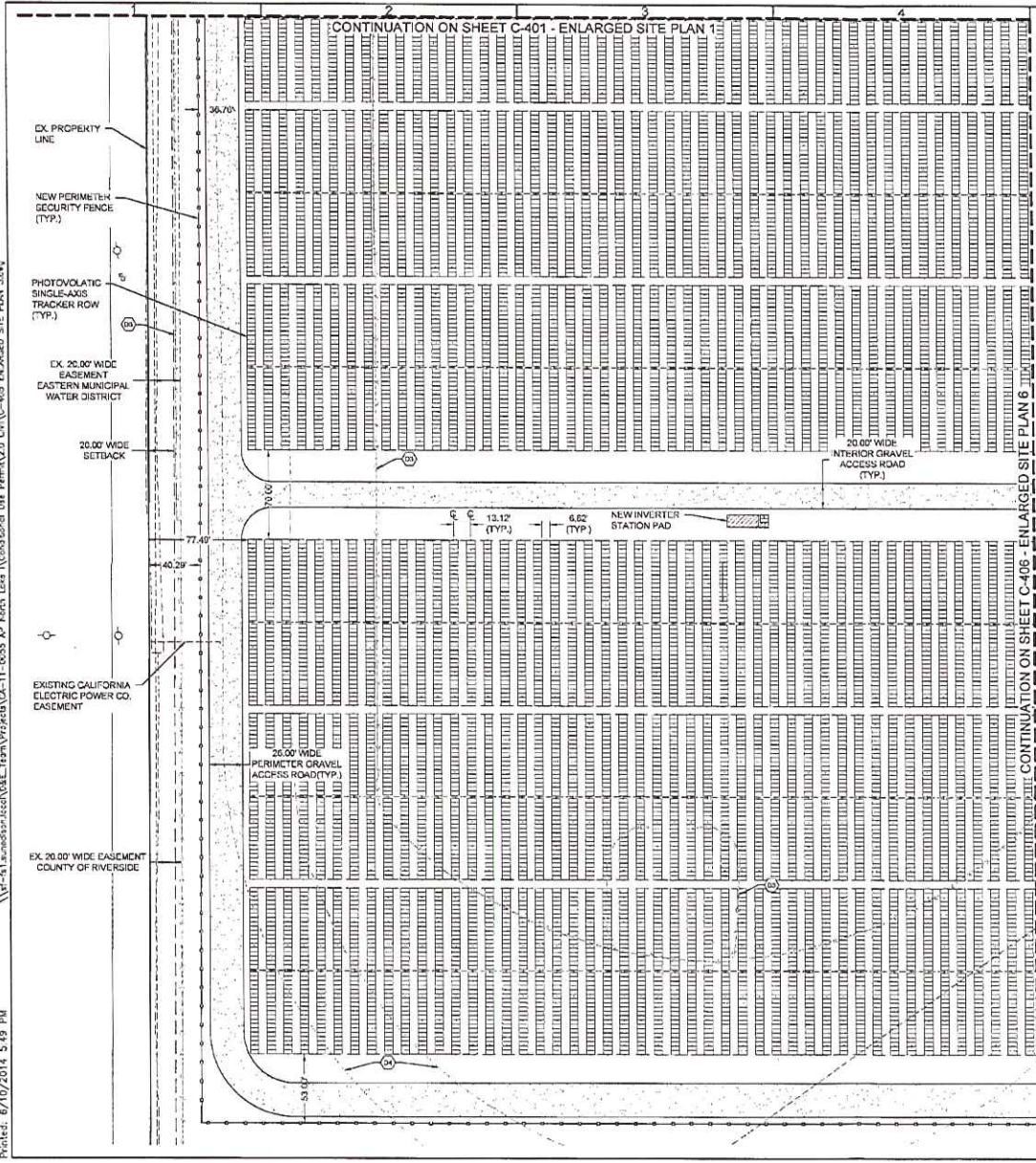
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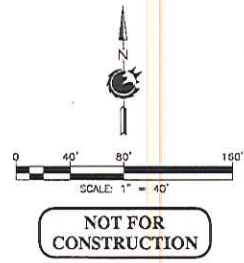


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- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (M) EX. BUILDING/STRUCTURE
  - (V) EX. TREE/VEGETATION
  - (F) EX. FENCE
  - (R) EX. DIRT ROAD
  - (P) EX. POWER POLE
- DEMOLITION:**
- (M) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (V) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (F) EX. FENCE TO BE REMOVED
  - (R) EX. DIRT ROAD TO BE ABANDONED
  - (P) EX. POWER POLE TO BE REMOVED



**PROJECT MAP:**

**LEGEND:**

— EX. PROPERTY LINE	— NEW PERIMETER FENCE
— EX. DIRT ROAD	— NEW GRAVEL ACCESS ROAD
— EX. SETBACK LINE	— TRIMMED VEGETATION
— EX. RIGHT-OF-WAY	— EX. MINOR CONTOUR
— EX. EASEMENT	— EX. MAJOR CONTOUR
— EX. AVIGATION EASEMENT	— PROPOSED MAJOR CONTOUR
— EXISTING FENCE	— PROPOSED MAJOR CONTOUR
— EX. VEGETATION	— FEMA FLOOD ZONE BOUNDARY

**NOTES:**

- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
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**PROJECT NUMBER:** CA-11-0055      **DATE:** 05/11/14

**SCALE:** 1" = 40'      **DRAWN BY:** AM

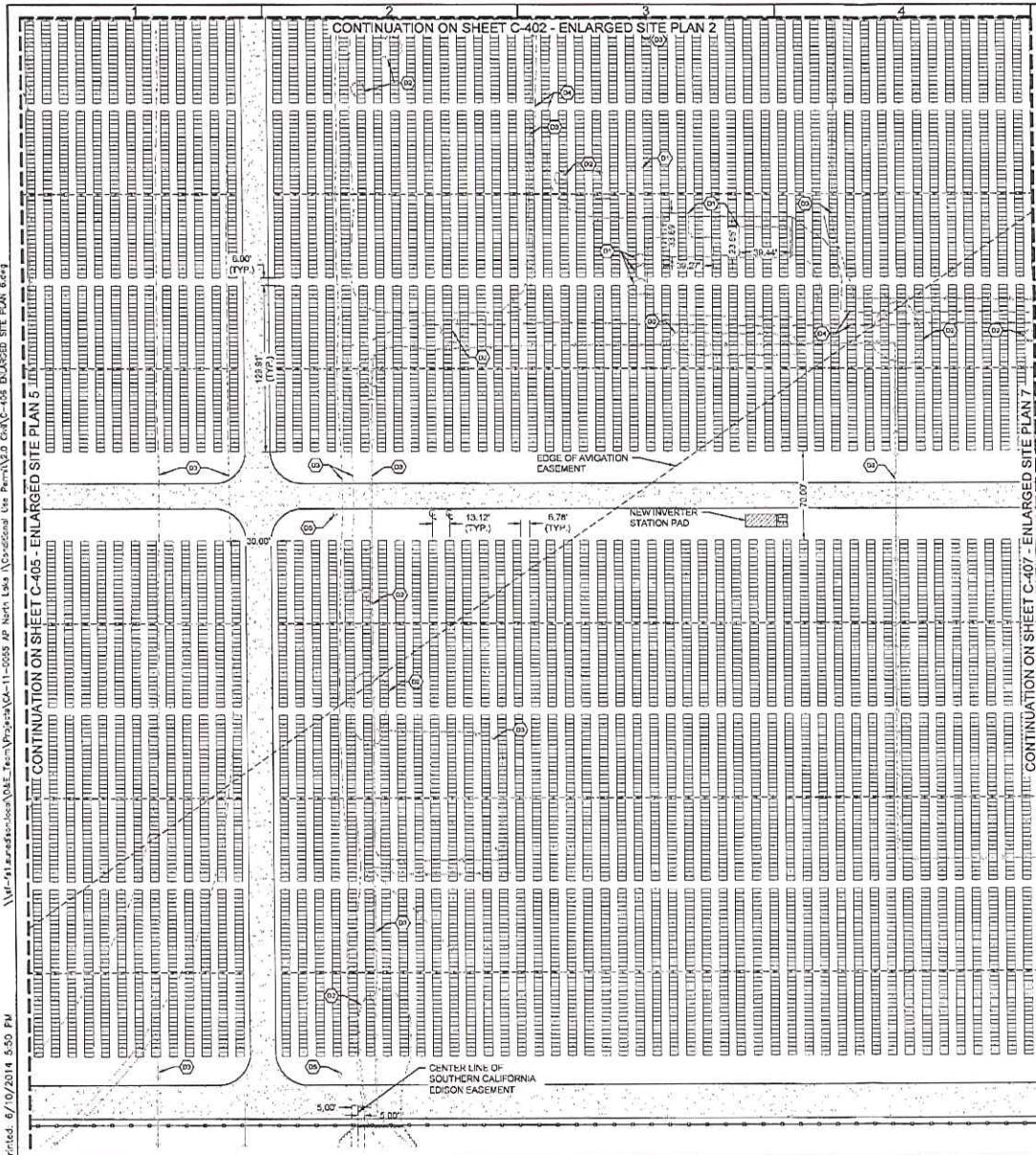
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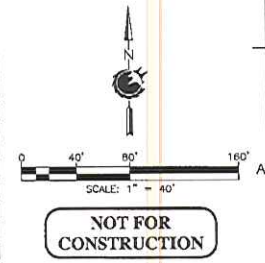
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**SHEET NO.:**  
C-405





- KEYNOTES:**
- EXISTING (TO REMAIN):
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  - (2) EX. TREE/VEGETATION
  - (3) EX. FENCE
  - (4) EX. DIRT ROAD
  - (5) EX. POWER POLE
- DEMOLITION:
- (6) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED



**PROJECT MAP:**

**LEGEND:**

- EX. PROPERTY LINE
- FX. DIRT ROAD
- EX. SETBACK LINE
- EX. RIGHT-OF-WAY
- EX. EASEMENT
- EX. AVIGATION EASEMENT
- EXISTING FENCE
- EX. VEGETATION
- NEW PERIMETER FENCE
- NEW GRAVEL ACCESS ROAD
- TRIMMED VEGETATION
- EX. MINOR CONTOUR
- EX. MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- PROPOSED MAJOR CONTOUR
- FEMA FLOOD ZONE BOUNDARY

**NOTES:**

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**APPLICANT:**

NO	REVISION	DATE	INIT

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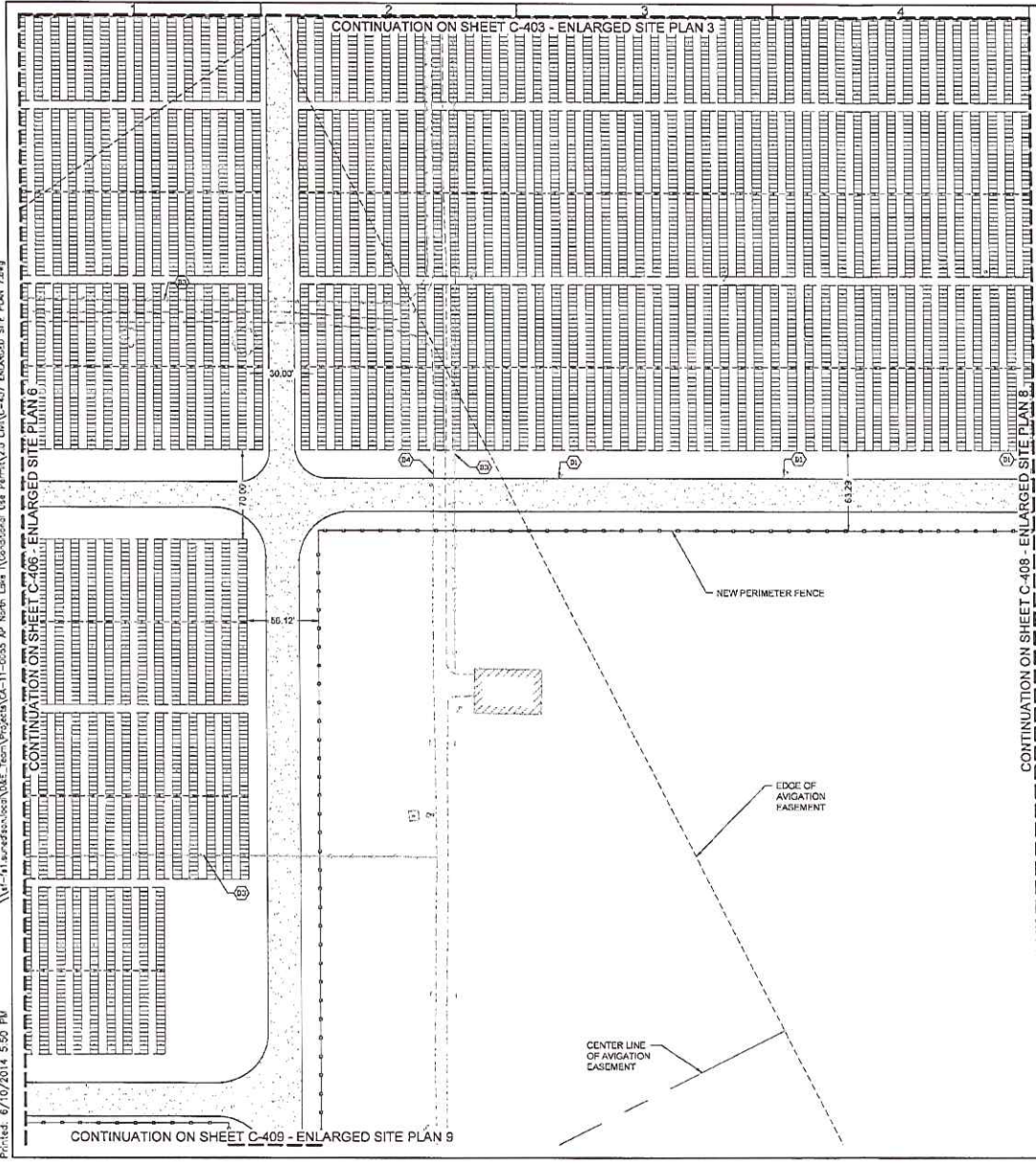
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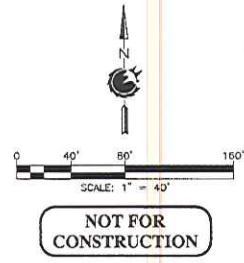
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- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (1) EX. BUILDING/STRUCTURE
  - (2) EX. TREE/VEGETATION
  - (3) EX. FENCE
  - (4) EX. DIRT ROAD
  - (5) EX. POWER POLE
- DEMOLITION:**
- (6) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED



**PROJECT MAP:**

**LEGEND:**

— EX. PROPERTY LINE	— NEW PERIMETER FENCE
— EX. DIRT ROAD	— NEW GRAVEL ACCESS ROAD
— EX. SETBACK LINE	— TRIMMED VEGETATION
— EX. RIGHT-OF-WAY	— EX. MINOR CONTOUR
— EX. EASEMENT	— EX. MAJOR CONTOUR
— EX. AVIGATION EASEMENT	— PROPOSED MAJOR CONTOUR
— EXISTING FENCE	— PROPOSED MAJOR CONTOUR
— EX. VEGETATION	— FEMA FLOOD ZONE BOUNDARY

**NOTES:**

- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
- NO FUEL TANKS EXISTING OR PROPOSED ON SITE.
- NO FIRE HYDRANTS EXISTING OR PROPOSED ON SITE.
- NO PROPOSED PHASING FOR THIS PROJECT.

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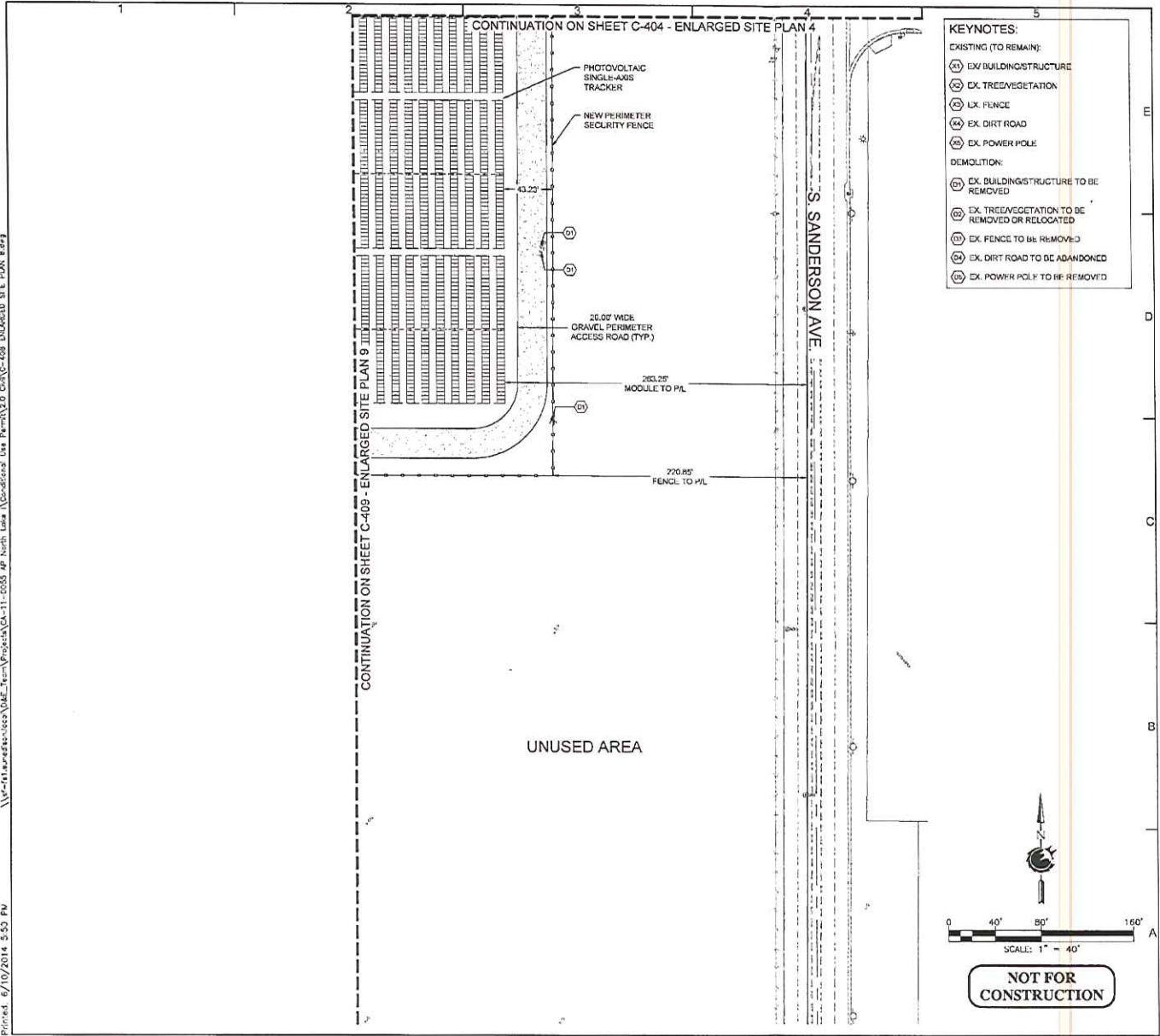
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<b>SHEET SIZE:</b> 24" X 36" (ARCH "D")	<b>APPROVED BY:</b> SK

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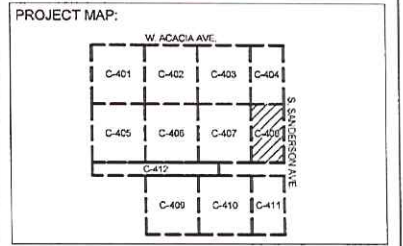
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- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (1) EX. BUILDING STRUCTURE
  - (2) EX. TREE/VEGETATION
  - (3) EX. FENCE
  - (4) EX. DIRT ROAD
  - (5) EX. POWER POLE
- DEMOLITION:**
- (6) EX. BUILDING STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED



- LEGEND:**
- EX. PROPERTY LINE
  - - - EX. DIRT ROAD
  - - - EX. SETBACK LINE
  - - - EX. RIGHT-OF-WAY
  - - - EX. EASEMENT
  - - - EX. AVIGATION EASEMENT
  - - - EXISTING FENCE
  - - - EX. VEGETATION
  - NEW PERIMETER FENCE
  - NEW GRAVEL ACCESS ROAD
  - TRIMMED VEGETATION
  - EX. MINOR CONTOUR
  - EX. MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - FEMA FLOOD ZONE BOUNDARY

- NOTES:**
1. NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
  2. NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
  3. NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
  4. NO PROPOSED PHASING FOR THIS PROJECT.



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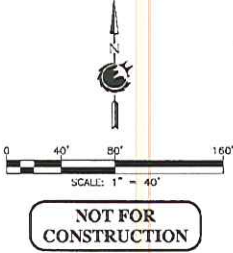
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AP NORTH LAKE I PV POWER PLANT

APPLICANT:	NO.	REVISION	DATE	INIT

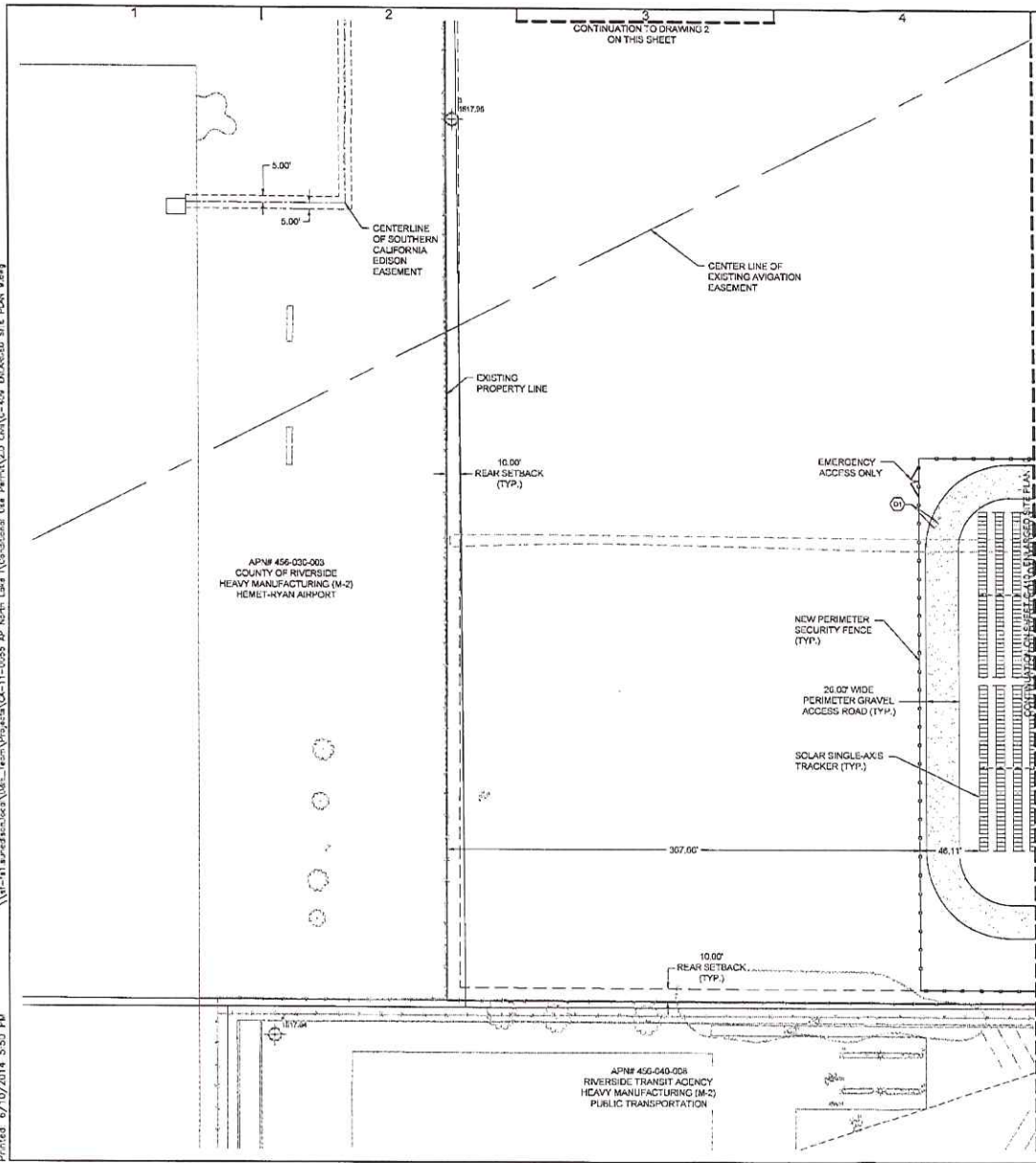
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**SHEET NO.:**  
C-408

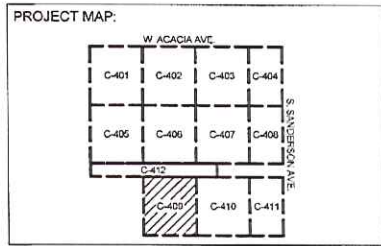
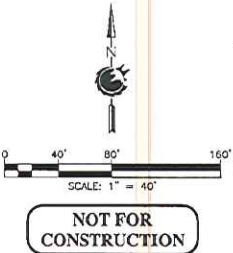


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CONTINUATION TO DRAWING 2 ON THIS SHEET

- KEYNOTES:**
- EXISTING (TO REMAIN):**
- (1) EX. BUILDING STRUCTURE
  - (2) EX. TREE/VEGETATION
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  - (5) EX. POWER POLE
- DEMOLITION:**
- (6) EX. BUILDING STRUCTURE TO BE REMOVED
  - (7) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (8) EX. FENCE TO BE REMOVED
  - (9) EX. DIRT ROAD TO BE ABANDONED
  - (10) EX. POWER POLE TO BE REMOVED



- LEGEND:**
- EX. PROPERTY LINE
  - - - EX. DIRT ROAD
  - - - EX. SETBACK LINE
  - - - EX. RIGHT-OF-WAY
  - - - EX. EASEMENT
  - - - EX. AVIGATION EASEMENT
  - - - EXISTING FENCE
  - - - EX. VEGETATION
  - NEW PERIMETER FENCE
  - NEW GRAVEL ACCESS ROAD
  - TRIMMED VEGETATION
  - EX. MINOR CONTOUR
  - EX. MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - FEMA FLOOD ZONE BOUNDARY

- NOTES:**
- NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
  - NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
  - NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
  - NO PROPOSED PHASING FOR THIS PROJECT.

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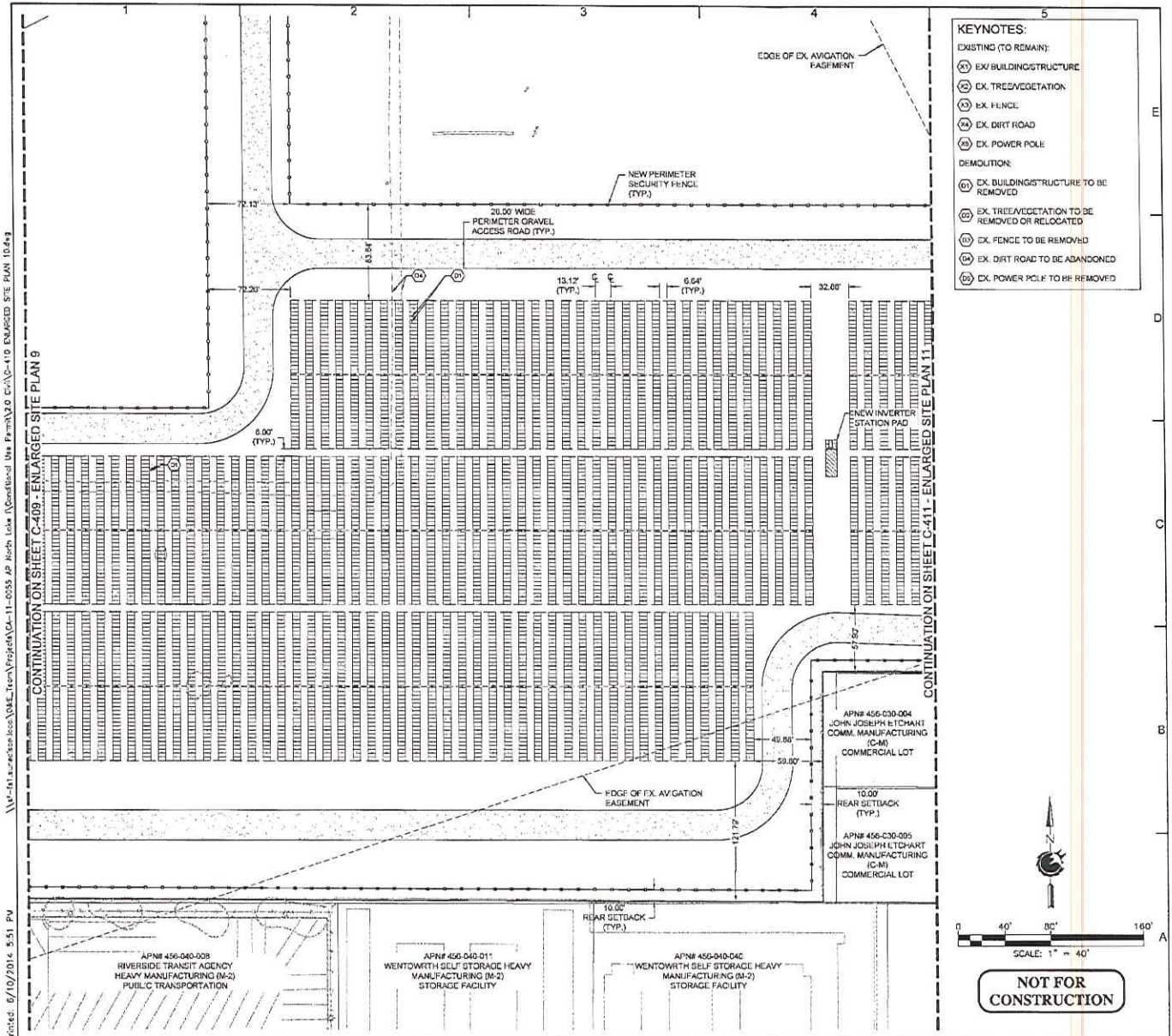
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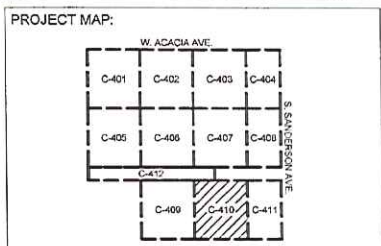
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**SHEET NO.:**  
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- KEYNOTES:**
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  - (E) EX. POWER POLE
- DEMOLITION:**
- (F) EX. BUILDING/STRUCTURE TO BE REMOVED
  - (G) EX. TREE/VEGETATION TO BE REMOVED OR RELOCATED
  - (H) EX. FENCE TO BE REMOVED
  - (I) EX. DIRT ROAD TO BE ABANDONED
  - (J) EX. POWER POLE TO BE REMOVED



- LEGEND:**
- EX. PROPERTY LINE
  - EX. DIRT ROAD
  - EX. SETBACK LINE
  - EX. RIGHT-OF-WAY
  - EX. EASEMENT
  - EX. AVIGATION EASEMENT
  - EXISTING FENCE
  - EX. VEGETATION
  - NEW PERIMETER FENCE
  - NEW GRAVEL ACCESS ROAD
  - TRIMMED VEGETATION
  - EX. MINOR CONTOUR
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  - PROPOSED MAJOR CONTOUR
  - PROPOSED MAJOR CONTOUR
  - FEMA FLOOD ZONE BOUNDARY

- NOTES:**
1. NO ENVIRONMENTAL OR CULTURALLY SENSITIVE AREAS ON SITE.
  2. NO FUEL TANKS (EXISTING OR PROPOSED) ON SITE.
  3. NO FIRE HYDRANTS (EXISTING OR PROPOSED) ON SITE.
  4. NO PROPOSED PHASING FOR THIS PROJECT.

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**AP NORTH LAKE | PV POWER PLANT**

APPLICANT:	NO.	REV. / ION	DATE	INIT.

**PROJECT NUMBER:** CA-11-0055      **DATE:** 06/11/14

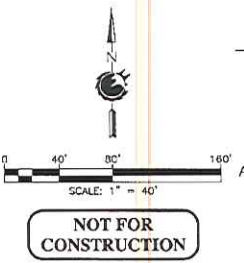
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**SHEET TITLE:**  
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**SHEET NO.:**  
**C-410**



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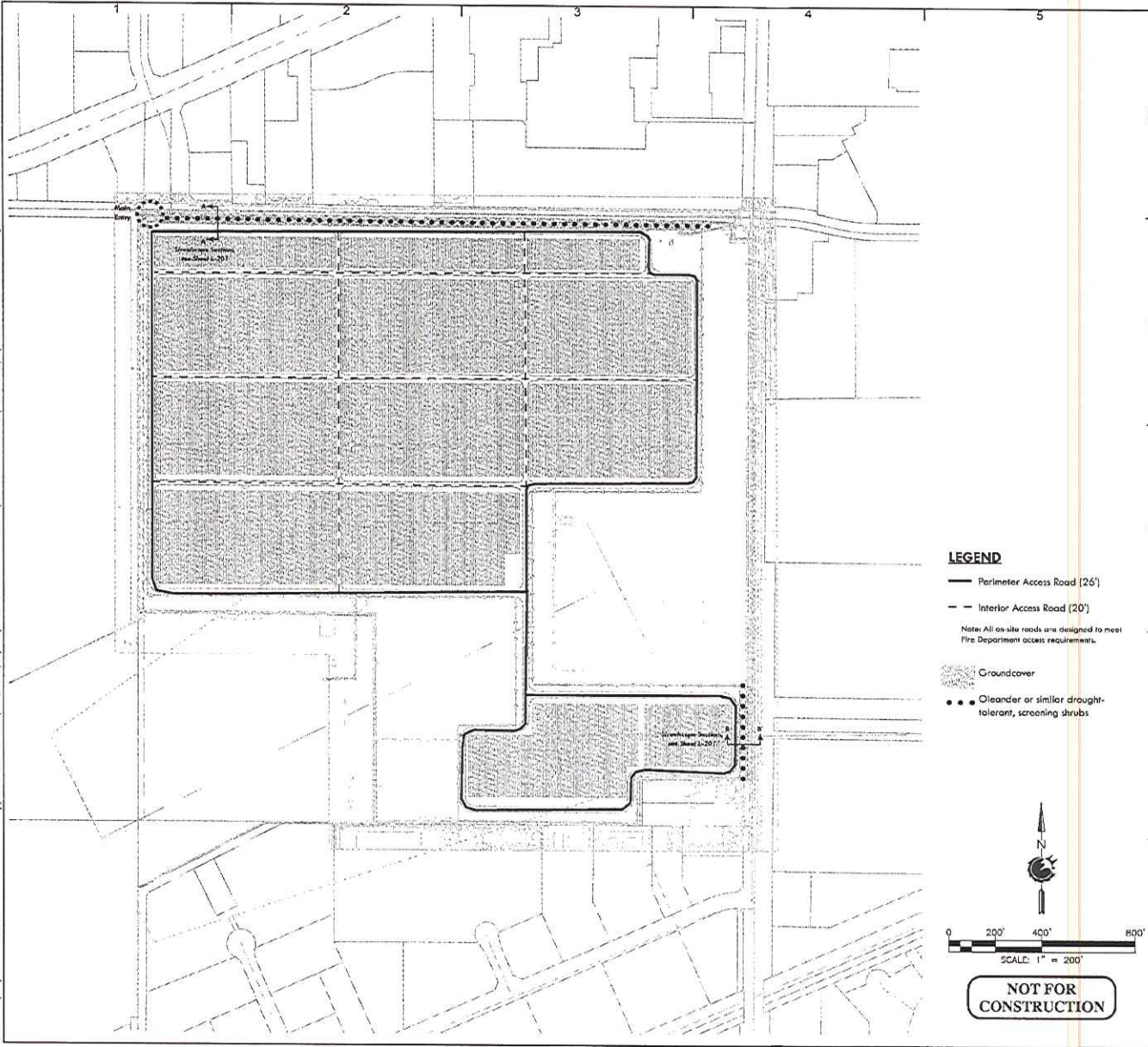






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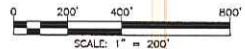
— Perimeter Access Road (26')

- - Interior Access Road (20')

Note: All on-site roads are designed to meet Fire Department access requirements.

••• Groundcover

••• Oleander or similar drought-tolerant, screening shrubs



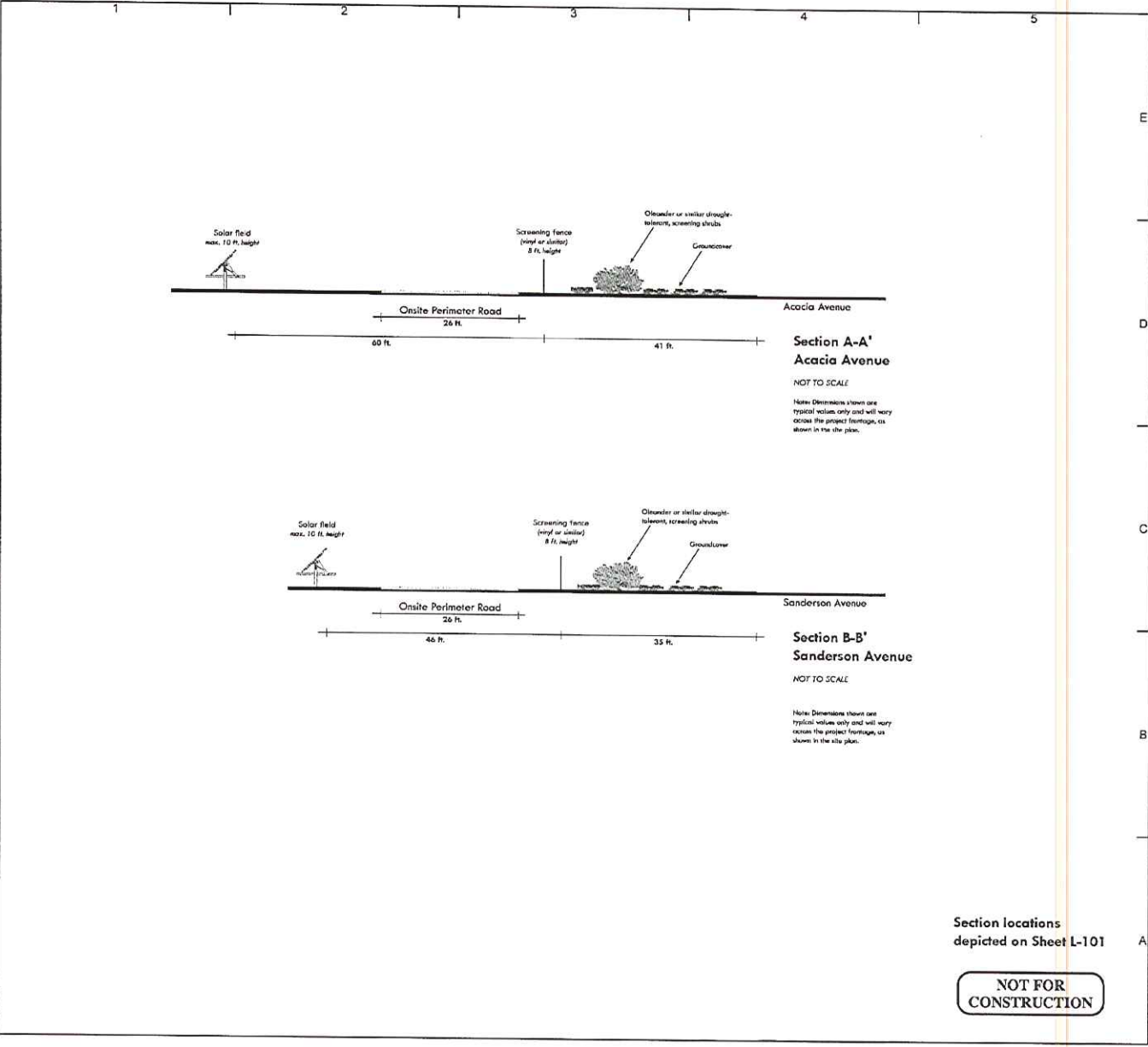
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APPLICANT:	NO.	REVISION	DATE
PROJECT NUMBER:	DATE:		
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SHEET TITLE:			
<b>LANDSCAPING &amp; CIRCULATION PLAN</b>			
SHEET NO.:			
<b>L-101</b>			




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Section locations depicted on Sheet L-101

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PROJECT NUMBER: CA-11-0056      DATE: 06/11/14

SCALE:      DRAWN BY:

PROJECT PHASE: CONDITIONAL USE PERMIT      ENGINEER:

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SHEET TITLE:  
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SHEET NO.:  
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**AP North Lake I Solar  
Solar Photovoltaic Power Plant  
APN 456-030-002**

**Hemet-Ryan Airport  
Land Use Compatibility Study  
City of Hemet, California**

---



Prepared for:

AP North Lake Solar, LP  
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San Francisco, Calif. 94104

Prepared by:

EPD Solutions, Inc.  
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Irvine, Calif. 92614

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June 2014



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## APPENDIX

Appendix A	Site Plan
Appendix B	FAA Obstruction Evaluation Calculations
Appendix C	Glint & Glare Analysis

## ACRONYMS & ABBREVIATIONS

AC	alternating current
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
ALUCS	Airport Land Use Compatibility Study
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Dept. of Transportation
Caltrans Handbook	2011 California Airport Land Use Planning Handbook, Caltrans Division of Aeronautics
CALUP	1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (amended 2009)
CEQA	California Environmental Quality Act
CUP	Conditional Use Permit
DC	direct current
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulations
Glint & Glare Analysis	Hemet Solar Project Single Axis Tracker Glare Study (POWER Engineers, June 2014)

MW	megawatt
PV	photovoltaic
USFS	U.S. Forest Service



## EXECUTIVE SUMMARY

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The AP North Lake I solar photovoltaic (PV) power plant (project) Airport Land Use Compatibility Study (ALUCS or Study) has been prepared to identify any potentially adverse land use compatibility impacts associated with the proposed solar field. The solar field is located on 95 acres of a 138-acre (gross) parcel, identified as Assessor's Parcel Number 456-030-002, located north of the Hemet-Ryan Airport in the City of Hemet (project site or site). The project is referenced as project number CUP14-006 by the City of Hemet.

The technical components of the ALUCS have been prepared in accordance with the California Environmental Quality Act (CEQA) and the Hemet-Ryan Airport Comprehensive Land Use Plan (CALUP), adopted by the Riverside County Airport Land Use Commission in 1992 and amended in 2009. The CALUP is the standard against which airport-environs land development projects are judged in making findings of "consistency." The CALUP was developed using guidance from the California Department of Transportation (Caltrans), as adopted in the California Airport Land Use Planning Handbook (Caltrans Handbook). The Caltrans Handbook is implemented by the Caltrans Division of Aeronautics. The Caltrans Handbook contains land use planning principles and standards for airport influenced lands, and is used to provide advisory guidance for project compatibility, in addition to the mandatory requirements of the CALUP.

In support of this analysis, an analysis of glint and glare impacts from the solar field (Glint & Glare Analysis) was prepared by POWER Engineers, Inc. The Glint & Glare Analysis focused on potential impacts on pilots using Hemet-Ryan Airport, and included recommended measures to minimize such impacts.

The site is designated Business Park in the City's General Plan and zoned A-2-C-10 (Agriculture). No changes to the City's General Plan or zoning are proposed as the project is allowed under the current General Plan and zoning designations with approval of a Conditional Use Permit (CUP). As an allowed use, the project is consistent with the City's intended land uses adjacent to the airport.

This Study finds that with the application of standard measures required by the ALUC and project design features described in the Glint & Glare Analysis, the nature of the proposed solar land use activities conform to the requirements of the Hemet-Ryan Airport CALUP and the 2011 Caltrans Handbook, and the project would be consistent with the Hemet-Ryan Airport CALUP.

## 1.0 INTRODUCTION

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This Study has been prepared to identify any potentially adverse land use compatibility impacts associated with a solar PV power plant proposed by AP North Lake Solar, LP, for a property located northeast of the Hemet-Ryan Airport in the city of Hemet.

Since the project site is located within the adopted influence area of the Hemet-Ryan Airport, the proposed project requires an airport land use compatibility study for completion of the project's environmental review under CEQA. This ALUCS has been prepared to specifically address any potential noise and safety risk incompatibilities between the proposed project and Hemet-Ryan Airport operations.

The technical components of this Study have been prepared in accordance with the requirements of CEQA and the Hemet-Ryan Airport CALUP adopted by the Riverside County ALUC in 1992 and amended in 2009.<sup>1</sup>

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## 2.0 PROJECT DESCRIPTION

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### 2.1 Project Site Location

The 138-acre (gross) project site is located in the southwestern portion of the city of Hemet, at the southwest corner of Acacia Avenue and Sanderson Avenue. The proposed project would cover approximately 94 acres of the project site, with the remaining acreage remaining vacant (40 acres) or being dedicated to the City of Hemet for widening of the Acacia Avenue and Sanderson Avenue rights-of-way (4 acres).

**Figure 1** is an aerial photo that illustrates the project site within the city of Hemet and in relation to the Hemet-Ryan Airport. The project parcel is approximately 1,155 feet from the closest portion of the main runway (Runway 5/23) at Hemet-Ryan Airport. As shown in **Figure 2**, which depicts proposed project features, structures associated with the solar field are set back from the parcel line such that the nearest structure (fencing) is 1,215 feet from the runway.

### 2.2 Project Site Conditions and Surrounding Uses

The project site has a relatively flat topography with a gradual slope from east to west. The site's elevation is approximately 1,520 feet above mean sea level. The project site is located within an area that has been disturbed for many decades. The past and current land use has been an active horse breeding facility with over two dozen horse stalls, several residential units, pastures, race track, feeding stalls and turn-out arenas. Onsite vegetation is generally low-lying non-native plant species, characteristic of a disturbed site. Ornamental pine, eucalyptus, and palo verde trees, generally ranging from 15 to above 35 feet in height, are along the project site's northern boundary and in the central area of the site within the airport's landing path.

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<sup>1</sup> The 2009 Amendment to the 1992 CALUP was strictly an amendment to the definition of "Places of Assembly" in Section II.E. on page 13 of the CALUP. All other sections of the 1992 CALUP are unchanged by the 2009 Amendment.



The project site is surrounded by developed and undeveloped land, including the following:

- North: Acacia Avenue separates the site from vacant land and commercial development that fronts Highway 74/Florida Avenue
- Southwest: Hemet-Ryan Airport
- South: self-storage facility and commercial and office development
- East: Sanderson Avenue separates the site from a big-box commercial center and vacant land

### **2.3 Project Site in Relation to the Hemet-Ryan Airport**

The project site is located immediately northeast of the Hemet-Ryan Airport. The nearest project facilities to either of Hemet-Ryan Airport's runways are fences, 8 feet in height, which are 1,215 feet from the terminus of Runway 5/23. According to the adopted Hemet-Ryan Airport CALUP, the site is partially within Airport Influence Area Zone I (Extreme Risk) and partially within Zone II (High Risk).

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### **2.4 Project Site General Plan and Zoning**

Land uses in the city of Hemet are governed by the policies of the City's General Plan 2030, adopted in January 2012 (Resolution No. 4476), and by the Hemet Municipal Code. As shown in **Figure 3**, the General Plan designates the project site as BP (Business Park). The site's zoning is A-2-C-10, or Heavy Agriculture - 2 acre minimum.

The proposed project is consistent with the site's current zoning and General Plan designation, and no zone change or General Plan Amendment is being required by the City of Hemet for project development.

Figure 1. Project Site & Vicinity Aerial





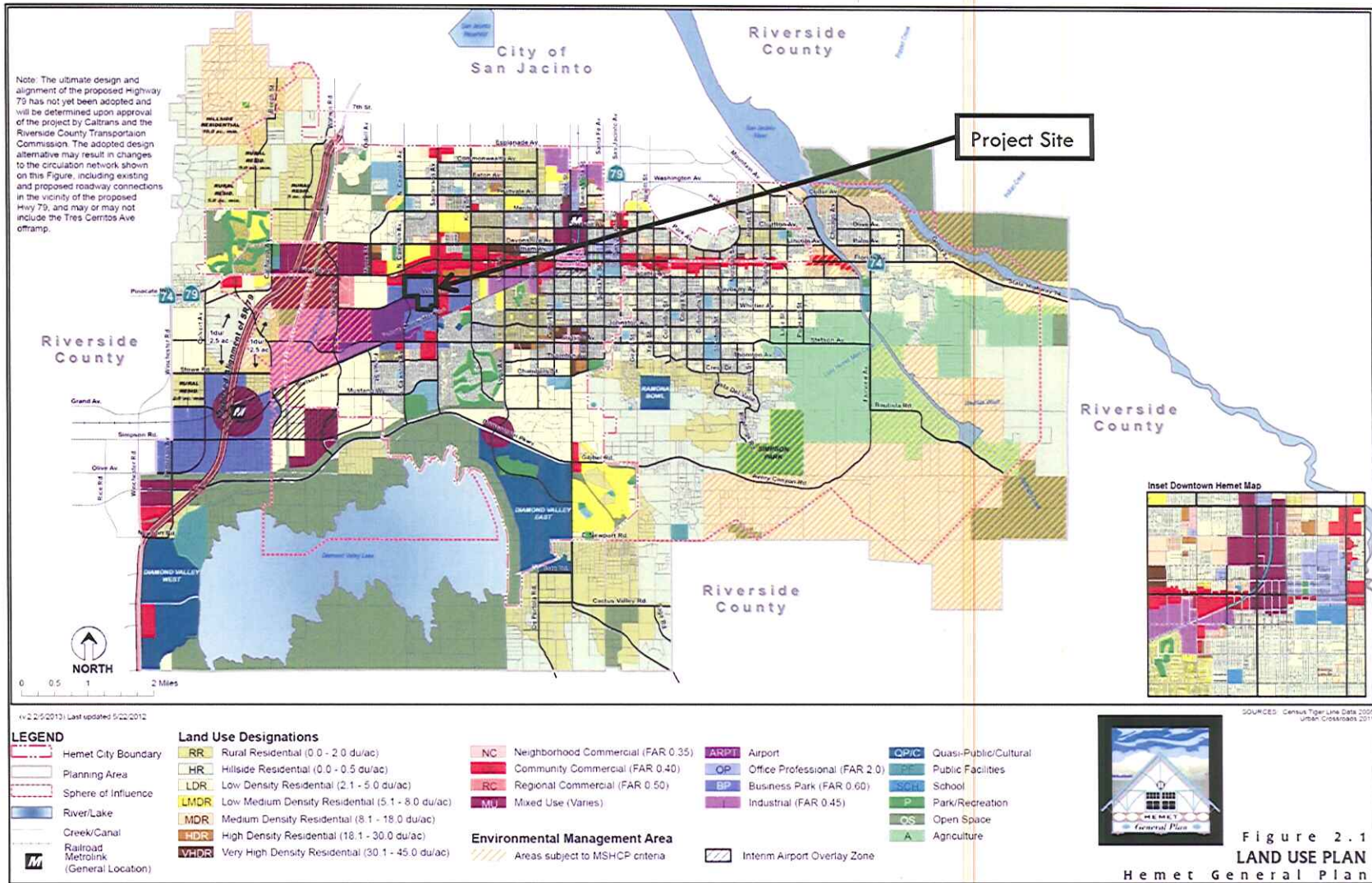
Figure 2. Proposed Project Layout



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Figure 3. General Plan Land Use Designation Map



Source: City of Hemet General Plan 2030

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## 3.0 PROPOSED PROJECT

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AP North Lake Solar, LP (applicant) proposes to develop the project site with a 20-MW solar PV power facility. Implementation of the proposed project requires approval of a Conditional Use Permit (CUP), which requires consideration by the ALUC for consistency with the Hemet-Ryan Airport CALUP. Implementation of the proposed land use does not require a General Plan amendment or zone change.

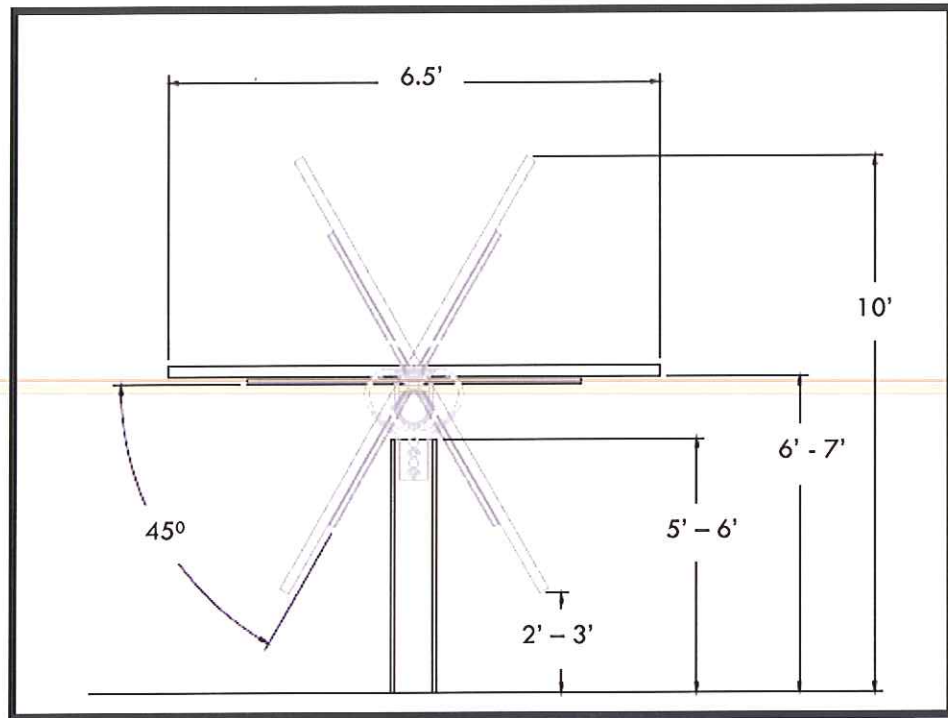
### 3.1 Project Facilities

The project will consist of PV solar panels organized in rows, with ancillary features to include inverters, on-site (underground) power distribution lines, switchgear, and related electrical equipment. Major project features are described in more detail below and are illustrated on the project site plan (Appendix A). Land not used for solar PV development, access roads and landscaping would remain in its existing, undeveloped state.

#### **Solar Field**

The solar panel field will be the primary feature of the proposed project. Solar panels will be organized in rows of single-axis tracking panels that are mounted to 6-inch steel support structures. Each row will be separated by about 15-20 feet (from post to post). The rows would be aligned north to south, and the PV panels would pivot to an angle of up to 45 degrees around a north-south axis, tracking the sun from east to west. The assembled PV panels would have a typical height of about 6 to 7 feet and a maximum height of approximately 10 feet, depending on the topography and soil conditions, and angle of the tracking system

as it changes over the course of each day while the panels follow the path of the sun. A cross-section of typical tracker panel is provided on **Figure 4**.



**Figure 4. Single-Axis Tracking Solar Panel Cross Section**

As shown on the site plan (Appendix A), the PV panels would be organized into electrical groups referred to as "blocks." Each block would encompass approximately 4.5 acres of PV panels (capable of producing about 1.2 MWac) and would include one inverter.

#### **Inverters and Switchgear**

Individual PV panels are connected together in series to create a "string" to produce direct current (DC) power. Strings of DC in parallel and series configuration will then run to inverters mounted on concrete equipment pads distributed in between blocks (**Figure 5**). Each skid enclosure includes two inverter blocks. The skid enclosure would be anticipated to be a 12-foot by 35-foot structure, either prefabricated or assembled on site, with a maximum height of 15 feet. The facility would be unoccupied except during inspection and maintenance. The inverters convert DC power to alternating current (AC) power, which then feeds to switchgear located at the northeast corner of the site. The interconnection point would be at a new pole on an existing local power distribution line along Acacia Avenue.



**Figure 5. Typical Solar Field Switchgear**



### **Fencing and Access**

The project area will be surrounded by a fence that is up to 8 feet tall. The fence will be either chain link with barbed wire (in areas that are not visible from public roads) or an opaque vinyl material.

Primary project access will occur on Acacia Avenue, with a new paved driveway near the northwest corner of the site. As the site will be unmanned, very little traffic will be generated (generally no more than one round-trip per day). Acacia Avenue abuts the property boundary; therefore, no off-site roadway improvements are necessary to accommodate the project. Onsite circulation roads will be 26 feet in width, constructed along the perimeter of the site and interior access roads will be 20 feet wide. Aggregate base or similar materials will be used for on-site access roads. One to two emergency access gates may be located along Acacia Avenue and Sanderson Avenue.

### **Powerline Interconnection**

The project will interconnect with the local power grid at the southwest corner of Acacia Avenue and Sanderson Avenue. A maximum of three new aboveground electricity poles will be required to connect to the existing power distribution grid. The poles would be located less than 60 feet south of Acacia Avenue and would be 30 feet tall. Aboveground powerlines would interconnect with existing 30 to 35-foot tall wooden poles currently present at the northern project site boundary along Acacia Avenue.

### **Setbacks**

Setbacks are incorporated into the site design to maximize visual and spatial buffers of the facility from Hemet-Ryan Airport. Setbacks are provided both along the project's shared boundary with the airport, and along the centerline extension of Runway 5/23 as it crosses the site. The setback from the nearest airport property boundary is over 115 feet along one edge of the project, and over 400 feet along another edge (nearer to the runway). Setbacks from ends of the runways are substantially greater. The nearest solar panels to the end of Runway 5/23 are approximately 1,830 feet from the edge of the runway to the east, and over 1,310 feet to the north. Setbacks from the runway centerline are a minimum of 200 feet to the north and 315 feet to the south.

### **Construction**

The construction sequence would include the preparation of laydown areas, earthwork activities such as minor grubbing of vegetation, and minor excavations. It also includes the construction of onsite access routes, erecting PV structures, and construction of interconnection facilities. Most construction activities would occur only between the hours of 7 am and 7 pm.

Staging areas would be near the northeast corner of the site to ensure safe access and eliminate the potential for impacts to airport operations.

### **Operations**

During operations, the site would be unmanned, with only occasional visits by maintenance and security staff during the week. No large trucks will routinely access the site during operations. Panel cleaning, involving a small number of light trucks typically occurs at solar photovoltaic power plants between zero (no cleaning required) and three times per year.

## 4.0 HEMET-RYAN AIRPORT OPERATIONS

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### 4.1 Background

Hemet-Ryan Airport aviation activities have been on-going since 1940 under the ownership and management of the County of Riverside. During World War II, Hemet-Ryan Airport consisted of 318 acres of land that was owned by the County of Riverside, but leased to the federal government and operated by the Ryan School of Aeronautics. The school trained more than 6,000 fliers for the U. S. Army Air Corps at the airport during the war. Since that time, the County of Riverside has continued to own, maintain, and expand the facilities at the airport. It presently serves as a public general aviation facility that provides base operations for local pilots and supports a variety of recreational, medical, fire suppression, and business uses on a total of 440 acres.

In the 1950s, Hemet-Ryan Airport became one of several air bases strategically located throughout California to provide air-tanker assistance in regional firefighting. In 1957, what is now known as the California Department of Forestry and Fire Protection (CAL FIRE) and the U.S. Forest Service (USFS) both established air bases at the Hemet-Ryan Airport for use in their firefighting operations. For over 40 years, CAL FIRE and the USFS were major economic contributors and users of the Hemet-Ryan Airport.

In 1997, discussions between the Riverside County Board of Supervisors and the CAL FIRE led to an “Air Attack Base Relocation Study.” The report identified March Air Force Base as best suited to accommodate CAL FIRE aircraft operations and related functions. Consequently, CAL FIRE had planned to move their operations from Hemet-Ryan Airport to March Air Force Base. However, in early 2006 the decision was made to remain and continue utilizing Hemet-Ryan as their local air base for fire containment and protection, with the understanding that improvements will continue to be made at the airport to accommodate larger aircraft.<sup>2</sup> Presently, the Hemet-Ryan Airport still hosts CAL FIRE's fire attack base, which is involved with wildfire suppression operations. The peak season for air tanker operations at the airport is typically from May through November. In 1998, the USFS relocated its operations to San Bernardino International Airport (formerly Norton Air Force Base), and no longer utilizes Hemet-Ryan for aerial fire-fighting operations. CAL FIRE is expected to remain at Hemet-Ryan Airport.

Over the last 15 years, a variety of improvements have been made to the airport, such as pavement rehabilitation and drainage improvements to improve the conditions that have resulted from activity by CAL FIRE and USFS operations, which have over time caused load-induced distress to the runway and taxiway pavements (Hemet-Ryan Airport Master Plan, September 2011 Final Draft).

### 4.2 Current Operations

Hemet-Ryan Airport is owned by the County of Riverside and is administered by the Economic Development Agency. Although the Hemet-Ryan Airport will no longer serve as a base for aerial fire-fighting, the airport will continue to serve as a base for CAL FIRE. Additionally, the Riverside County Sheriff's Department has a helicopter patrol operation, and the airport serves the cities of Hemet and San Jacinto. It also provides access to the city of Idyllwild and Diamond Valley Lake.

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<sup>2</sup> City of Hemet General Plan 2030.



As a public-use, general aviation facility, the airport provides a base of operations for local pilots while also supporting a variety of recreational, medical, and business uses, as well as providing a point of air access to the community and a place for practicing flight training.

Because of excellent thermal conditions for soaring, Hemet-Ryan Airport has historically been a busy location for sailplanes. Due to declining activity over the past few years, the principal sailplane fixed-base operator was closed for a period of time. In addition, over safety concerns, Riverside County closed the dedicated sailplane runways and associated turf-landing areas in 2009. Sailplane operations resumed in 2011.

The primary runway, Runway 5/23, is 4,315 feet in length and 100 feet wide. Runway 5/23 is constructed of asphaltic concrete and can accommodate up to an 80,000-pound, single-wheel aircraft. A second runway, Runway 4/22, is 2,045 feet in length and 25 feet wide. Runway 4/22 is also constructed of asphaltic concrete and will accommodate up to a 5,000-pound, single-wheel aircraft.

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### 4.3 Proposed Master Plan Airport Layout

For several years, Riverside County has been in the process of updating the Master Plan for the Hemet-Ryan Airport.<sup>3</sup> This process has been delayed by funding constraints. The most recent draft of the Master Plan, published in September 2011, and with an environmental impact report released in December 2011 (State Clearinghouse No. 2004081120), includes the following major components (Master Plan, p. 3-9):

- A 985-foot extension of Runway 5/23, to a length of 5,300 feet. This extension could occur at the southwestern edge of the current runway, at the northeastern edge of the runway, or with a portion on each side.
- Extension of the parallel taxiway and creation of a new runup apron.
- Installation of additional runway edge lights.
- Paving of a blast pad.
- Grading of a safety area 600 feet beyond the runway end and 300 feet wide.

The draft Master Plan indicates a runway extension to the southwest (away from the project site) is preferred over options that include a northeasterly extension. This is due to the need for additional land acquisition to the northeast, and changes in land use compatibility designations that would reduce developable land within the city of Hemet. These factors make any lengthening of the runway to the northeast more difficult and costly to achieve than a southwesterly extension.

The Airport Layout Plan in the Master Plan also indicates Runway 4/22 may be subject to permanent closure, identifies an expansion of airport acreage by 24 fee-simple acres and 10 easement acres, and allows for a substantial increase in aircraft spaces.

**Figure 6** illustrates the present layout and configuration of the airport, along with potential future airfield modifications considered in the draft Master Plan. Of note, the draft Master Plan does not propose an expansion of the Runway Protection Zone beyond the current boundaries, which entirely excludes the project site, nor does it recommend expansion of aviation easements currently on the project site.

**Table 1** shows the latest operational statistics for the airport, as reported by the Federal Aviation Administration (FAA) as of December 31, 2013.

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<sup>3</sup> A September 2011 Final Draft of the Master Plan is available as the County continues updating the Master Plan.

**Table 1. Summary of 2013 Hemet-Ryan Airport Operational Statistics<sup>4</sup>**

<b>Operational Characteristic</b>	<b>Statistic</b>
A. Total Number of Airplanes Based At Field:	68
1. Single Engine Airplanes	53
2. Multi-Engine Airplanes	3
3. Jet Airplanes	2
4. Helicopters	5
5. Ultralights	5
B. Average Aircraft Operations Per Day	207
1. Local General Aviation	63%
2. Transient General Aviation	37%

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<sup>4</sup> Information source for FAA statistical information: <http://www.airnav.com/airport/khmt>; for 12-month period ending December 31, 2013.





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## 5.0 AIRPORT COMPATIBILITY ANALYSIS

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### 5.1 Compatibility Analysis – Hemet-Ryan Airport Adopted Standards

#### Applicable Standards

The current Hemet-Ryan Airport CALUP was adopted by the Riverside County ALUC in 1992. In 2009 an amendment was made to the definition of “Places of Assembly,” but no other changes were made to the adopted 1992 CALUP. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. The Hemet-Ryan Airport CALUP serves as a tool for use by the Riverside County ALUC in fulfilling their duty to review proposed development plans for airports and surrounding land uses. Additionally, the CALUP sets compatibility criteria applicable to local agencies in their preparation or amendment of land use plans and ordinances, and to landowners in their design of new developments. The City of Hemet has integrated the 1992 Hemet-Ryan Airport CALUP into its land use policy procedures.

The ALUC adopted a comprehensive Riverside County ALUCP in October 2004 that was intended to replace compatibility plans for individual airports adopted by the ALUC at various times from 1974 through 1998. The Riverside County ALUCP contains two volumes. Volume 1 is the Policy Document, containing chapters for each airport. There is an incomplete chapter for Hemet-Ryan Airport, and the ALUCP has not been adopted for this airport. Since this Plan was not adopted for the Hemet-Ryan airport, the 1992 Hemet-Ryan Airport CALUP remains in effect, with the exception of an updated definition for “Places of Assembly” that was adopted in 2009.

The Hemet-Ryan Airport CALUP identifies the influence area for the Hemet-Ryan Airport, and sets policies and regulations for land development activities occurring within various safety zones in the influence area. Properties within these safety zones are subject to regulations governing development intensity, density, height of structures, and noise. **Figure 7** illustrates the location of the safety zones (denoted as Areas I through III) and the noise contours for Hemet-Ryan Airport. The noise contours are based on Exhibit 5 of the adopted 1992 Hemet-Ryan Airport CALUP. The September 2011 Draft Hemet-Ryan Master Plan includes an exhibit that slightly reduced the 60 dB noise contour. Figure 7 of this Study references the 1992 noise contours since the Master Plan is still in the process of being updated.

Descriptions of the CALUP’s safety zones follow, and major land use policies for each zone is summarized in **Table 2**. As shown in Figure 7, the project site is partially within Airport Influence Area I (Extreme Risk), Area II (High Risk), and the Transition Area.

Area I: This area is considered an area of extreme risk. It includes the imaginary approach surface defined by FAA regulations as the approach surfaces for the size and type of runways at the airport. This area was designated as the highest relative risk area due to the convergence of flight paths and the resultant high volume of aircraft. In this area, aircraft are descending or ascending, changing power settings, and performing critical turns. Thus, the possibility of an aircraft related incident occurring is higher in these areas. The noise level is also higher due to the lower altitude of aircraft.

Area II: This area is considered an area of high risk, due to aircraft ascending, descending, turning, and changing power settings when landing at or taking off from the airport. Similar to Area I, Area II includes the general flight paths of the various aircraft using the airport. However, since the influence of the same

factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude, the policies in this area are not as severe. The boundaries of this area were established to coincide as much as possible to areas where aircraft would be in the general landing/take-off pattern and would be turning or applying or reducing power.

**Transition Area:** The plan identifies a transition area between Area II and Area III, in order to facilitate a smooth transition between the development restrictions occurring at the two safety zones. The transition zone extends out 330 feet from Area II and 660 feet out from Area III. If 50% or more of a project site is located within the transition zone, then the project site is considered part of the transition area.

**Area III:** This area is considered an area of moderate risk, and is based on the outer radius of the imaginary horizontal surface of the airport as defined by Federal Aviation Regulations. It is normally used to determine whether obstructions exist within the area where aircraft are most likely to be maneuvering. It extends from the transition area throughout the remainder of the influence area.

The land use compatibility policies associated with the various CALUP safety zones are summarized in Table 2, below:

**Table 2. Land Use Compatibility Policies for Hemet-Ryan Airport Influence Area**

Safety Zone	Max. Population Density	Land Use Policies
Area I	Residential with a 2.5 acre minimum lot size	The following uses are permitted: agriculture and open space. No high-risk land uses including: hazardous materials 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 smaller than 2.5 acre minimum lot size. Avigation easement required.
Area II	Residential with a 2.5 acre minimum lot size	The following uses are permitted: industrial, agriculture and residential uses with 2.5 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. Avigation easement required.
Transition Area	20 dwelling units/acre	The following uses are permitted: commercial, industrial, manufacturing, and agricultural uses. Discretionary review is required: residential dwelling units, multi family dwelling units, institutional uses, places of assembly, public and private schools, and hazardous material facilities. All structures shall be limited to 35 feet in height, or two stories, whichever is less. Avigation easement required.
Area III	N/A	A wide range of uses is permitted. Discretionary uses include: structures over 35 feet or two stories, institutional uses, places of assembly, hazardous materials, and public or private schools. Avigation easement required.



Safety Zone	Max. Population Density	Land Use Policies
Noise Contour		Noise and Soundproofing Requirements
>60 Ldn		Any habitable structures within a noise contour greater than 60 Ldn must be soundproofed as necessary to achieve a 45 Ldn interior sound level, or quieter. Building plans must be signed by acoustical engineer certifying compliance.

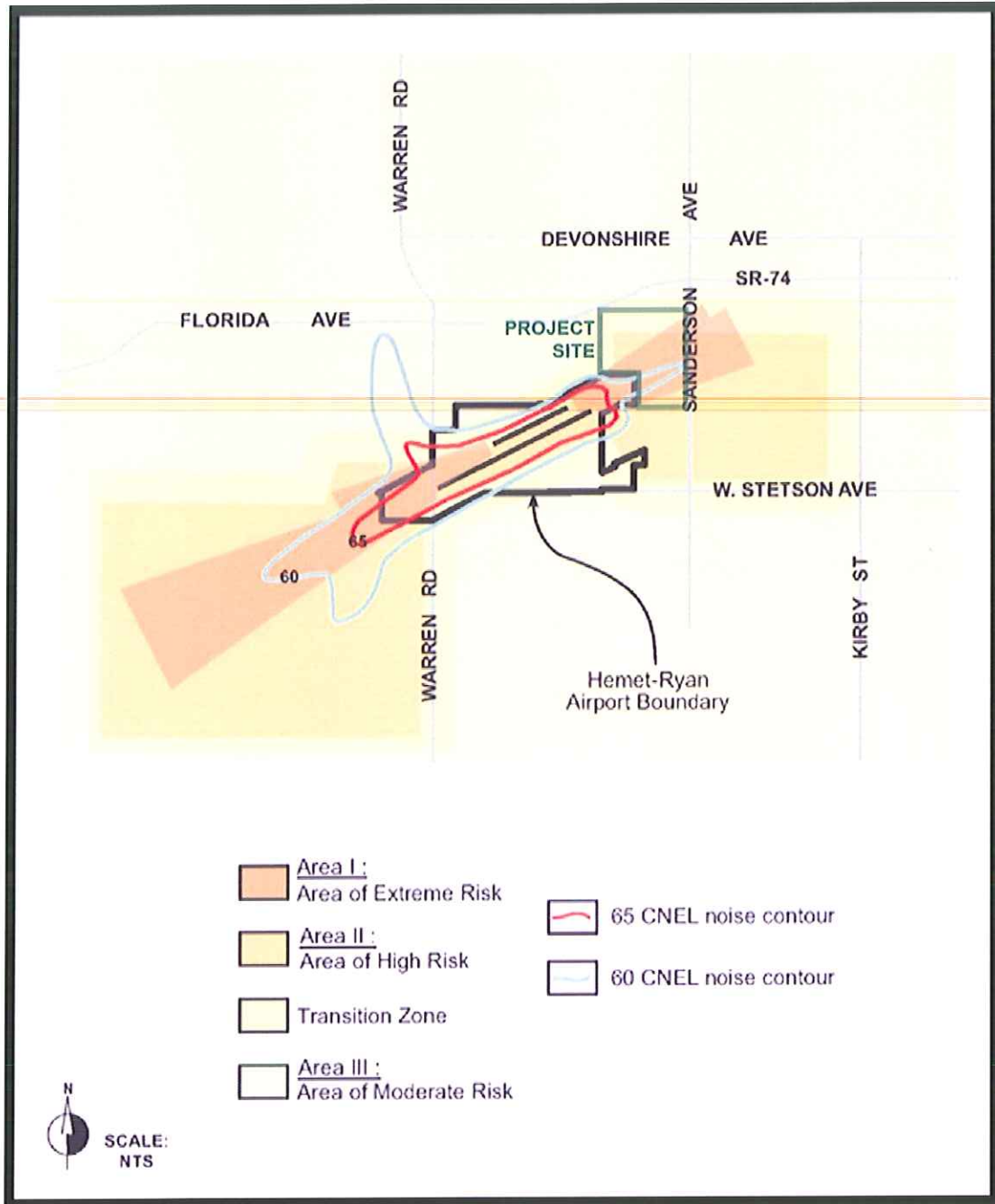
According to the Hemet-Ryan Airport CALUP, discretionary uses will be considered by the ALUC in at least one public hearing on the application. Subsequent to the hearing, the ALUC is required to determine if the proposed use is consistent or inconsistent with the Hemet-Ryan Airport CALUP. This determination must be based on the ALUC's purpose as prescribed in California Public Utilities Code (PUC) Section 21674 as described further below.

The purpose of ALUC's finding of consistency or inconsistency is

*Minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:*

1. *Structure Height*
2. *Population Density*
3. *Nature of the Land Use Activity*
4. *Noise*
5. *Relevant Safety Factors*
6. *Institutional Uses*
7. *Places of Assembly*

Figure 7. Hemet-Ryan Airport Influence Area



**Compatibility Analysis**

The project, as currently designed, would involve development within Airport Influence Areas I and II, and the Transition Area. **Table 3** evaluates the project's consistency with the land use policies for these three areas.



**Table 3. Land Use Compatibility Analysis**

Safety Zone	Max. Population Density	Land Use Policies	Compatibility Analysis
Area I	Residential with a 2.5 acre minimum lot size	<p>The following uses are permitted: agriculture and open space. No high-risk land uses including: hazardous materials 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 smaller than 2.5 acre minimum lot size. Avigation easement required.</p>	<p>The project does not place high-risk land uses within Area I. No hazardous materials facilities, institutional uses, places of assembly, critical facilities, or residential uses would be placed within this Area. The project would be unmanned. The project would reduce active use of the project parcel to a level lower than was previously experienced, when it operated as a horse breeding facility. The project is therefore <b>CONSISTENT</b> with Area I land use policies. Area II and the Transition Area are each less restrictive in their land use limitations than Area I, and the project would similarly be <b>CONSISTENT</b> with the Area II and Transition Area land use policies.</p>
Area II	Residential with a 2.5 acre minimum lot size	<p>The following uses are permitted: industrial, agriculture and residential uses with 2.5 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. Avigation easement required.</p>	
Transition Area	20 dwelling units/acre	<p>The following uses are permitted: commercial, industrial, manufacturing, and agricultural uses. Discretionary review is required: residential dwelling units, multi family dwelling units, institutional uses, places of assembly, public and private schools, and hazardous material facilities. All structures shall be limited to 35 feet in height, or two stories, whichever is less. Avigation easement required.</p>	
Noise Contour		Noise and Soundproofing Requirements	
>60 Ldn		<p>Any habitable structures within a noise contour greater than 60 Ldn must be soundproofed as necessary to achieve a 45 Ldn interior sound level, or quieter. Building plans must be signed by acoustical engineer certifying compliance.</p>	<p>The project is partially located within the 60 dB Ldn noise contour. However, no habitable structures are proposed and no permanent employees would be present at the site. Therefore, the project is <b>CONSISTENT</b> with land use policies within the 60 dB contour.</p>

As described in Table 3, the project is *consistent* with the mandatory land use policies for lands adjacent to the airport.

As described above, ALUC's review of discretionary projects results in a finding of consistency or inconsistency with the Hemet-Ryan Airport CALUP, based on the following factors (p. 3-39). The project's consistency or inconsistency with each factor is described:

*A finding of consistency or inconsistency shall be based upon minimizing the relative risk to the public health, safety, and welfare in relation to the generalized aircraft flight patterns and noise contours with respect to the following:*

- |                                    |   |
|------------------------------------|---|
| 1. Structure Height                | The project's features are below the 50:1 surface protected by the aviation easement. No project structures would be of a height that would introduce a hazard to aircraft. The project is <b>consistent</b> with the CALUP in minimizing the height of structures.   |
| 2. Population Density              | The project is unmanned and would not introduce residential land uses or permanent employment to the site. The project is <b>consistent</b> with the CALUP in minimizing population density.  |
| 3. Nature of the Land Use Activity | The project is unmanned and would not introduce residential land uses or permanent employment to the site. It would not include features that are hazardous to airport operations. The project is <b>consistent</b> with the CALUP in minimizing the extent of incompatible land uses in the vicinity of the airport. |
| 4. Noise                           | The project is unmanned and would not introduce residential land uses or permanent employment to the site. The project is <b>consistent</b> with the CALUP in minimizing human exposure to high noise levels.   |
| 5. Relevant Safety Factors         | The project would not introduce a human presence onto the project site, nor would it introduce include features that are hazardous to airport operations. The project is <b>consistent</b> with the CALUP in minimizing hazards to safety.  |
| 6. Institutional Uses              | The project is unmanned and would not introduce institutional uses to the site. The project is <b>consistent</b> with the CALUP in minimizing human presence on the site.   |
| 7. Places of Assembly              | The project is unmanned and would not introduce places of assembly to the site. The project is <b>consistent</b> with the CALUP in minimizing human presence on the site.   |

## 5.2 Compatibility Analysis – Caltrans Handbook Advisory Standards

### Applicable Standards

This analysis relies on the Caltrans Handbook as updated in October 2011. The purpose of Caltrans Handbook is to support the State Aeronautics Act (California Public Utilities Code, Section 21670 et seq.), which establishes statewide requirements for the conduct of airport land use compatibility planning. The Caltrans Handbook is not regulatory in nature, and it does not constitute formal state policy except to the extent that it explicitly refers to state laws. The Caltrans Handbook provides compatibility planning guidance to ALUCs, their staffs and consultants, the counties and cities having jurisdiction over airport area land uses, and airport proprietors. These guidelines are not officially recognized by the Riverside County Airport Land Use Commission for the Hemet-Ryan Airport environs. Nonetheless, lead agencies tend to place reliance on this modernized version of airport operations and land use guidance in consideration of land use entitlements within their jurisdictions.



The purpose of the creation of ALUCs is succinctly stated in PUC Section 21670(a) as follows:

- "It is in the public interest to provide for the orderly development of each public use airport in this state and the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards adopted pursuant to PUC Section 21669 and to prevent the creation of new noise and safety problems."
- "It is the purpose of this article to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

In the broadest sense, the law defines the powers and duties of ALUCs in terms which parallel the commissions' purpose:

"To assist local agencies in ensuring compatible land uses in the vicinity of all new airports and in the vicinity of existing airports to the extent that the land in the vicinity of those airports is not already devoted to incompatible uses" (PUC 21674[a]).

To fulfill this basic obligation, ALUCs have two specific duties:

- Prepare Compatibility Plans – Each commission is required to "prepare and adopt" an airport land use plan for each of the airports within its jurisdiction (PUC Sections 21674[c] and 21675[a]).
- Review Local Agency Land Use Actions and Airport Plans – The commissions' second duty is to "review the plans, regulations, and other actions of local agencies and airport operators..." (PUC Section 21674[d]).

As discussed in Section 4 of this Study, the Riverside County ALUC currently operates under the 1992 Hemet-Ryan Airport CALUP when reviewing land use proposals for compatibility with airport operations.

State law requires each local agency having jurisdiction over land uses within an ALUC's planning area to modify its general plan and any affected specific plans to be consistent with the compatibility plan. The law says that the local agency must take this action within 180 days of when the ALUC adopts or amends its plan. Alternatively, local agencies can overrule the ALUC by a two-thirds vote of its governing body after making findings that the agency's plans are consistent with the intent of state airport land use planning statutes. Additionally, the local agency must notify both the ALUC and the Division of Aeronautics at least 45 days in advance of its decision to overrule and must hold a public hearing on the proposed overruling (PUC Section 21676[a] and [b]).

The Handbook includes discussion regarding application of the Handbook guidelines, policies and procedures to individual airports. Unlike the Hemet-Ryan Airport CALUP which recognizes three primary land use zones, the Caltrans Handbook recognizes six zones. The six zones are listed as follows and illustrated in relation to the Hemet-Ryan Airport in **Figure 8**, taken from the Hemet General Plan:

- Zone 1: Runway Protection Zone
- Zone 2: Inner Approach/Departure Zone
- Zone 3: Inner Turning Zone
- Zone 4: Outer Approach Departure Zone
- Zone 5: Sideline Zone
- Zone 6: Traffic Pattern Zone

Figure 8 also identifies recommended allowed and prohibited uses within these zones. As shown in Figure 8, most of the project site is within Zone 2 (Inner Approach/Departure Zone) or Zone 6 (Traffic Pattern Zone), with smaller areas within Zone 1 (Runway Protection Zone), Zone 3 (Inner Turning Zone), and Zone 4 (Outer Approach/Departure Zone).

### **Compatibility Analysis**

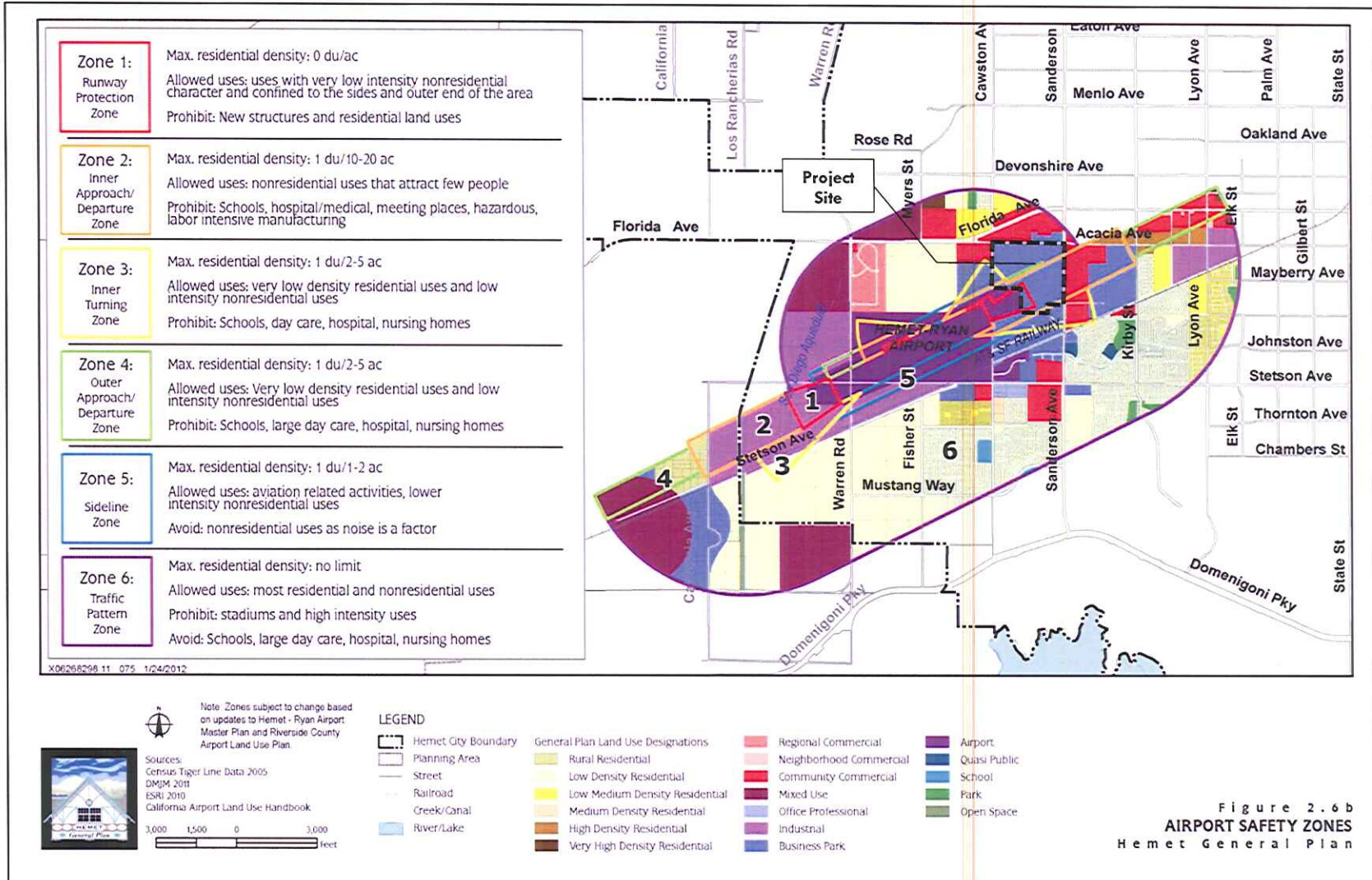
Most of the site is within Caltrans Handbook Zone 2 (Inner Approach/Departure Zone) or Zone 6 (Traffic Pattern Zone). Smaller areas are within Zone 1 (Runway Protection Zone), Zone 3 (Inner Turning Zone), and Zone 4 (Outer Approach/Departure Zone).

Zone 1, the most restrictive of the zones in the Caltrans Handbook, generally prohibits new structures and residential and uses. The project complies with this by leaving setbacks hundreds of feet in width (varying from 125 feet to over 400 feet) between the parcel boundary with the airport and the solar field. In addition, Zone 1 permits uses with a very low intensity nonresidential character, provided they are confined to the sides and outer end of the Zone. Solar panels and fencing, rising to a maximum of 10 feet and 8 feet in height, respectively, would be the only project features in the vicinity of Zone 1. These features are clearly very low intensity nonresidential uses, and would rarely require the presence of workers for maintenance. For these reasons, the project is considered **compatible** with Zone 1 requirements.

Zone 2 is the most restrictive of the other zones on the site, prohibiting schools, hospital/medical facilities, meeting places, hazardous materials use, and labor intensive manufacturing. Zone 2 explicitly allows nonresidential uses that attract few people. That is the nature of the proposed unmanned solar PV facility. Therefore, the project is **compatible** with Zone 2 requirements. Zones 3, 4, and 6 have land use policies that are less restrictive than Zone 2, and the project would therefore also be deemed **compatible** with Zones 3, 4, and 6.



Figure 8. Hemet-Ryan Airport Safety Zones



Source: City of Hemet General Plan 2030

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### 5.3 Hemet General Plan Consistency Analysis

Section 2.10 of Hemet’s General Plan 2030 addresses Hemet-Ryan Airport. As noted in the General Plan (p. 2-75), “State law requires that General Plans be consistent with land use compatibility plans established by airport land use commissions.” For the Hemet-Ryan Airport, the applicable land use compatibility plan is the Hemet-Ryan Airport CALUP. In addition, the General Plan establishes the following polices related to the Airport. The project’s consistency with each policy is described:

**Table 4. General Plan Consistency Analysis**

Policy No.	Policy	Consistency Analysis
LU-10.1	<p><b>Airport Influence Area.</b> Ensure that legislative land use decisions within the airport influence area are consistent with the Airport Land Use Plan (ALUP) and General Plan policies. All legislative land use proposals and Discretionary Uses and Incompatible Uses per Table 2.5 that are located within the Airport Influence Area shall be reviewed by the Riverside County Airport Land Use Commission for consistency with the adopted ALUP. All non-legislative land use proposals that are subject to CEQA review by the City of Hemet and located within the Airport Influence Area shall be transmitted to the ALUC staff for review and comment.</p>	<p>As detailed in Table 3, the project is consistent with the applicable Airport Influence Area designations contained in the CALUP. The project is <b>consistent</b> with this policy.</p>
LU-10.2	<p><b>Airport Land Use Compatibility.</b> As part of the development review process, ensure appropriate land use compatibility within airport safety zones by utilizing the <i>Hemet-Ryan Airport Comprehensive Airport Land Use Plan</i> and the latest <i>Department of Aeronautics Handbook</i> developed by the State of California, and require an Airport Compatibility Study as warranted for projects within the Airport Influence zones.</p>	<p>As detailed in Section 5.1 and 5.2, the project is consistent with the applicable land use designations contained in the CALUP and the Caltrans Handbook, respectively. The project is <b>consistent</b> with this policy.</p>
LU-10.3	<p><b>Cooperation with Other Agencies.</b> Work closely with the County of Riverside on the proposed Hemet-Ryan Airport Master Plan and the Airport Land Use Commission regarding proposed updates to the Hemet-Ryan Airport Comprehensive Land Use Plan to facilitate workable, cooperative plans that are consistent with the City of Hemet’s General Plan goals and policies and provide a safe and functioning general purpose airport to serve the community and the surrounding areas.</p>	<p>This policy is a directive to City staff, and is <b>not applicable</b> to the project.</p>

Policy No.	Policy	Consistency Analysis
LU-10.4	<p><b>Interim Airport Overlay.</b> To insure land use consistency for an interim time period while the 1992 Airport Land Use Plan is being updated, require consistency review by the City and the ALUC for all proposed legislative actions and discretionary development projects that are located within the Interim Airport Overlay designation as shown on Figure 2.6A while the Hemet Ryan Airport Land Use Plan is being updated. Any proposed land uses identified as Incompatible Uses shall also be reviewed by the ALUC. While the 1992 Airport Land Use Plan remains in effect, the following land uses are restricted within the Interim Airport Overlay:</p> <ol style="list-style-type: none"> <li>1. Residential densities exceeding one du/2.5 acres (property in the previously approved PCD-79-83, Page Ranch, shall be reviewed to encourage a reduction in density and design orientation that provides the least risk)</li> <li>2. Critical facilities in Area I</li> <li>3. Hazardous Material Facilities</li> <li>4. Institutional Uses and Schools</li> <li>5. Places of Assembly</li> </ol>	<p>The project is not located within the Interim Airport Overlay. This policy is <b>not applicable</b> to the project.</p>
LU-10.5	<p><b>Residential Density Limitations.</b> While the 1992 Airport Land Use Plan remains in effect, new Multifamily residential located in the Transition Area and designated as High Density Residential (18-30 du/ac) shall be limited to a maximum of 20 du/ac unless otherwise found consistent by the ALUC.</p>	<p>The project does not contain any residential land uses. The project is <b>consistent</b> with this policy.</p>

As shown in Section 5.1, the project is consistent with the relevant Airport Influence Areas mapped in the Hemet-Ryan Airport CALUP. As shown above, the project is also consistent with General Plan policies related to the Airport. Therefore, the project is deemed **consistent** with the Hemet General Plan.

## 5.4 Assessment of Glare Impacts

According to the *Technical Guidance for Evaluating Selected Solar Technologies on Airports* (November 2010), the FAA has “broad authority to approve the placement of specific structures and activities relative to their potential impact on aviation.” The FAA’s Airport Design Advisory Circular provides guidelines intended to guide the evaluation of siting certain land uses and activities on airport lands or within proximity to airport operations.

Given the constraints of some solar energy systems, PV tends to be the solar technology that is most compatible with airport operations. Compatibility with airports results from the low profile and modular design of solar PV panels airfields, and the fact that PV panels are designed to absorb rather than reflect sunlight, thereby minimizing the potential for glare.



In determining whether a proposed solar project is compatible with aeronautical activities, applicants are required to demonstrate that glare will not impact airspace safety. Certain solar projects installed at or near airports must submit to the FAA a Notice of Proposed Construction Form 7460 to ensure that the project does not penetrate the imaginary surfaces around the airport or cause radar interference or glare. (An assessment of the proposed project in compliance with FAA regulations is provided in Section 5.5.)

Solar installations are currently operating at a number of airports throughout the U.S. and worldwide. The FAA recently consulted project managers from six airports where solar facilities have been operational for one to three years in order to evaluate any glare complaints. Additionally, air traffic controllers were contacted from three of these airports to identify any effects that glare had on their daily operations. The consultation determined that no serious complaints from pilots or air traffic controllers have been made regarding glare impacts from existing solar PV installations at these airports. Any potential problems have apparently been resolved prior to construction by assessing existing sources of glare, testing in the field, and through geometric analysis to minimize the potential for glare/reflection to occur. This evidence suggests that either significant glare is not occurring during times of operation or, if glare is occurring, that it is not a negative effect and is instead a minor part of the landscape that is observed or experienced by both pilots and tower personnel.

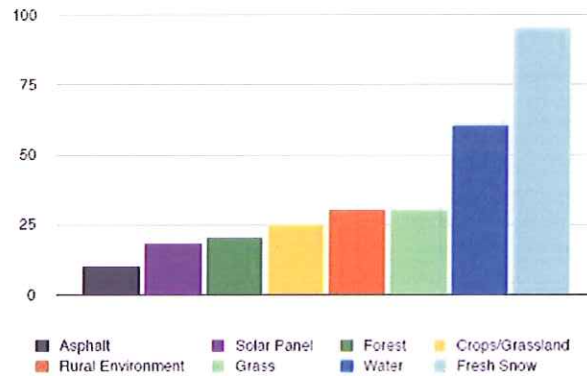
Effects of solar panel glare were also analyzed by the FAA for the installation of a 4-megawatt PV solar power generation array adjacent to Denver International Airport in Colorado in 2006. A number of tests were performed to analyze glare effects, such as placing sample PV panels at different installation locations and at variable angles. No glare was noted by observers in any of the panel orientations. An aerial observation was also conducted. Reflectivity of the panels was measured four times per day, concluding that 96 percent of the sun's light was absorbed by the panels, and that the light reflected was dispersed. Since the panels were installed in August 2008, no complaints have been filed with the airport with regard to glare effects from the panels. A similar solar PV panel project was installed at the Fresno Yosemite International Airport. The project involved installation of flat plate PV modules and PV modules that capture and concentrate sunlight onto a solar cell which allow only reflected light from heat. No adverse effects from glare on airport operations have been reported.

Examples of other similar solar panel projects throughout the U.S. and globally have been installed near airports with no impacts on flight operations. Such locations vary from Munich Airport in Germany, to Prescott Municipal Airport in Arizona, to San Francisco International Airport.

Two additional studies of solar facilities were considered with regard to glare which concluded similar findings of no adverse effect. These include the Panoche Valley Solar Farm Project Glint and Glare Study (2010) and a Technical Memorandum prepared by SunPower Corporation (2009). The SunPower report summarized the minimal reflectivity in PV solar panels as follows:

In general, since the whole concept of efficient solar power is to absorb as much light as possible while reflecting as little light as possible, standard solar module produces less glare and reflectance than standard window glass. [...] Solar modules use "high-transmission, low iron glass" which absorbs more light, producing smaller amounts of glare and reflectance than normal glass.

In addition, as shown in **Figure 9**, the SunPower report concluded that solar glass reflects far less than steel, standard glass, and smooth water. The report indicated that solar glass with an anti-reflective coating would reflect less than 10% of the sunlight energy at a 90-degree incident angle.



**Figure 9. Comparative Reflection Analysis<sup>5</sup>**

The glint and glare study for the Panoche Valley project was published as part of an environmental impact report for the 6,000-acre solar farm located in San Benito County. The report evaluated PV panel positions at different angles to test potential changes in the amount of reflectivity, evaluating the panel positions from four different key viewpoints. The report concluded in part that, “by nature, PV panels are designed to absorb as much of the solar spectrum as possible in order to convert sunlight to electricity. Reflectivity levels of solar panels are ‘decisively lower’ than standard glass and should not pose a reflectance hazard to viewers.”

To assess any potential for glint and glare impacts specific to the proposed solar PV facility on pilots approaching Hemet-Ryan Airport, a Glint & Glare Analysis was prepared by POWER Engineers in June 2014 (Appendix C). The Glint & Glare Analysis identifies approach slopes associated with the Airport, characterizes typical glare behavior experienced from the solar project throughout the day and year, and evaluates when and where glare may be visible to pilots on final approach.

A 3D model of the terrain and solar equipment was developed to inform the analysis. The occurrence of glare was studied by performing a 3D geometric analysis, which takes into account the position of the sun in relation to the orientation of the solar panels to determine the path of glare. Once all the conditions were simulated, analysts were able to determine when and where glare may cross into approach slopes and the pilots’ cone of vision.

In addition to location, time, and duration of glare, analysts also recorded the location within a pilot’s cone of vision, where glare may be experienced. This is important, as the human eye has two primary areas of vision: the focus view and the peripheral view. Pilots rely heavily on focus view for activities needing intense concentration.

- **Focus View** – 30 degrees left, right, top and bottom of center (total of 60 degree viewing area). Focal vision provides high resolution, detailed vision for identifying and evaluating important information, such as hazards. It is also the primary view used by pilots during final approach.
- **Peripheral View** – Outside of the focus view is the peripheral view. Visual information within the peripheral view will not affect the viewer’s sight with the same intensity as those within the focus

<sup>5</sup> Source: *Solar farms near airports: Is glare an issue?* <http://www.solarchoice.net.au/blog/solar-panels-near-airports-glare-issue/>



view. Peripheral view provides information on motion, locations, and locomotion. If something catches our attention from the periphery system, we turn our eyes to focus on it.

**Table 5** provides a detailed description of each landing approach and the degree to which glare was identified (see Appendix C for graphical results).

**Table 5. Glare & Glare Analysis Results**

Season	Runway 23 Approach	Runway 5 Approach
Spring	No potential glare.	No potential glare.
Summer	6:55 pm – 7:25 pm: Potential glare in the <i>peripheral view</i> 0.5 to 0.75 mile from the end of the runway. 7:25 pm – 8:00 pm: Potential glare in the <i>peripheral view</i> 0.25 to 0.75 mile from the end of the runway.	No potential glare.
Fall	No potential glare.	No potential glare.
Winter	No potential glare.	No potential glare.

In summary, review of the 3D geometric analysis determined potential glare will be limited to the Runway 23 approach slope in the peripheral view during evening hours around the summer solstice. Due to the distance and orientation to the proposed solar operations, no glare is anticipated on the Runway 5 approach slope.

Based on the Glint & Glare Analysis, as summarized above, little or no glare is modeled to occur from the solar field. The limited potential glare that could be experienced, which would be in the peripheral view only, and would be present for only a short period of the day during one season of the year, would not be considered a significant hazard by the FAA to pilots landing at Hemet-Ryan Airport.

## 5.5 FAA Obstruction Evaluation Analysis

An analysis was conducted to determine if the project would require FAA notification through an Obstruction Evaluation/Airport Airspace Analysis. Federal regulations (FAR Part 77) require notification in the following conditions:

1. Any construction or alteration exceeding 200 feet above ground level
2. Any construction or alteration:
  - a. within 20,000 feet of a public use or military airport which exceeds a 100:1 surface from any point on the runway of each airport with its longest runway more than 3,200 feet

- b. within 10,000 feet of a public use or military airport which exceeds a 50:1 surface from any point on the runway of each airport with its longest runway no more than 3,200 feet
  - c. within 5,000 feet of a public use heliport which exceeds a 25:1 surface
3. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
4. When requested by the FAA
5. Any construction or alteration located on a public use airport or heliport regardless of height or location

Condition 1 does not apply, as no project facilities would exceed 200 feet in height. Condition 3 does not apply as no highway, railroad, or other traverse way is planned as part of the project. Condition 4 does not apply as no request for an evaluation has been received from the FAA. Condition 5 does not apply as the project parcel is not within the boundaries of the airport.

Condition 2.a. does apply to the project (Runway 5/23 is greater than 3,200 feet in length). Appendix B contains an analysis of structural heights within the solar field in comparison with the 100:1 surface identified in the FAA threshold. As shown in Appendix B, none of the proposed structures on the site penetrate the 100:1 surface when measured from either Runway 4/22 or Runway 5/23. Therefore, no formal notification to the FAA is required for the project.

## 5.6 Avigation Easement Analysis

Development on a portion of the project site is limited by the presence of an Air Navigation and Clear Zone Easement, granted to the County of Riverside and dated August 5, 1966. The Easement prohibits construction which exceeds a surface of 50:1 from the northeast end of Runway 5/23 (established at elevation 1512 feet above mean sea level) to a distance of 2,500 feet, in the shape of an isosceles triangle. Based on the analysis prepared for the FAA Obstruction Evaluation (Appendix B), which has a stricter standard (lower surface slope) of a 100:1 surface, no structures on the project site would penetrate the 50:1 surface, and the project would not conflict with the requirements of the Easement.

## 5.7 Communication Systems Interference Assessment

Section 3.1.3 of the FAA's *Technical Guidance for Evaluating Selected Solar Technologies on Airports* (November 2010) specifically addresses communications systems interference, which is defined to include negative impacts on radar, navigational aids (NAVAIDS), and infrared instruments.<sup>6</sup> The FAA notes that, prior to new construction of any structure at an airport, the location of radar transmission and receiving facilities and other NAVAIDS should be identified so that the proposed structure does not block, reflect, or disrupt signals. The Technical Guidance further states:

Due to their low profiles, however, solar PV systems typically represent little risk of interfering with radar transmissions. In addition, solar panels do not emit electromagnetic waves over distances that could interfere

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<sup>6</sup> As of October 2013, this report was under review for an update. However, this update this is expected to focus on issues of glare rather than communication systems interference.



with radar signal transmissions, and any electrical facilities that do carry concentrated current are buried beneath the ground and away from any signal transmission. (p. 41-42)

The project's design minimizes any potential for communications interference. Specifically,

- all project facilities are designed to maintain low profiles (up to 10 feet for solar panels and 15 feet for inverters and switchgear), and
- underground transmission conduits are used to transmit electricity within the site.

Additionally, there are no radar transmission or receiving facilities within the site, and large setbacks are provided to airport property from the solar field (ranging from 125 feet to over 400 feet), ensuring no radar facilities would be located (now or in the future) in the vicinity of the solar field. For these reasons, the potential for communications interference by the project is considered very low.

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## 6.0 STANDARD MEASURES AND PROJECT DESIGN FEATURES

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Subject to the following standard measures, the proposed project conforms with the policies and standards of the adopted 1992 Hemet-Ryan Airport CALUP and the 2011 Caltrans Handbook.

1. Any outdoor lighting installed shall be hooded and shielded 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 and aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The following notice shall be given to all prospective buyers and tenants: 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 11010 12(A).

Subject to the following project design feature developed based on the results of the Glint & Glare Analysis, the proposed project would not create glint or glare impacts that would be incompatible with safe operation of the Hemet-Ryan Airport:

4. During those periods identified in the Glint & Glare Analysis as potentially having glare in the peripheral view (summer season, 6:25 to 8:00 pm), solar panels will be placed in a modified stow position at an angle of 14 degrees west facing.

## 7.0 SUMMARY

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This Airport Land Use Compatibility Study assessed the compatibility of the AP North Lake I Solar photovoltaic power plant with the adopted Hemet-Ryan Airport CALUP. This Study has found that the nature of the proposed land use activities in the Specific Plan conform to the requirement of the plan with incorporation of the measures contained in Section 6.0 of this Study. The project is compatible with the assigned Airport Influence Areas in the Hemet-Ryan Airport CALUP, is consistent with the advisory standards contained in the Caltrans Handbook for the applicable Safety Zones, is compliant with the requirements of the Air Navigation and Clear Zone Easement in place on a portion of the site, and does not meet any of the threshold requirements for FAA notification for the purposes of an Obstruction Evaluation. Finally, the project is found in a glare and glint impact technical analysis to cause no significant glint or glare impacts.

## 8.0 REFERENCES CONSULTED

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**HEMET SOLAR PROJECT**  
**SINGLE AXIS TRACKER GLARE STUDY**

June 17, 2014 | Prepared by POWER Engineers for SunEdison

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## ***Hemet Solar Project Glare Study***

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***PREPARED FOR: SUNEDISON***

***PREPARED BY: POWER ENGINEERS, INC.***



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## ACRONYMS AND ABBREVIATIONS

ATC	Air Traffic Control
FAA	Federal Aviation Administration
GPS	Global Positioning System
MW	megawatts
NOAA	National Oceanic and Atmospheric Administration
POWER	POWER Engineers, Inc.
POWER	POWER Engineers, Inc.
Project	Cabrillo Business Park Self-Storage Project
PV	photovoltaic
SGHAT	Solar Glare Hazard Analysis Tool

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## 1.0 INTRODUCTION

The Federal Aviation Administration (FAA) has expressed concern for glare resulting from photovoltaic systems potentially causing distractions to pilots. For this reason, the FAA has asked solar developers to perform a geometric analysis to evaluate and document potential occurrences of glare. POWER Engineers, Inc. (POWER) has performed this Glare Study for SunEdison's Hemet Solar Project (Project) to identify potential glare impacts to the Hemet-Ryan Airport. The Project is located in the city of Hemet, California immediately adjacent to the Hemet-Ryan Airport, approximately 1,100 feet northeast of Runway 23 (see Figure 1). The proposed Project will utilize single-axis tracking photovoltaic (PV) solar technology to produce up to 20 megawatts (MW) of electricity. Specifically, this study does the following:

- Identifies approach slopes associated with the Hemet-Ryan Airport (see Section 3.1).
- Characterizes typical glare behavior experienced from the solar project throughout the day and year (see Section 3.2).
- Evaluates when and where glare may be visible to pilots on final approach (see Section 4.0).

## 2.0 DEFINITIONS AND DESCRIPTIONS

The following definitions and descriptions are important for understanding the methodology and results of the study:

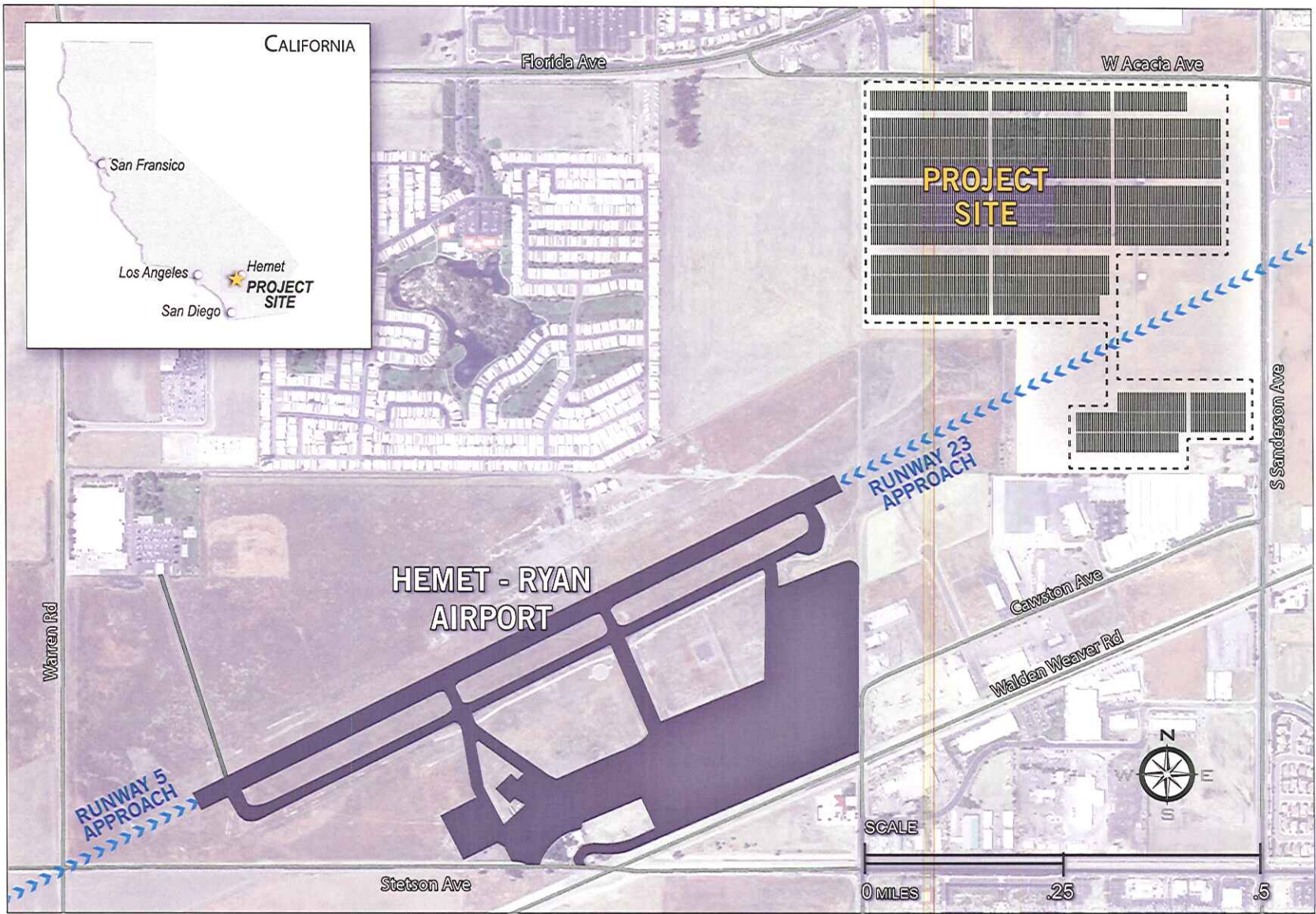
**Photovoltaic Panel** – Photovoltaic panels, also known as PV panels, are designed to absorb solar energy and retain as much of the solar spectrum as possible in order to produce electricity.

**Single Axis Solar Tracker** – Single axis solar trackers are designed to maximize the efficiency of a PV panel operation. PV panels mounted to a single axis tracker rotate around a fixed axis, allowing PV panels to track the sun's east/west position throughout the day (see Figure 2).

**Glare** – A continuous source of brightness, relative to diffuse or surface scattered lighting. For purposes of this study, glare is caused by the sun reflecting off solar panels (see Figure 3).

**3D Geometric Analysis** – A computer simulation incorporating a 3D terrain model, 3D solar equipment, and a sun solar algorithm to determine the date, time, and duration that glare may reflect off surfaces and be visible to pilots or air traffic control (ATC) personnel.

**Landing Approach Slope** – An angle of descent maintained by pilots during landing procedures, also known as final approach. During these procedures, the aircraft is directly in line with the runway.



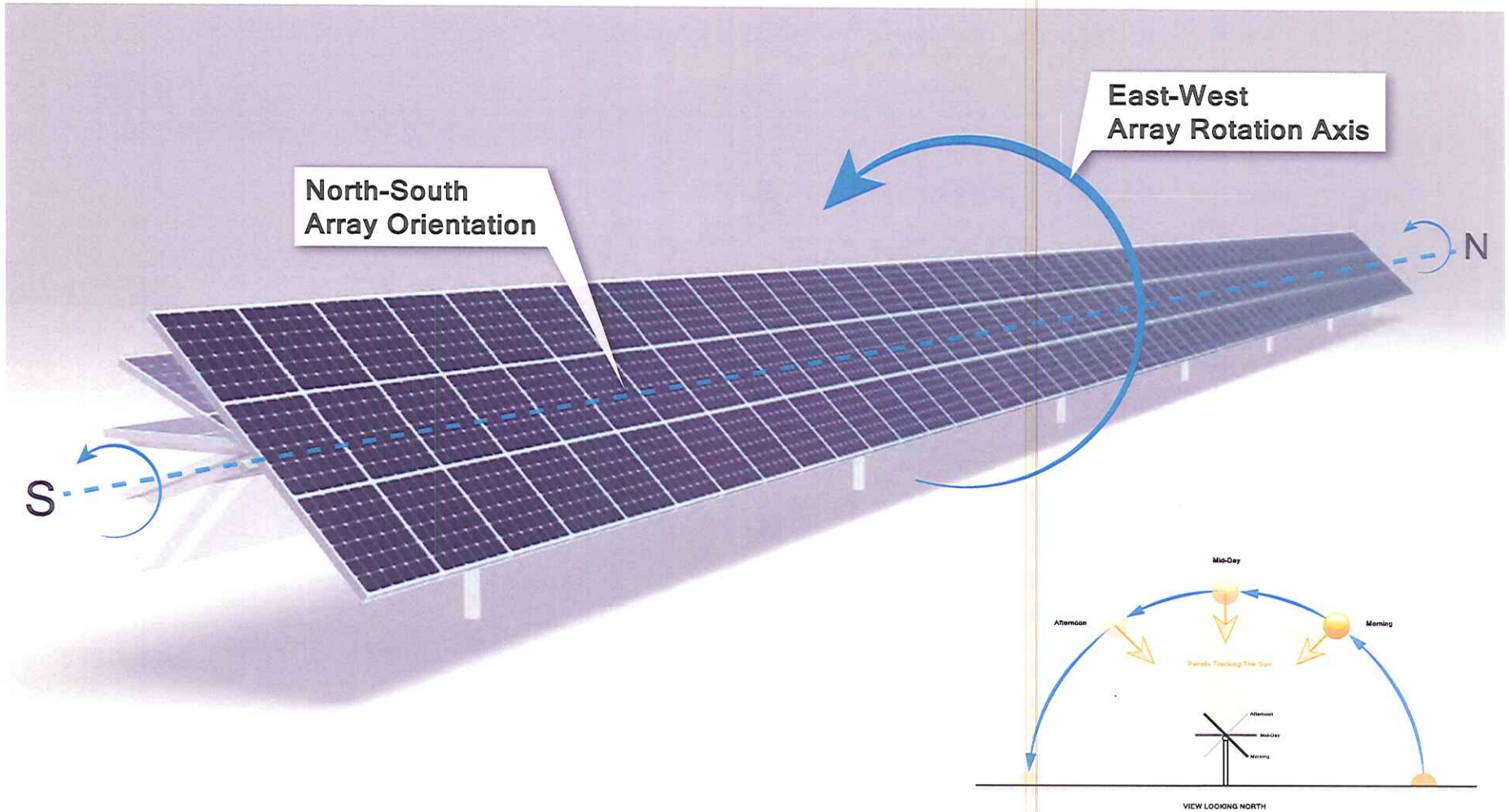
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## Hemet Solar Project Glare Study

Figure 1 - Project Location Map



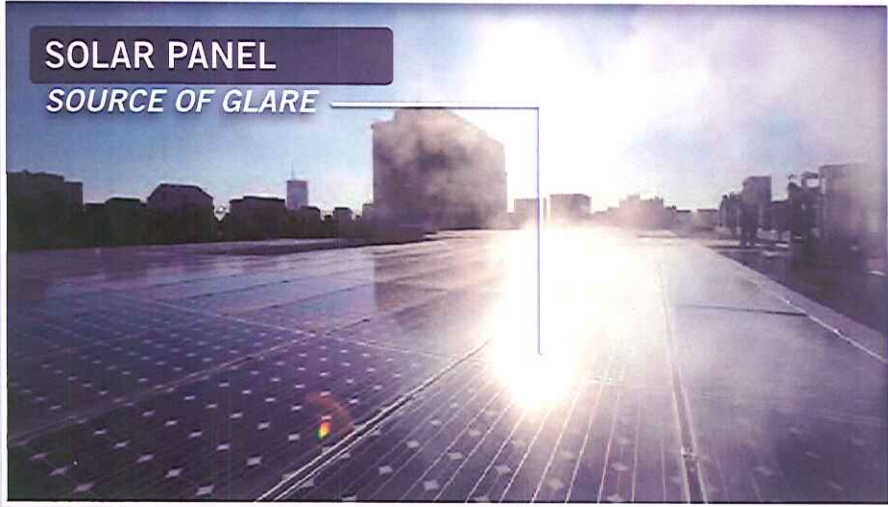


Prepared By,



## Hemet Solar Project Glare Study

Figure 2 - Single Axis Solar Tracker



Prepared By,



**Hemet Solar Project Glare Study**

Figure 3 - Examples of Glare



### 3.0 METHODOLOGY

POWER used the following methodology to determine the location and duration of potential glare:

**Identify Potential Glare Issues** – This study focused on potential issues where glare may be considered a hazard to the safe operation of aircraft. POWER studied the two primary landing approaches associated with the Hemet-Ryan Airport. POWER prepared the study based on these locations (see Section 3.1).

**Characterize Glare Behavior** – At each landing approach, 3D simulations were developed to accurately create and study glare based on the behavior of the solar equipment. 3D elements within the digital scene included a terrain model, 3D solar equipment, and a 3D sun system. These elements were assembled in a 3D computer program to create an accurate virtual representation of the Project and surrounding areas. 3D geometric analysis was used to characterize glare behavior (see Section 3.2).

**Evaluate** – Once glare was characterized, visual analysts documented when glare may be visible to pilots (see Section 4.0).

#### 3.1 Identify Potential Glare Issues

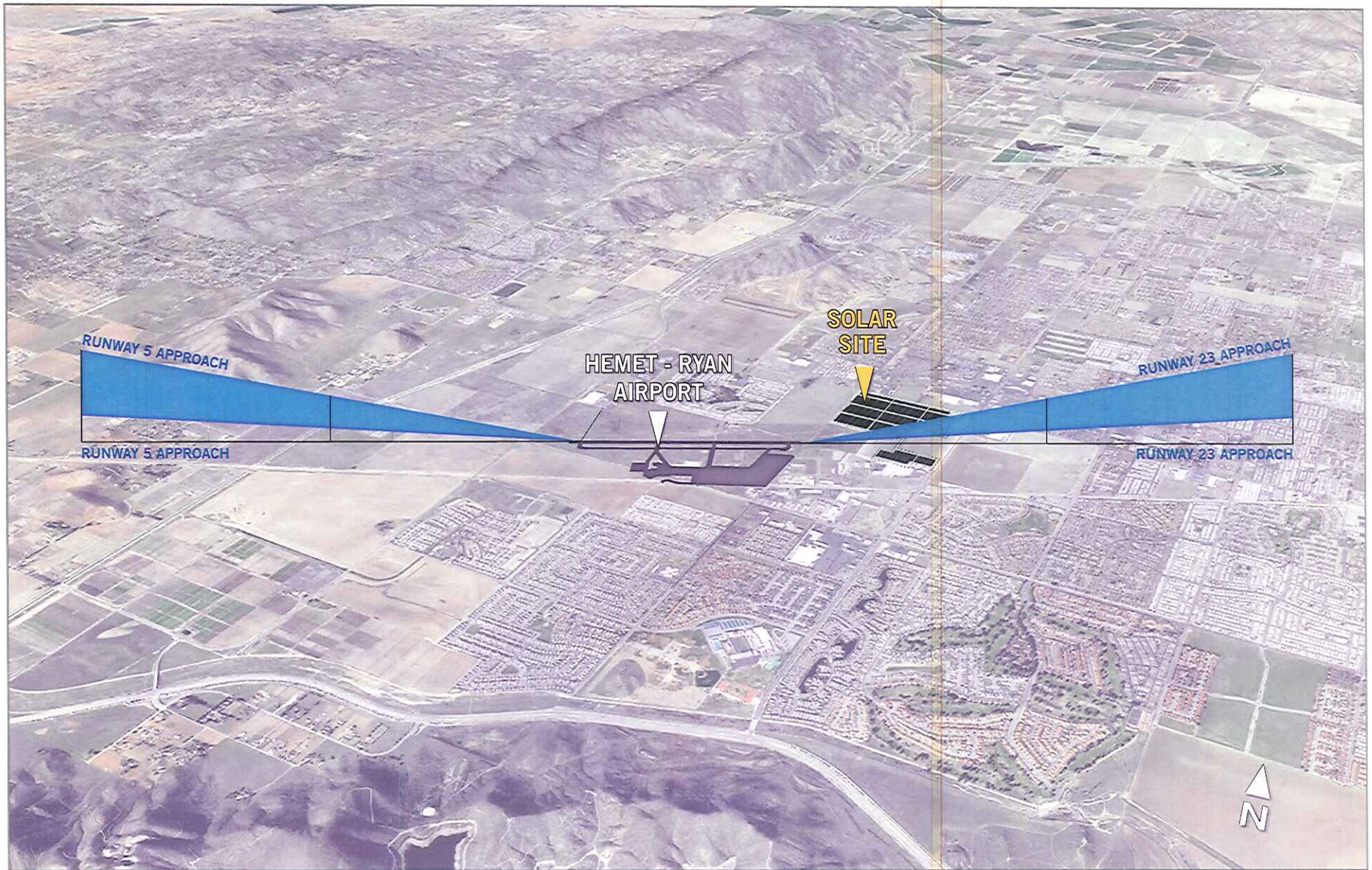
The FAA has expressed concern for glare resulting from PV systems potentially causing distractions to pilots. For this reason, the FAA has asked solar developers to perform a geometric analysis to evaluate and document potential occurrences of glare. POWER performed this glare analysis based on FAA approved methods for analyzing and measuring ocular impacts to pilots (see appendix B). Proposed solar operations were studied for the two primary landing approach scenarios at the Hemet-Ryan Airport (see Figure 4). POWER used information derived from the website ([www.airnav.com/airport/KHMT](http://www.airnav.com/airport/KHMT)) to determine the distance and angle of final approaches used in the glare analysis (see Results, Appendix A). Each landing approach is described below:

- **Runway 23 Landing Approach:**
  - Distance from Project: 0.2 mile
  - Heading: SW
  - Runway Elevation: 1,508 feet
  - Final Approach Slope: 3.0 degrees
- **Runway 5 Landing Approach:**
  - Distance from Project: 1.0 mile
  - Heading: NE
  - Runway Elevation: 1,499 feet
  - Final Approach Slope: 3.0 degrees

#### 3.2 Characterize Glare Behavior

In order to characterize glare behavior, POWER created a 3D representation of the site, the sun, and the solar equipment. The 3D model allowed analysts to accurately determine when and where glare may be visible to pilots. Specifically, the 3D model incorporated the following:





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## Hemet Solar Project Glare Study

Figure 4 - Final Approach Slopes



**3D Terrain Models** – SunEdison provided POWER with contour data of the Project Site. This information was converted into a 3D surface model and used to place proposed 3D solar arrays.

**Runway Information** – Information derived from the website ([www.airnav.com](http://www.airnav.com)) was used to identify the coordinates and elevation of each of the runways. This information was then combined with the 3D surface model and used for placement and elevation of the runways.

**Approach Slope** – The typical landing approach, as defined by the FAA, is approximately three degrees (5.0%) (see Appendix B). However, approach slopes may vary depending on weather conditions and type of aircraft. For this reason, POWER’s analysts studied multiple landing approach scenarios, from a range of 2.5% to 9.0%, relative to the runway surface (see Figure 5).

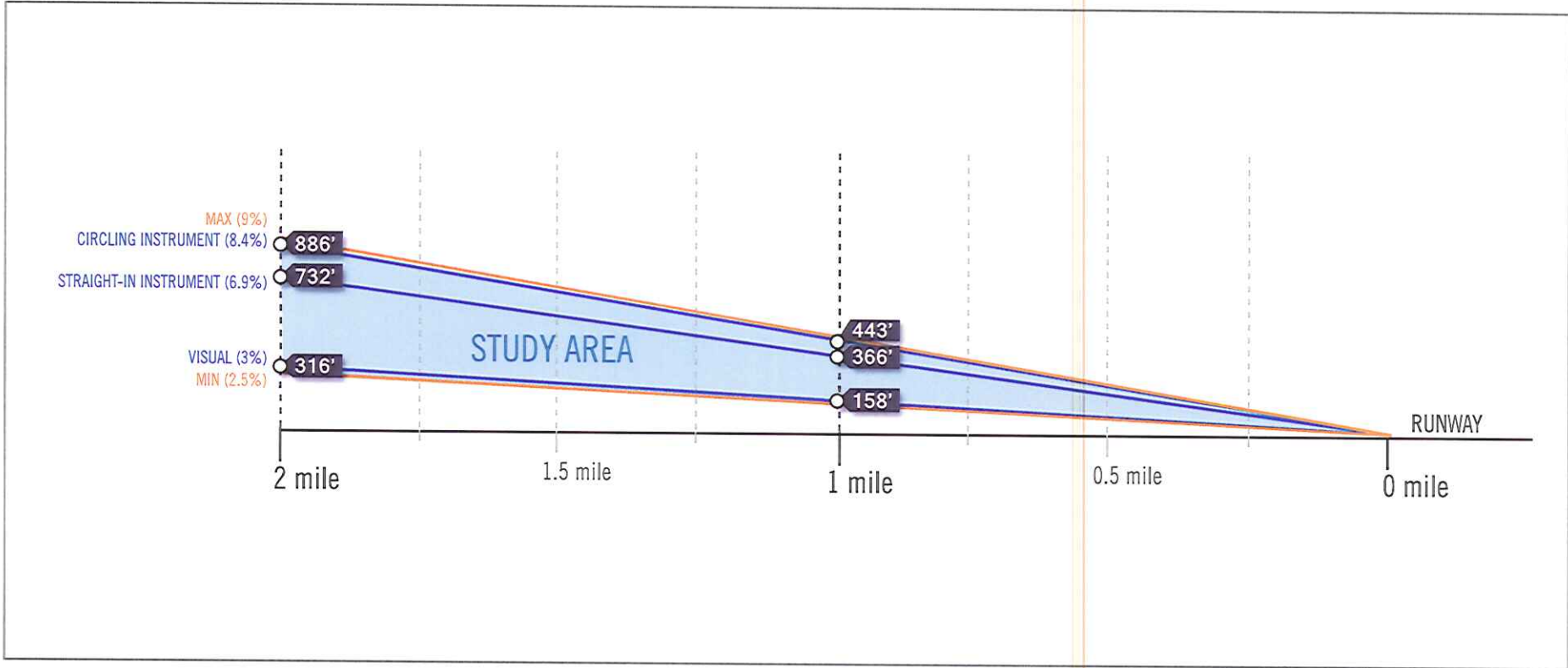
**3D Solar Equipment – 3D Solar Equipment** – POWER developed 3D models of the single axis tracking PV panels based on manufacturer specifications including panel design and height. Additional CAD information collected included panel design, panel height, panel orientation, backtracking and tilt (+/- 45 degrees). It is important to note the 3D geometric analysis does not measure the intensity of glare. This study is focused specifically on the location, duration and conditions in which glare may occur.

A single axis solar tracker has three primary positions: tracking, backtracking, and stow positions. These are characterized by the following descriptions (see Figure 6):

- Tracking – The process by which solar arrays rotate around a fixed axis to maintain a 90 degree relationship to the angle of inbound sunlight.
- Back tracking – The process by which solar arrays rotate away from 90 degrees relative to the sun to eliminate shading of the adjacent arrays. This occurs at the beginning and end of the day when the sun is low on the horizon (see Figure 6).
- Stow – The stationary position of a solar array that is not in tracking or back tracking procedures. A solar array in stow position rests in a position of five degrees from parallel to the ground surface and will occur during non-daylight hours and high wind conditions.
  - Modified Stow: A solar array in a modified stow position rests at an adjustable angle relative to the ground surface. This will typically occur during times of potential glare impacts or maintenance. For the purposes of the study, modified stow angle is 14 degrees west facing.

Additionally, the general behavior of a single axis solar tracker used for our study purposes is as such:

- The full range of motion of the solar arrays will be -45 degrees to +45 degrees.
- Once the sun rises in the east, the solar arrays will follow the back tracking cycle and slowly rotate into a +45 degree angle, with the sun perpendicular to the panel face. This ends the back tracking cycle and begins the tracking cycle.



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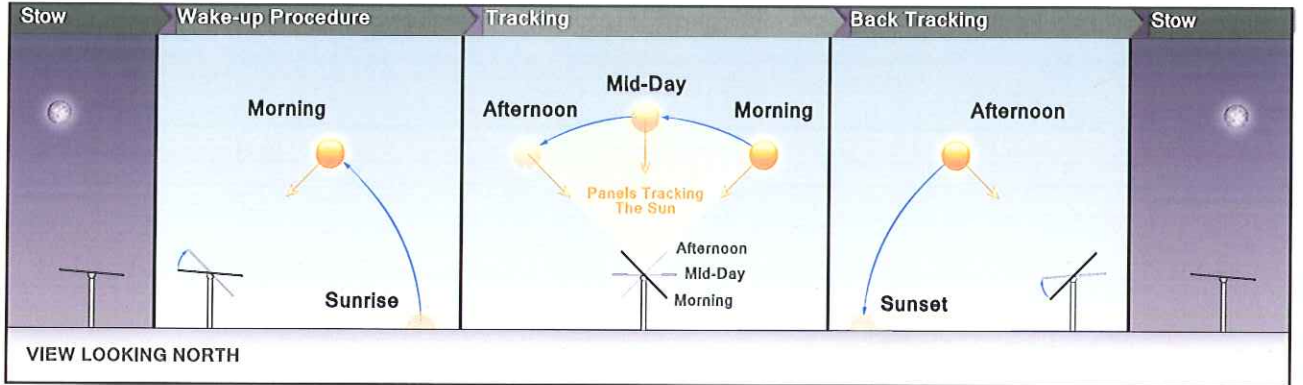


**Hemet Solar Project Glare Study**

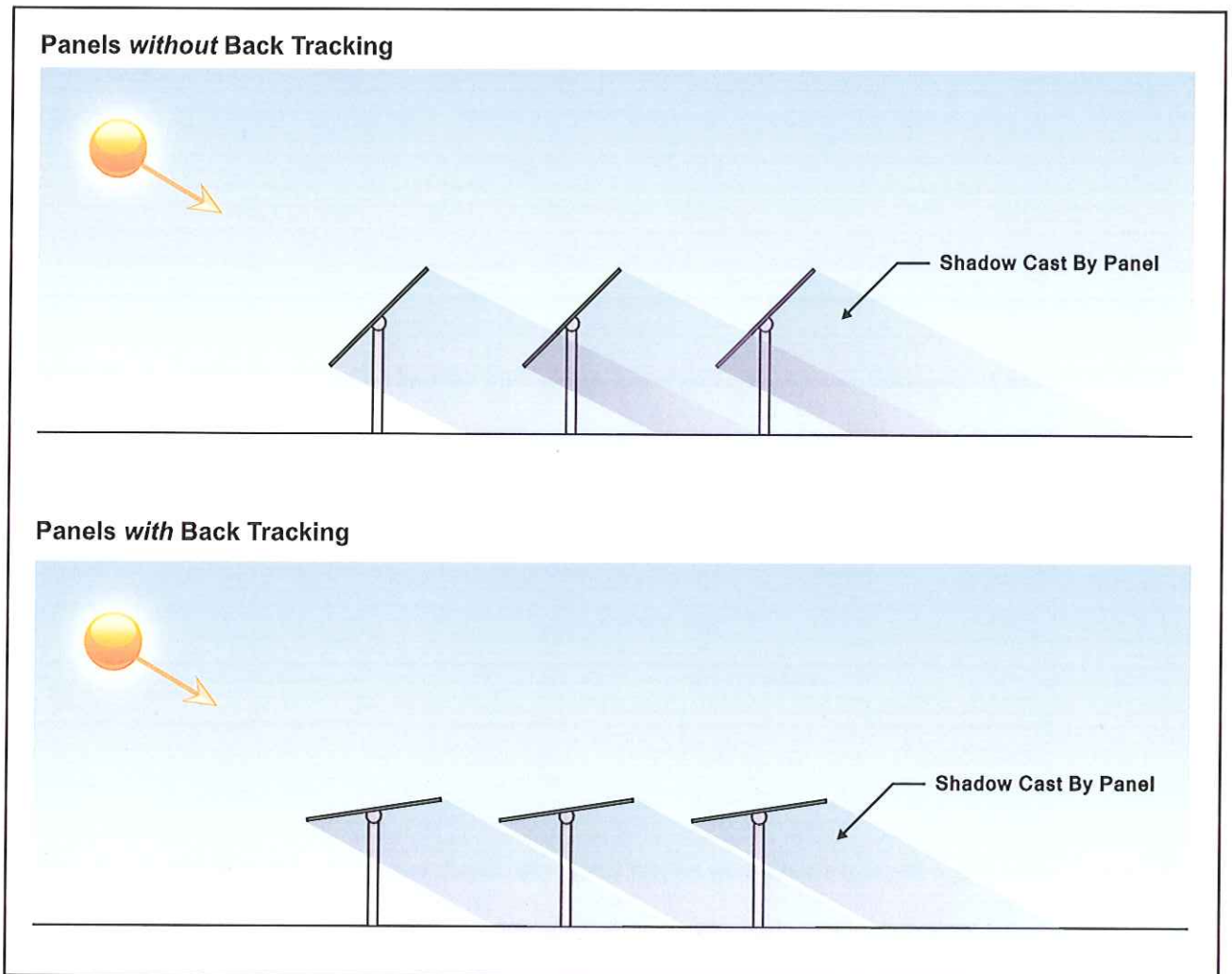
Figure 5 - Approach Slopes



## Single Axis Tracker Behavior



## Back Tracking Procedures



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**Hemet Solar Project Glare Study**

Figure 6 - Single Axis Tracker Behavior

- When the inbound sunlight is perpendicular (90 degrees) to the face of solar panels, the arrays will begin to track the sun throughout the day until the panel reaches its westerly 45 degree rotational limits.
- When the solar arrays reach a 45 degree angle, facing west, they will stop tracking the sun, slowly start the back tracking cycle and rotate back to a 14 degree modified stow angle.

**Solar Sun System** – Sun calculations and results were based on the National Oceanic and Atmospheric Administration (NOAA) hours of operational daylight and solar clocks (NOAA 2014). The 3D computer simulations incorporated a precise solar algorithm based on the latitude and longitude of the Project located in Hemet, California. All calculations were performed using 3D software designed for calculating and animating solar cycles (see Figure 7). The following times of year were analyzed:

*Spring Equinox (March 20, 2014)* – 12 hours 8 minutes of daylight, where the day and night are equal in length. Apparent sunrise at 6:52 a.m. and apparent sunset at 7:00 p.m.

*Summer Solstice (June 21, 2014)* – 14 hours 24 minutes of daylight, where the length of sunlight hours is at its peak and the sun has reached its northernmost extremes. Apparent sunrise at 5:38 a.m. and apparent sunset at 8:02 p.m.

*Fall Equinox (September 23, 2014)* – 12 hours 6 minutes of daylight, where the day and night are equal in length. Apparent sunrise at 6:37 a.m. and apparent sunset at 6:43 p.m.

*Winter Solstice (December 21, 2014)* – 9 hours 55 minutes of daylight, where the length of sunlight hours is at its lowest and the sun has reached its southernmost extremes. Apparent sunrise at 6:49 a.m. and apparent sunset at 4:44 p.m.

### 3.3 Glare Evaluation - 3D Geometric Analysis

The occurrence of glare was studied by performing a 3D geometric analysis, which takes into account the position of the sun in relation to the orientation of the solar panels to determine the path of glare (see Figure 8). Once all the conditions were simulated, analysts were able to determine when and where glare may cross into approach slopes and the pilots' cone of vision. Refer to Section 4.0 and Appendix A for glare results.

In addition to location, time, and duration of glare, analysts also recorded the location within a pilot's *cone of vision*, where glare may be experienced (see Figure 9). This is important, as the human eye has two primary areas of vision: the *focus view* and the *peripheral view*. Pilots rely heavily on *focus view* for activities needing intense concentration.

**Focus View** - 30 degrees left, right, top and bottom of center (total of 60 degree viewing area). Focal vision provides high resolution, detailed vision for identifying and evaluating important information, such as hazards. It is also the primary view used by pilots during final approach.

**Peripheral View** - Outside of the focus view, is the peripheral view. Visual information within the peripheral view will not affect the viewer's sight with the same intensity as those within the focus view. Peripheral view provides information on motion, locations, and locomotion. If something catches our attention from the periphery system, we turn our eyes to focus on it.



### Spring Equinox

March 20, 2014  
12 hours 8 minutes of daylight  
Sunrise - 6:52 a.m.  
Sunset - 7:00 p.m.

### Summer Solstice

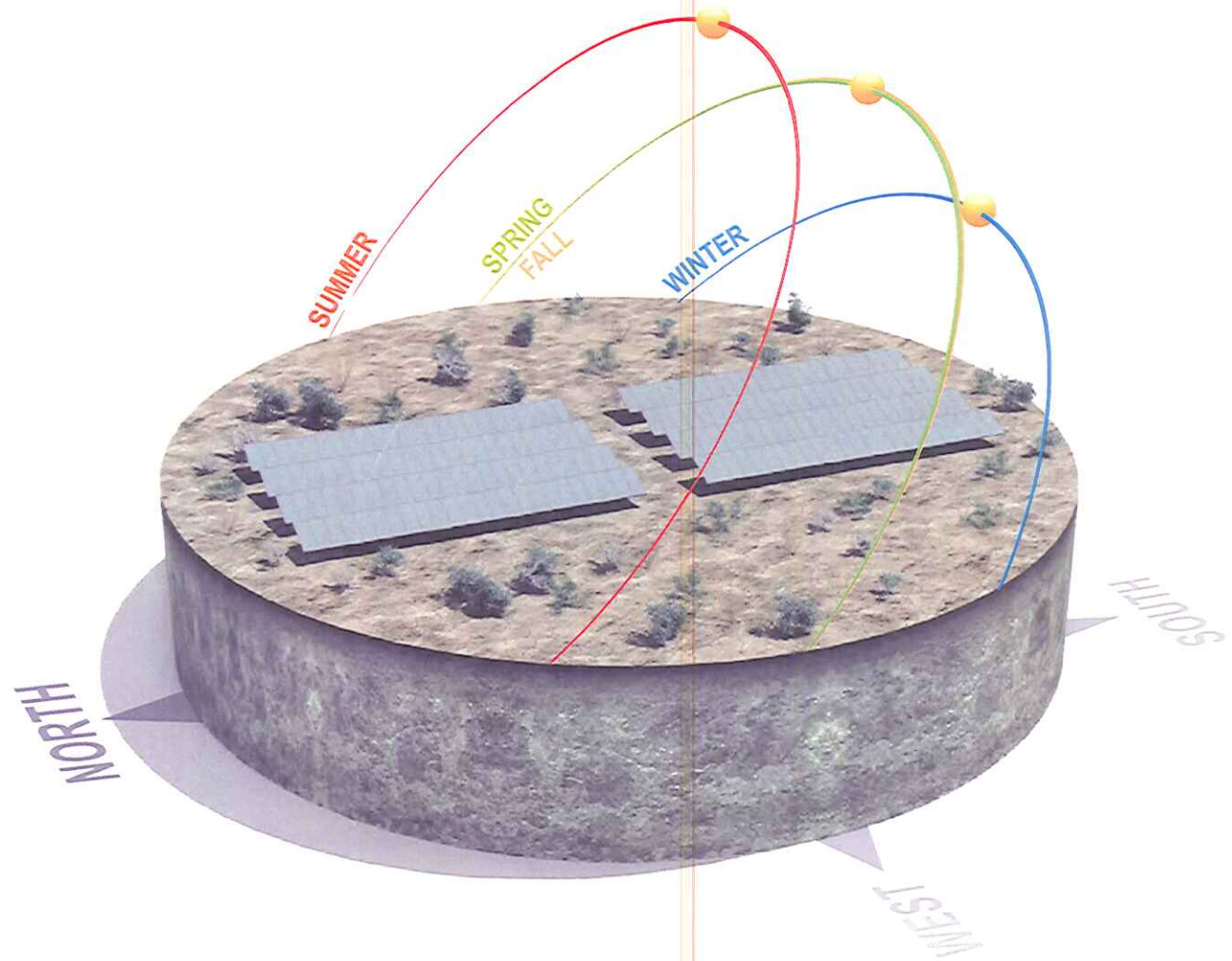
June 21, 2014  
14 hours 24 minutes of daylight  
Sunrise - 5:38 a.m.  
Sunset - 8:02 p.m.

### Fall Equinox

September 23, 2014  
12 hours 6 minutes of daylight  
Sunrise - 6:37 a.m.  
Sunset - 6:43 p.m.

### Winter Solstice

December 21, 2014  
9 hours 55 minutes of daylight  
Sunrise - 6:37 a.m.  
Sunset - 4:44 p.m.



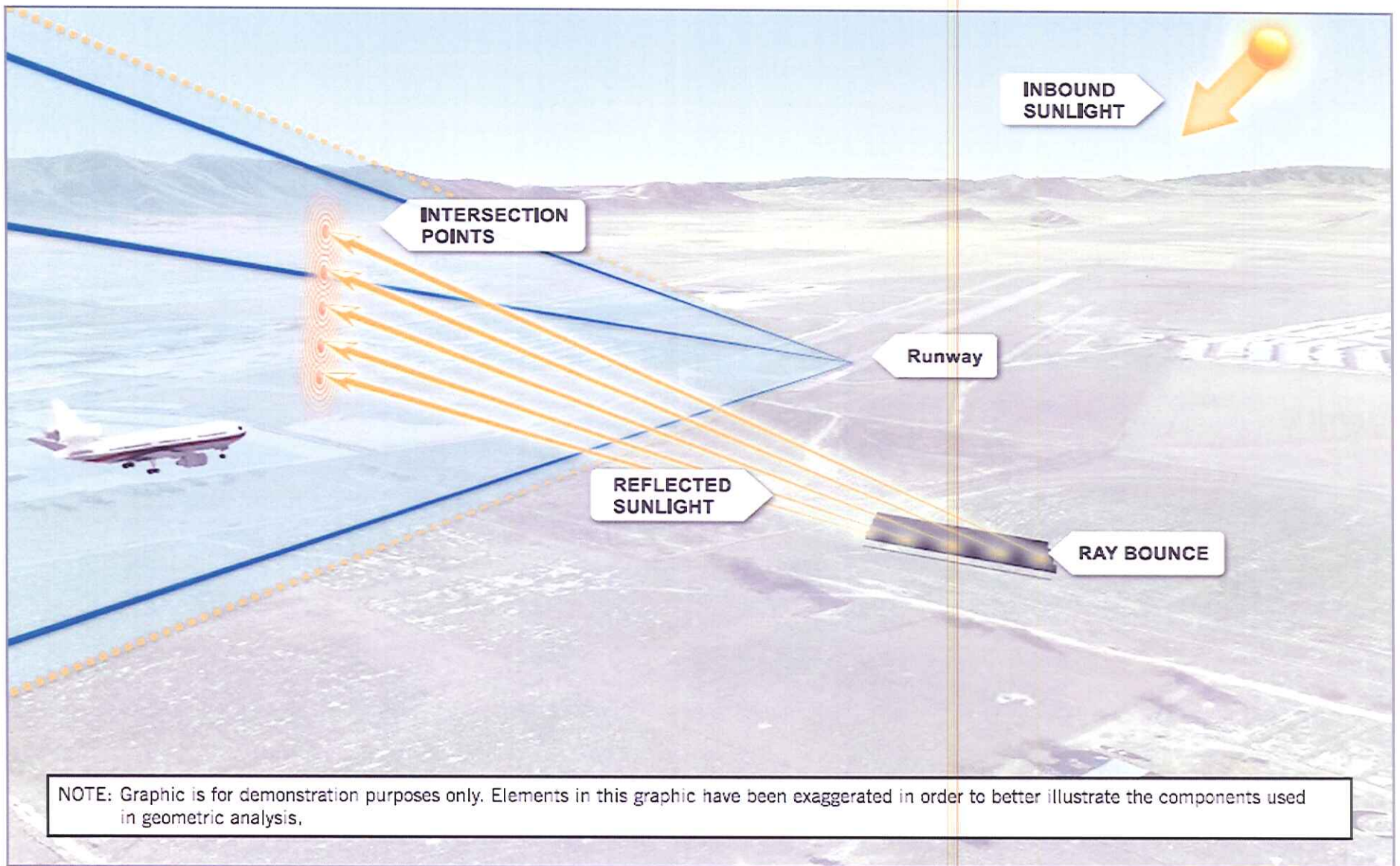
The sun changes its east-west orientation throughout the day. It also changes its north-south position throughout the year. The sun reaches its highest position in the sky at noon in the summer months and its lowest position in the sky at noon during the winter months.

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**Hemet Solar Project Glare Study**

Figure 7 - Seasonal Sun Paths



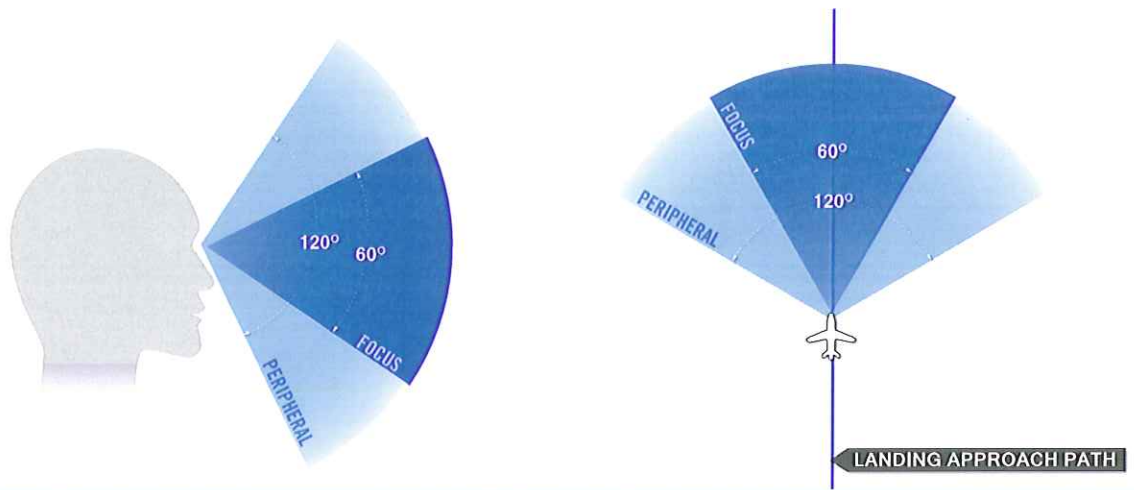
Prepared By,



**Hemet Solar Project Glare Study**

**Figure 8 - Geometric Analysis Methods**



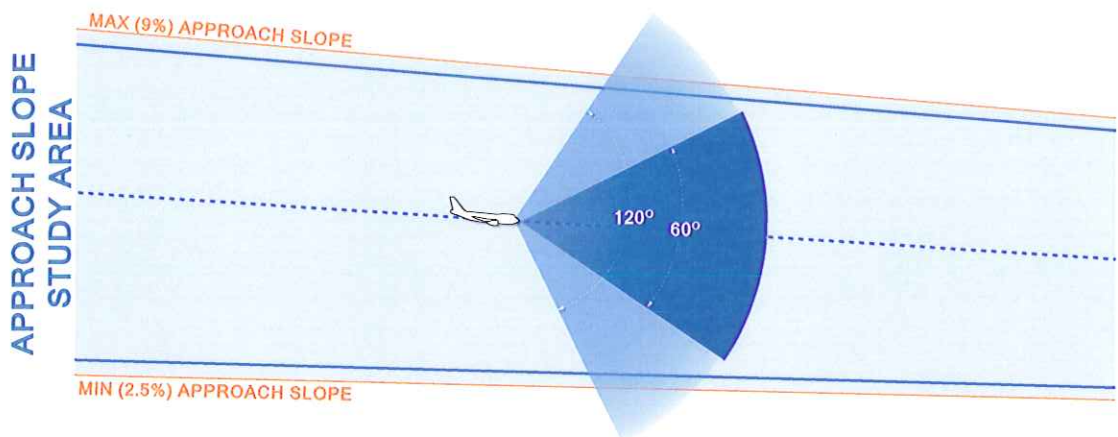


### Focus View -

30 degrees left, right, top and bottom of center (total of 60 degree viewing area). Focal vision provides high resolution, detailed vision for identifying and evaluating important information, such as hazards. It is also the primary view used by pilots during final approach.

### Peripheral View -

Outside of the focus view, is the peripheral view. Items in this area of the viewer's vision do not affect the viewer's sight with the same intensity as those within the focus view. Peripheral view provides information on motion, locations, and locomotion. If something catches our attention from the periphery system, we turn our eyes to focus on its details.



### Approach Slope -

The typical landing approach is approximately three degrees (5%). However, approach slopes may vary depending on weather conditions and type of aircraft. For this reason, POWER's analysts studied multiple landing approach scenarios, from a range of 2.5% to 9%, relative to the runway surface.

Prepared By,



## 4.0 RESULTS

Review of the 3D geometric analysis determined potential glare will be limited to the Runway 23 approach slope in the *peripheral view* during evening hours around the summer solstice. Due to the distance and orientation to the proposed solar operations, no glare is anticipated on the Runway 5 approach slope. The following is a detailed description of each landing approach where glare was identified (see Appendix A for graphical results).

**Runway 23:** Potential glare in the *peripheral view* was recorded during the evening hours around the summer solstice. Sources of potential glare reported are located more than 0.1 miles from the viewer. Potential glare was recorded during the following times:

- **Spring:**
  - No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.
- **Summer:**
  - **6:55 p.m. - 7:25 p.m.:** Potential glare was recorded in the *peripheral view* 0.5 to 0.75 mile from the end of the runway.
  - **7:25 p.m. - 8:00 p.m.:** Potential glare was recorded in the *peripheral view* 0.25 to 0.75 mile from the end of the runway.
- **Fall:**
  - No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.
- **Winter:**
  - No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.

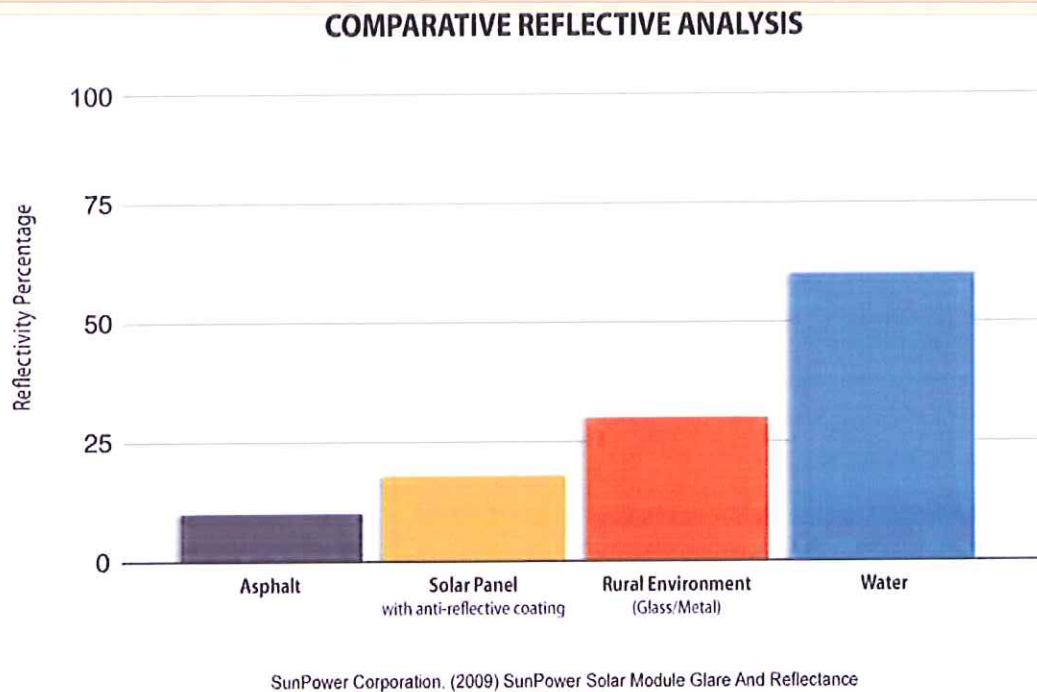
**Runway 5:** No potential glare was recorded due to the distance and orientation of the approach slope relative to the proposed solar operations.



## 5.0 DISCUSSIONS

As solar operations continue to increase in the United States, so does the concern for glare. An often asked question is, “If glare is experienced, what will the intensity be? What is it comparable to?”

As determined in a recent technical notification completed by SunPower Corporation (2009) regarding glare and reflectance levels from PV systems, “The glare and reflectance levels from a given PV system are decisively lower than the glare and reflectance generated by standard glass and other common reflective surfaces.” Anti-reflective glass covering the PV panels contributes to these lowered reflective values. The graph below (Figure 10) compares the percentage of reflected energy from common reflective surfaces to that of a solar panel.



**FIGURE 10 COMPARATIVE REFLECTIVE ANALYSIS**

In recent years, there have been many studies reporting varying levels of glare percentages associated with PV panels and panel glass. Studies range from 2% glare intensity (FAA 2010) to 25% intensity (SunPower 2009). It is important to understand that glare intensity is directly related to the angle of incidence of the sun striking the panel, and may account for the wide range of past results. As reported in a presentation by Sandia Labs, glare intensity is at its lowest when the angle of incidence is at its lowest, near perpendicular to the sun (see Figure 11). Static PV (i.e., fixed tilt) panels can see a varying range of reflection values as the sun changes position throughout the day. Angle of incidence and glare are at their lowest around noon where the sun can pass directly through the panel glass. In the early mornings and late evenings, incidence angles and glare values are higher as a result of the sun glancing off static panel glass.

Single axis trackers tend to result in less overall glare percentages during the tracking phase than that of static PV systems. During the tracking phase, the top panel glass faces the sun and maintains a lower angle of incidence. This allows greater transmission of light and ultimately greater panel efficiency. During the backtracking procedures (early in the morning and late in the evening), single axis trackers begin to rotate away from the sun to reduce shadow casting to neighboring panels. During this phase, higher angles of incidence will result and will increase the reflectance percentage. As shown in the Sandia Labs graphic, reflectance percentage never exceeds the brightness of the sun. If experienced by an offsite viewer, the intensity of glare will be similar to viewing a sun setting over a body of water which is a condition often required of pilots at airports throughout the United States that are located near bodies of water.

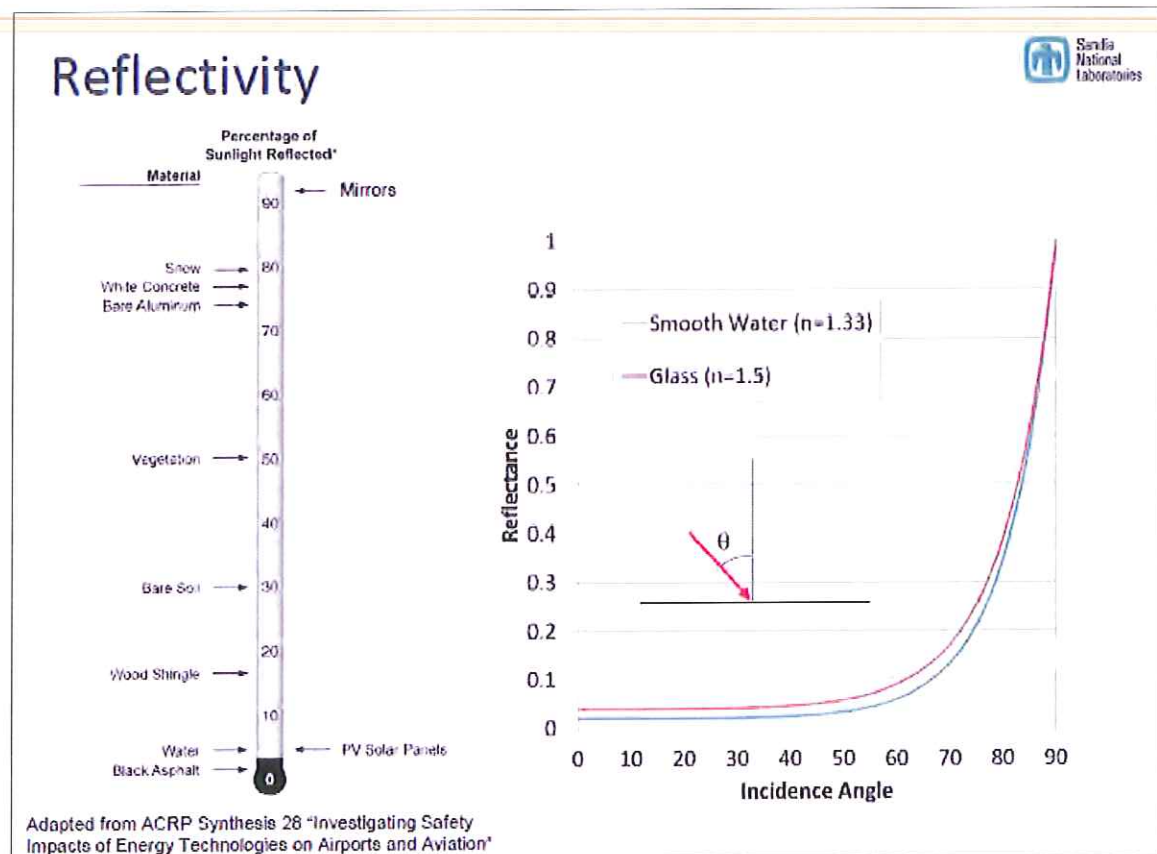


FIGURE 11 ANGLE OF INCIDENCE



## 6.0 CONCLUSION

Occurrences of glare at Hemet-Ryan Field Airport resulting from proposed solar operations are anticipated to be minimal and limited to Runway 23 in the late evening when the sun is low in the sky. No potential glare was identified in the Pilot's *focus view*, however, potential glare within the *peripheral view* was identified approximately one hour per day around the summer solstice (see Appendix A for graphical results).

It is POWER's professional opinion that glare resulting from the proposed solar operations near the Hemet-Ryan Field Airport will have a minimal impact to airport operations for the following reasons:

- No potential glare was identified in the pilot's *focus view*.
- Potential glare impacts within the *peripheral view* will not affect the viewer's sight with the same intensity as those within the focus view.
- Potential *peripheral view* glare was located more than .25 miles from the end of Runway 23.
- Potential glare will result in reflection levels less than that of many other commonly experienced materials (e.g., metal, glass, water).

## 7.0 SOURCES

Federal Aviation Administration (FAA). 2013. *The Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports*. June 2014. Full report can be downloaded at: <https://federalregister.gov/a/2013-2472.9>

National Oceanic and Atmospheric Administration (NOAA). Accessed 2014.  
<http://www.esrl.noaa.gov/gmd/grad/solcalc>.

SunPower Corporation. 2009. SunPower Solar Module Glare and Reflectance Report. September 2009.

### Files provided by EPD Solutions Inc./SunEdison:

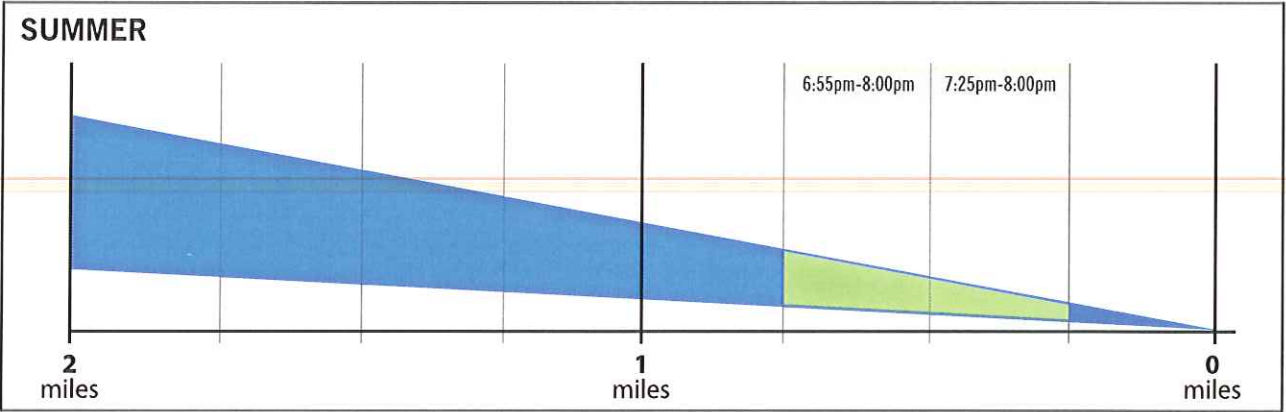
4-Spec Sheet Modules.pdf  
144052 GIS BASE.dwg  
144052 GPS GROUND POINTS.dwg  
APNL\_C-101 Overall Site Plan-500FT-A-REV3.dwg  
C-XP.dwg  
C-XP-TOPO.dwg  
C-SP.dwg

## APPENDIX A      TABULAR GLARE RESULTS






- Approach Slope Study Area (2.5% - 9%)
- Occurences of Glare within Peripheral View
- Occurences of Glare within Focus View

**SPRING** *No Glare Anticipated*



**FALL** *No Glare Anticipated*

**WINTER** *No Glare Anticipated*

-  Approach Slope Study Area (2.5% - 9%)
-  Occurrences of Glare within Peripheral View
-  Occurrences of Glare within Focus View

<b>SPRING</b>	<i>No Glare Anticipated</i>
<b>SUMMER</b>	<i>No Glare Anticipated</i>
<b>FALL</b>	<i>No Glare Anticipated</i>
<b>WINTER</b>	<i>No Glare Anticipated</i>



## **APPENDIX B      FAA INTERIM POLICY**

*Research and Innovative Technology Administration*

Aylward, Anne D.; Brecht-Clark, Jan M.; Farley, Audrey L.; Hu, Patricia S.; Ishihara, David S.; Johns, Robert C.; Lang, Steven R.; Partridge, Ellen L.; Schmitt, Rolf R.; Womack, Kevin C.

*Saint Lawrence Seaway Development Corporation*

Middlebrook, Craig H.; Pisani, Salvatore L.

[FR Doc. 2013-24813 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-9X-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of interim policy; opportunity to comment.

**SUMMARY:** This notice establishes interim FAA policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property. FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems which are effective upon publication. FAA will consider comments and make appropriate modifications before issuing a final policy. The policy applies to any proposed on-airport solar energy system that has not received from the FAA either an unconditional airport layout plan approval or a "no objection" finding on a Notice of Proposed Construction or Alteration Form 7460-1.

**DATES:** The effective date of this interim policy is October 23, 2013.

Comments must be received by November 22, 2013.

**ADDRESSES:** You can get an electronic copy of the interim policy and the comment form on the FAA Airports Web site at <http://www.faa.gov/airports/environmental/>.

You can submit comments using the Comments Matrix, using any of the following methods:

*Electronic Submittal to the FAA:* Go to <http://www.faa.gov/airports/environmental/> and follow the instructions for sending your comments electronically.

*Mail:* FAA Office of Airports, Office of Airport Planning and Programming,

Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591. Please send two copies.

*Fax:* 1-202-267-5302.

*Hand Delivery:* To FAA Office of Airports, Office of Airport Planning and Programming, Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591; between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Please provide two copies.

For more information on the notice and comment process, see the **SUPPLEMENTARY INFORMATION** section of this document.

*Privacy:* We will post all comments we receive, without change, to <http://www.faa.gov/airports/environmental/>, including any personal information you provide.

*Comments Received:* To read comments received, go to <http://www.faa.gov/airports/environmental/> at any time.

**FOR FURTHER INFORMATION CONTACT:** Ralph Thompson, Manager, Airport Planning and Environmental Division, APP-400, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-3263; facsimile (202) 267-5257; email: [ralph.thompson@faa.gov](mailto:ralph.thompson@faa.gov). **SUPPLEMENTARY INFORMATION:** The FAA invites interested persons to join in this notice and comment process by filing written comments, data, or views. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data.

**Availability of Documents**

You can get an electronic copy of this interim policy by visiting the FAA's Airports Web page at <http://www.faa.gov/airports/environmental/>.

**Authority for the Policy**

This notice is published under the authority described in Subtitle VII, part B, chapter 471, section 47122 of title 49 United States Code.

**Background**

There is growing interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). In conjunction

with the United States Department of Energy (DOE), the FAA has determined that glint and glare from solar energy systems could result in an ocular impact to pilots and/or air traffic control (ATC) facilities and compromise the safety of the air transportation system. While the FAA supports solar energy systems on airports, the FAA seeks to ensure safety by eliminating the potential for ocular impact to pilots and/or air traffic control facilities due to glare from such projects.

The FAA established a cross-organizational working group in 2012, to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. The standards that this working group developed are set forth in this notice.

A sponsor of a federally-obligated airport must request FAA review and approval to depict certain proposed solar installations (e.g., ground-based installations and collocated installations that increase the footprint of the collocated building or structure) on its airport layout plan (ALP), before construction begins.<sup>1</sup> A sponsor of a federally-obligated airport must notify the FAA of its intent to construct any solar installation<sup>2</sup> by filing FAA Form 7460-1, "Notice of Proposed Construction or Alteration" under 14 CFR Part 77 for a Non-Rulemaking case (NRA)<sup>3,4</sup>. This includes the intent to permit airport tenants, including Federal agencies, to build such

<sup>1</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports, Section 2.3.5, states that "solar installations of any size, located on an airport, that are not collocated on an existing structure (i.e., roof of an existing building) and require a new footprint, need to be shown on the Airport Layout Plan (ALP). Collocated solar installations need to be shown on the ALP only if these installations substantially change the footprint of the collocated building or structure. Available at: [http://www.faa.gov/airports/environmental/policy\\_guidance/media/airport\\_solar\\_guide\\_print.pdf](http://www.faa.gov/airports/environmental/policy_guidance/media/airport_solar_guide_print.pdf). Title 49 of the United States Code (USC), sec. 47107(a), requires, in part, a current ALP approved by the FAA prior to the approval of an airport development project. See Grant Assurance No. 29, AC No. 150/5070-6B, and FAA Order No. 5100.38.

<sup>2</sup> Any solar installation means any ground-based solar energy installation and those solar energy installations collocated with a building or structure (i.e., rooftop installations).

<sup>3</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports Section 3.1 reads in part "All solar projects at airports must submit to FAA a Notice of Proposed Construction Form 7460 . . .". This section further states "Even if the project will be roof mounted . . . the sponsor must still submit a case" [i.e., file a Form 7460-1].

<sup>4</sup> The requirements of this policy are not mandatory for a proposed solar installation that is not on an airport and for which a form 7460-1 is filed under part 77 and is studied under the Obstruction Evaluation Program. However, the FAA urges proponents of off-airport solar-installations to voluntarily implement the provisions in this policy.



installations. The sponsor's obligation to obtain FAA review and approval to depict certain proposed solar energy installation projects at an airport is found in 49 U.S.C. 47107(a)(16) and Sponsor Grant Assurance 29, "Airport Layout Plan." Under these latter provisions, the sponsor may not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the ALP as approved by the FAA and which might, in the opinion of the FAA, adversely affect the safety, utility or efficiency of the airport.

Airport sponsors and project proponents must comply with the policies and procedures in this notice to demonstrate to the FAA that a proposed solar energy system will not result in an ocular impact that compromises the safety of the air transportation system. This process enables the FAA to approve amendment of the ALP to depict certain solar energy projects or issue a "no objection" finding to a filed 7460-1 form. The FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available.

Solar energy systems located on an airport that is not federally-obligated or located outside the property of a federally-obligated airport are not subject to this policy. Proponents of solar energy systems located off-airport property or on non-federally-obligated airports are strongly encouraged to consider the requirements of this policy when siting such systems.

This interim policy clarifies and adds standards for measurement of glint or glare presented in the 2010 Technical Guidance document. Later this year the FAA plans to publish an update to the "Technical Guidance for Evaluating Selected Solar Technologies on Airports," (hereinafter referred to as "Technical Guidance") dated November 2010. This update to the technical guidance will include the standards for measuring glint and glare outlined in this notice. It will also provide enhanced criteria to ensure the proper siting of a solar energy installation to eliminate the potential for harmful glare to pilots or air traffic control facilities.

In advance of the planned update, as part of this Notice, we are clarifying one aspect of the Technical Guidance relating to airport sponsor and FAA responsibilities for evaluating the potential for solar energy systems installed on airports to either block, reflect, or disrupt radar signals, NAVAIDS, and other equipment required for safe aviation operations. Section 3.1 of the Technical Guidance, entitled "Airspace Review," correctly states that this role is exclusively the responsibility of FAA Technical Operations (Tech Ops). However subsection 3.1.3, "System Interference," states: "[s]tudies conducted during project siting should identify the location of radar transmission and receiving facilities and other NAVAIDS, and determine locations that would not be suitable for structures based on their potential to either block, reflect, or disrupt radar signals."

Reading the two sections together, what is meant is that the airport sponsor, in siting a proposed solar energy system, is responsible for limiting the potential for inference with communication, navigation, and surveillance (CNS) facilities. The sponsor should do so by ensuring that solar energy systems remain clear of the critical areas surrounding CNS facilities. FAA Advisory Circular (AC) 5300-13, "Airport Design," Chapter 6, defines the critical areas for common CNS facilities located on an airport. Sponsors may need to coordinate with FAA Technical Operations concerning CNS facilities not in AC 5300-13. As stated in Section 3.1, the FAA is responsible for evaluating if there are any impacts to CNS facilities. The FAA will conduct this review after the Form 7460-1 is filed for the construction of a new solar energy system installation on an airport. In summary, airport sponsors do not need to conduct studies on their own to determine impacts to CNS facilities when siting a solar energy system on airport. Section 3.1.3 will be revised accordingly in the next version of the Technical Guidance.

#### *Interim Policy Statement*

The following sets forth the standards for measuring ocular impact, the

required analysis tool, and the obligations of the Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport.

The FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems. FAA will consider comments and make appropriate modifications before issuing a final policy in a future **Federal Register** Notice. The policy applies to any proposed solar energy system that has not received unconditional airport layout plan approval (ALP) or a "no objection" from the FAA on a filed 7460-1, Notice of Proposed Construction or Alteration.

#### **Standard for Measuring Ocular Impact**

FAA adopts the *Solar Glare Hazard Analysis Plot* shown in Figure 1 below as the standard for measuring the ocular impact of any proposed solar energy system on a federally-obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:

1. No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and
2. No potential for glare or "low potential for after-image" (shown in green in Figure 1) along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.

Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.



Issued in Washington, DC, on September 27, 2013.

**Benito De Leon,**  
*Director, Office of Airport Planning and Programming.*

[FR Doc. 2013-24729 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Third Meeting: RTCA Tactical Operations Committee (TOC)

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT)

**ACTION:** Third Meeting Notice of RTCA Tactical Operations Committee.

**SUMMARY:** The FAA is issuing this notice to advise the public of the third meeting of the RTCA Tactical Operations Committee.

**DATES:** The meeting will be held November 7, 2013 from 9 a.m.–3 p.m.

**ADDRESSES:** The meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site <http://www.rtca.org>. Andy Cebula, NAC Secretary can also be contacted at [acebula@rtca.org](mailto:acebula@rtca.org) or 202-330-0652.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. No. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Tactical Operations Committee (TOC). The agenda will include the following:

#### November 19, 2013

- Opening of Meeting/Introduction of TOC Members
- Official Statement of Designated Federal Official
- Approval of July 23, 2013 Meeting Summary
- FAA Report
- Notice to Airmen (NOTAM) Activity Prioritization
- Regional Task Groups (RTGs)
- Reports on current activities underway by Regional Task Groups: Eastern, Central, Western
- VHF Omni-directional Range (VOR) Minimum Operating Network
- New Tasking: Obstacle Clearance
- Anticipated Issues for TOC consideration and action at the next meeting
- Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 18, 2013.

**Edith V. Parish,**  
*Senior Advisor, Mission Support Services, Air Traffic Organization, Federal Aviation Administration.*

[FR Doc. 2013-24968 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land; French Lick Airport; French Lick, Indiana.

**SUMMARY:** The FAA is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at French Lick Airport, French Lick, Indiana. The aforementioned land is not needed for aeronautical use. The proposal consists of 18.606 acres located in the southern section of airport property which is not being used by the airport presently. The land is to be sold to Commissioners of Orange County for the construction of County Road CR 300 South/Airport Road to facilitate access to the airport.

**DATES:** Comments must be received on or before November 22, 2013.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Azra Hussain, Program Manager, 2300 E. Devon Avenue, Des Plaines, Illinois 60018 Telephone: (847) 294-8252/Fax: (847) 294-7046 and Zachary D. Brown, French Lick Municipal Airport, 9764 West County Road 375 South, French Lick, Indiana, 47933.

Written comments on the Sponsor's request must be delivered or mailed to: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Telephone Number: (847) 294-8252/FAX Number: (847) 294-7046.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The subject land consists of two parcels. Parcel 1 (approx. 16.667 acres) was acquired through the Federal Aid to Airport Program dated July 28, 1963 and Parcel 2 (approx. 1.939 acres) was acquired by the sponsor as part of a larger parcel (approx. 9.97 acres) for the nominal sum of One Dollar and zero cents (\$1.00) on April 19, 2010. The Commissioners of Orange County intend to purchase the property for a nominal sum of One Dollar and zero cents (\$1.00) for the construction of County Road CR 300 South/Airport Road. Construction of the road will facilitate access to the airport. The aforementioned land is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property.

This notice announces that the FAA is considering the release of the subject airport property at French Lick Airport, French Lick, Indiana, subject to easements and covenants running with the land. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

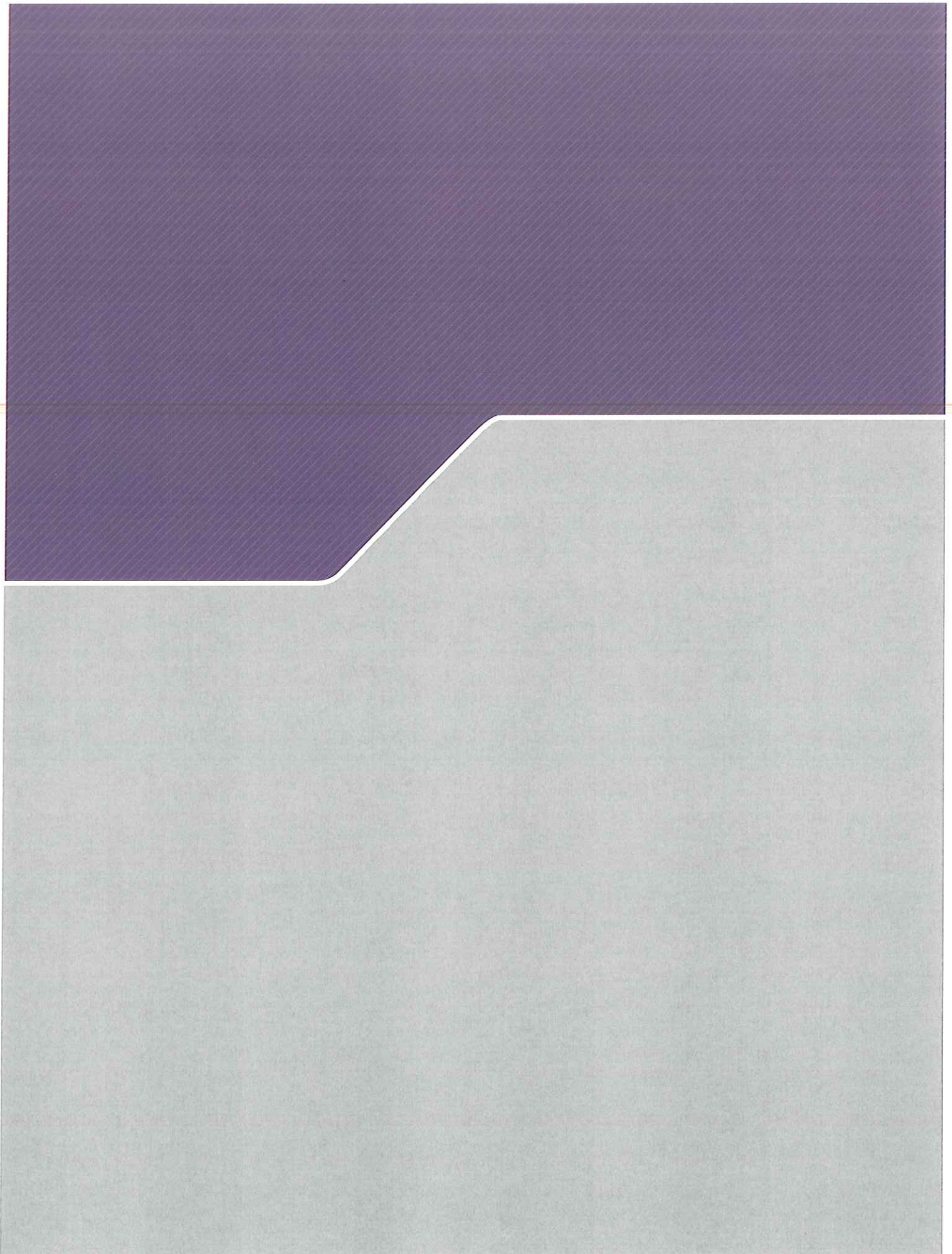
Issued in Des Plaines, Illinois on September 30, 2013.

**James Keefer,**  
*Manager, Chicago Airports District Office, FAA, Great Lakes Region.*

[FR Doc. 2013-24738 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P





# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m. and by appointment on Friday, June 27, from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: July 10, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1033HR14 – AP North Lake Solar, LP (Representative: EPD Solutions, Jeremy Krout) – City of Hemet Case No. CUP 14-006 (Conditional Use Permit). A proposal to construct and operate a 20 megawatt solar photovoltaic (PV) electric generation facility on 94 acres of a 134-acre parcel (the Breliant property) located southerly of Acacia Avenue, westerly of Sanderson Avenue, and northeasterly of Hemet-Ryan Airport (Areas I and II 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. \_\_\_\_\_

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 5/26/14  
 Property Owner Janet Breliant, Trustee of the Breliant Irrevocable Trust dated March 19, 1993 Phone Number (818) 998-3300  
 Mailing Address 9190 W. Olympic Blvd. #409  
Beverly Hills, CA 90212

Agent (if any) AP North Lake Solar, LP Phone Number (415) 229-8845  
 Mailing Address 44 Montgomery St., Ste. 2200  
San Francisco, CA 94104

**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 3601 W. Acacia Ave.  
Hemet, CA 92545  
 Assessor's Parcel No. 456-030-002 Parcel Size +/- 134 ac  
 Subdivision Name n/a Zoning Classification A-2-C-10  
 Lot Number n/a

**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) Agriculture

Proposed Land Use (describe) Solar photovoltaic power plant. See attached Project Description.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) n/a  
 For Other Land Uses Hours of Use Daylight hours, 7 days per week. Unmanned facility; operates automatically.  
 (See Appendix C) Number of People on Site Maximum Number Typically 0; max. 5  
 Method of Calculation Maximum of 5 workers during twice-annual panel cleaning.

Height Data Height above Ground or Tallest Object (including antennas and trees) Solar panels - 10 ft; Inverters - 15 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site +/- 1535 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 Analysis of glare impacts to be provided.

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	5/26/14
Agency Name	City of Hemet
Staff Contact	Carole Kendrick
Phone Number	(951) 765-2373
Agency's Project No.	CUP

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:** 3.3  
**HEARING DATE:** July 10, 2014  
**CASE NUMBER:** ZAP1023TH14 – Rahul & Manju Chopra (Representative:  
Nick Fullerton, Fullerton Architects)  
**APPROVING JURISDICTION:** County of Riverside  
**JURISDICTION CASE NO:** BNR140009 (Building Permit).

**MAJOR ISSUES:** Peripheral glare potential

**RECOMMENDATION:** Staff recommends that the Commission make a finding of CONSISTENCY, subject to the conditions included herein. In addition, it is suggested that the Commission discuss and provide direction to staff on whether similar proposals for roof mounted solar facilities can be considered as staff reviews and what factors could require review by the Commission.

**PROJECT DESCRIPTION:** The proposal consists of the installation of roof mounted non-tracking photovoltaic solar panels on a three-story private member's garage within the Thermal Club facility. Since prior reviews for the larger project address intensity and other concerns related to the private member garage, this review is focused on the acceptability of roof mounted photovoltaic solar panels at this location.

**PROJECT LOCATION:** The project site is located northerly of 62<sup>nd</sup> Avenue, easterly of Tyler Street, southerly of 60<sup>th</sup> Avenue, and westerly of Polk Street in the unincorporated community of Thermal, approximately 4,600 feet southerly of the southerly terminus of Runway 17-35 at Jacqueline Cochran Regional Airport.

**LAND USE PLAN:** 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (last amended in 2006)

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zone C
- c. Noise Levels: From below 55 CNEL to above 65 CNEL within larger project area

**BACKGROUND:**

Non-Residential Intensity: As noted in previous reviews of the larger project, both average and single-acre intensity criteria will be complied with by the project with implementation of prior conditions of approval. The proposed solar panels would not create any change in the prior calculated intensity overall or on this particular site.

Prohibited Uses: The project proposes uses that are not prohibited within Compatibility Zone C. The solar panels have the potential to create a hazard to flight (which is a prohibited use within Compatibility Zone C) through the creation of glare. The applicant has prepared a glare analysis utilizing the web based Solar Glare Hazard Analysis Tool (SGHAT) and provided the resulting report. The analysis was based on approach patterns to both runways 35 and 30 from the south and southeast, respectively. The analysis utilized a glide slope approach of 3.0 degrees and a 53 degree tilt to the solar panels. The analysis concluded that some glare would occur on the approach to runway 35 and no glare would occur on the approach to runway 30. The glare that is projected to occur on the approach to runway 35 would be generally limited to the times of year and day at the selected distances from the runway:

1 ¼ mile

- Late January to Late February – 8:15 a.m. to 9:15 a.m.
- Mid October to Mid November – 7:45 a.m. to 8:45 a.m.

1 ½ mile

- Early March to Early April – 10:00 a.m. to 10:45 a.m.
- Early September to Late September – 9:45 a.m. to 10:30 a.m.

1 ¾ mile

- Late March to Mid April – 10:30 a.m. to 11:15 a.m.
- Late August to Mid September – 10:30 a.m. to 11:15 a.m.

2 mile

- Early April to Late April – 10:45 a.m. to 11:30 a.m.
- Mid August to Early September – 10:45 a.m. to 11:30 a.m.

No glare would occur closer than 1 ¼ miles from the runway. The analysis notes that the glare experienced at each of the distances and times noted above would result in a low potential for temporary after-image. Based on FAA Interim Policy for FAA Review of Solar Energy System Projects on Federally Obligated Airports, low potential for temporary after-image is an acceptable level of impact for solar facilities located on airport property. In addition, due to the limited size of the solar panel in comparison to a large solar field, the length of time of glare would be minimal.

Noise: The larger project area is located within the area subject to average aircraft noise levels ranging from below 55 CNEL to above 65 CNEL. As a non-residential use not including any noise sensitive uses, no special measures to mitigate aircraft-generated noise are required.

PART 77: Looking at this site and building specifically, the elevation at the southerly end of the runway at Jacqueline Cochran Regional Airport is -137.5 feet above mean sea level (AMSL). At a distance of 4,600 feet from the runway, any building with an elevation at top of roof exceeding -91.5 feet AMSL would require FAA notice and review through the Form 7460-1 process. The proposed building has a pad elevation of -149.5 feet AMSL. At this pad elevation, the proposed building



height of 42 feet would result in a maximum site elevation of -107.5 feet AMSL. Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process is not required for the building.

Open Area: Compatibility Zone C requires that 20% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. As detailed in previous reviews for the larger project, the proposed track areas would provide the most appropriate open area given it typically provides for wide linear areas free of obstructions. The main track area and the go-kart track make up 175.5 acres of open space within Zone C (90%). On the project site alone, open area requirements would not be applicable since the project site is less than 10 acres in size.

Additional Solar Facilities: Since additional roof mounted solar facilities may be proposed on other private members' garages throughout the Thermal Motorsports Park facility, the Commission may wish to consider discussing whether any such additional solar facilities could be reviewed and approved by staff and what factors (i.e. glare determination, tracking versus fixed, certain locations/directions of panels, etc.) the Commission may consider in determining some such facilities may be reviewed and approved by staff.

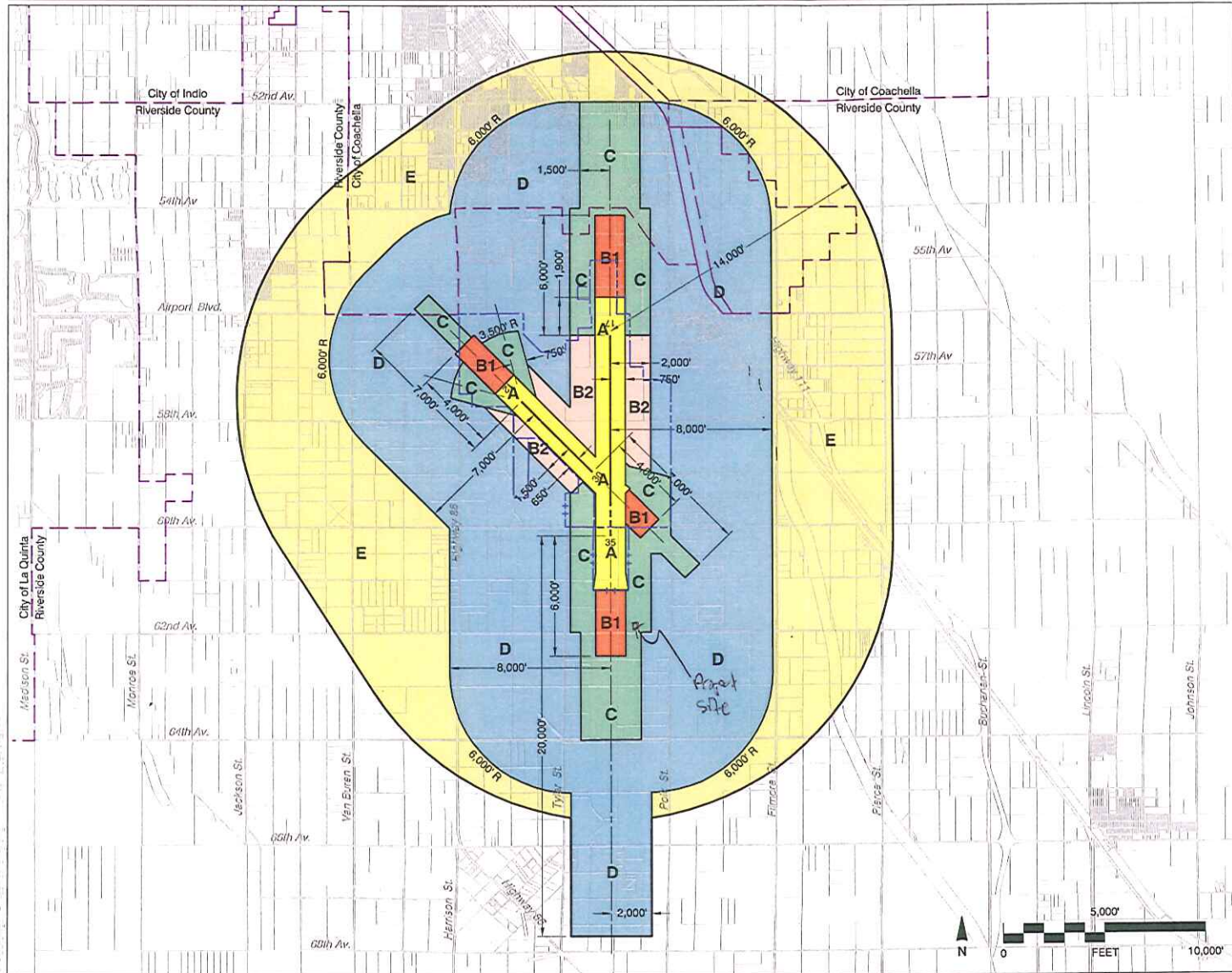
#### **CONDITIONS:**

These conditions are applicable to the current proposed Lot 4 building photovoltaic solar panels. All other prior recommended conditions from prior ALUC reviews are still applicable to the larger Thermal Motorsports Park project. Certain prior recommended conditions from prior ALUC reviews are also applicable to this project and new conditions are applicable as well. Each condition is noted as such.

1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.) [from prior review]
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, or any type of strobe light, 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, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, 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, incinerators, and landfills.)
  - (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, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.  
[from prior review]
3. In the event that any incidence of glint, glare, or flash affecting the safety of air navigation occurs as a result of project operation, upon notification to the airport operator of an incidence, the airport operator shall notify the property owner in writing. Within 30 days of written notice, the property owner shall be required to promptly take all measures necessary to eliminate such glint, glare, or flash. An "incidence" includes any situation that results in an accident, incident, "near-miss," or specific safety complaint regarding an in-flight experience to the airport operator or to federal, state, or county authorities responsible for the safety of air navigation. The property owner shall work with the airport operator to prevent recurrence of the incidence. Suggested measures may include, but are not limited to, seasonally covering the panels at the time of year and/or day when incidences of glare occur to diminish or eliminate the source of the glint, glare, or flash. For each such incidence made known to the property owner, the necessary remediation shall only be considered to have been fulfilled when the airport operator states in writing that the situation has been remediated to the airport operator's satisfaction.  
[condition added]





**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line - Existing
- +— Airport Property Line - Planned
- City Limits

**Note**

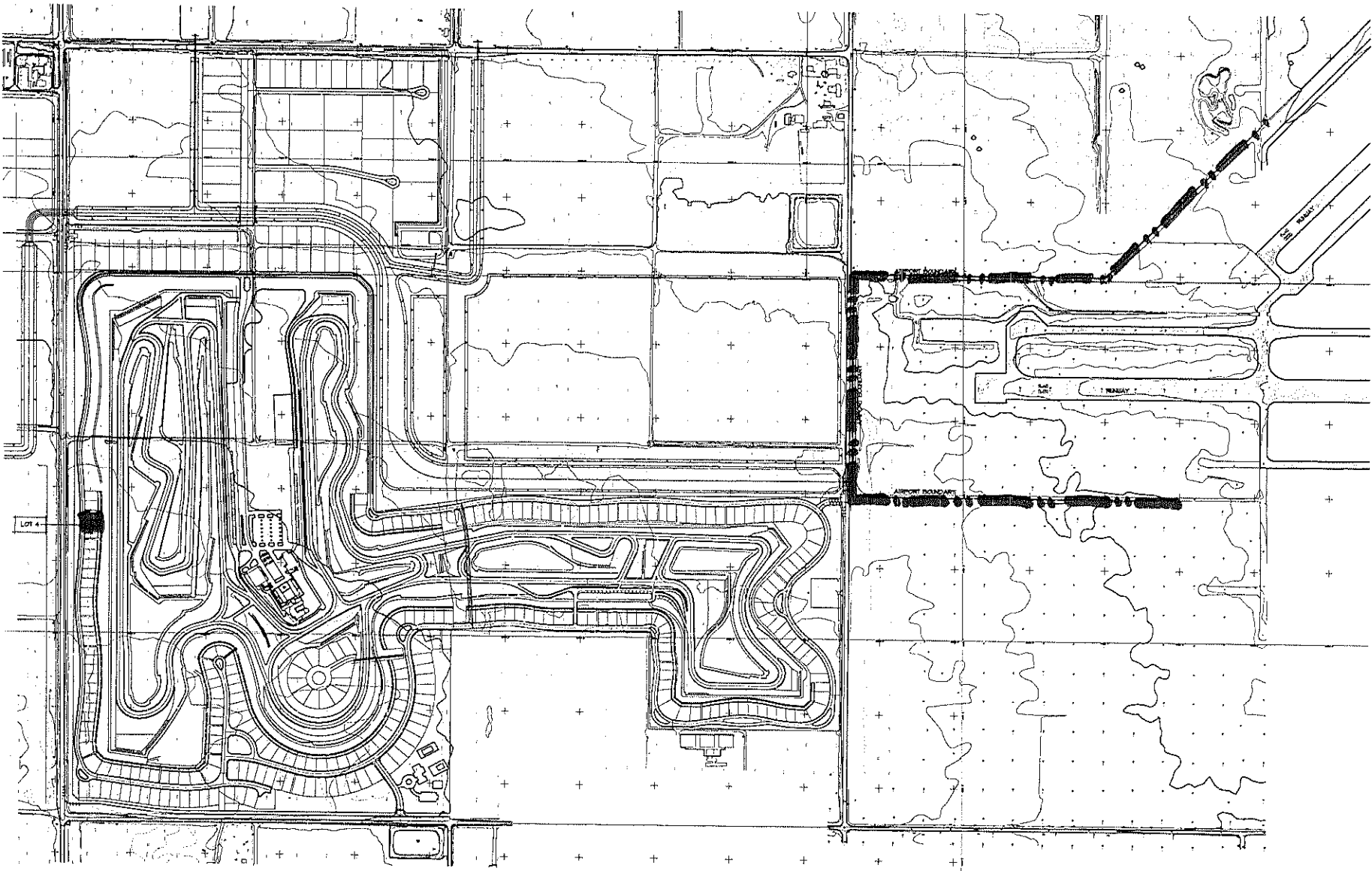
Except for southern extension, Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

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

Map JC-1

**Compatibility Map**  
 Jacqueline Cochran Regional Airport



**nfa**  
 Fullerton  
 architects p.c.  
 172 West 7th Street, 9th Floor  
 Fullerton, CA 92630  
 (714) 771-1100

ICHPSE  
 ENGINEERING INC.

401 WEST UNIVERSITY AVE. 11th  
 ANAHEIM, CA 92801  
 PH: 714/771-1100 FAX: 714/771-1101

**SCOTT**  
 CONSULTANTS  
 11111 BURNBURY DRIVE, SUITE 100  
 ANAHEIM, CA 92817  
 (714) 771-1100



ELMENDORF ENGINEERING  
 11111 BURNBURY DRIVE, SUITE 100  
 ANAHEIM, CA 92817  
 (714) 771-1100



No.	Date	Revisions

Project Number: 13-4473  
 NEW PERFORM PRIVATE GARAGE FOR  
 Rahul & Manju  
 CHOPRA  
 LOT 4 - THE THERMAL CLUB  
 THERMAL, CA

ISSUED FOR PERMIT  
 ALL WORK SHOWN ON THIS PLAN SUBJECT TO ALL  
 CITY AND COUNTY ORDINANCES AND ALL APPLICABLE  
 REGULATIONS.  
 Drawn: MS  
 Checked: DS  
 Date: March 9, 2004

Sheet Title:  
 SITE VICINITY MAP

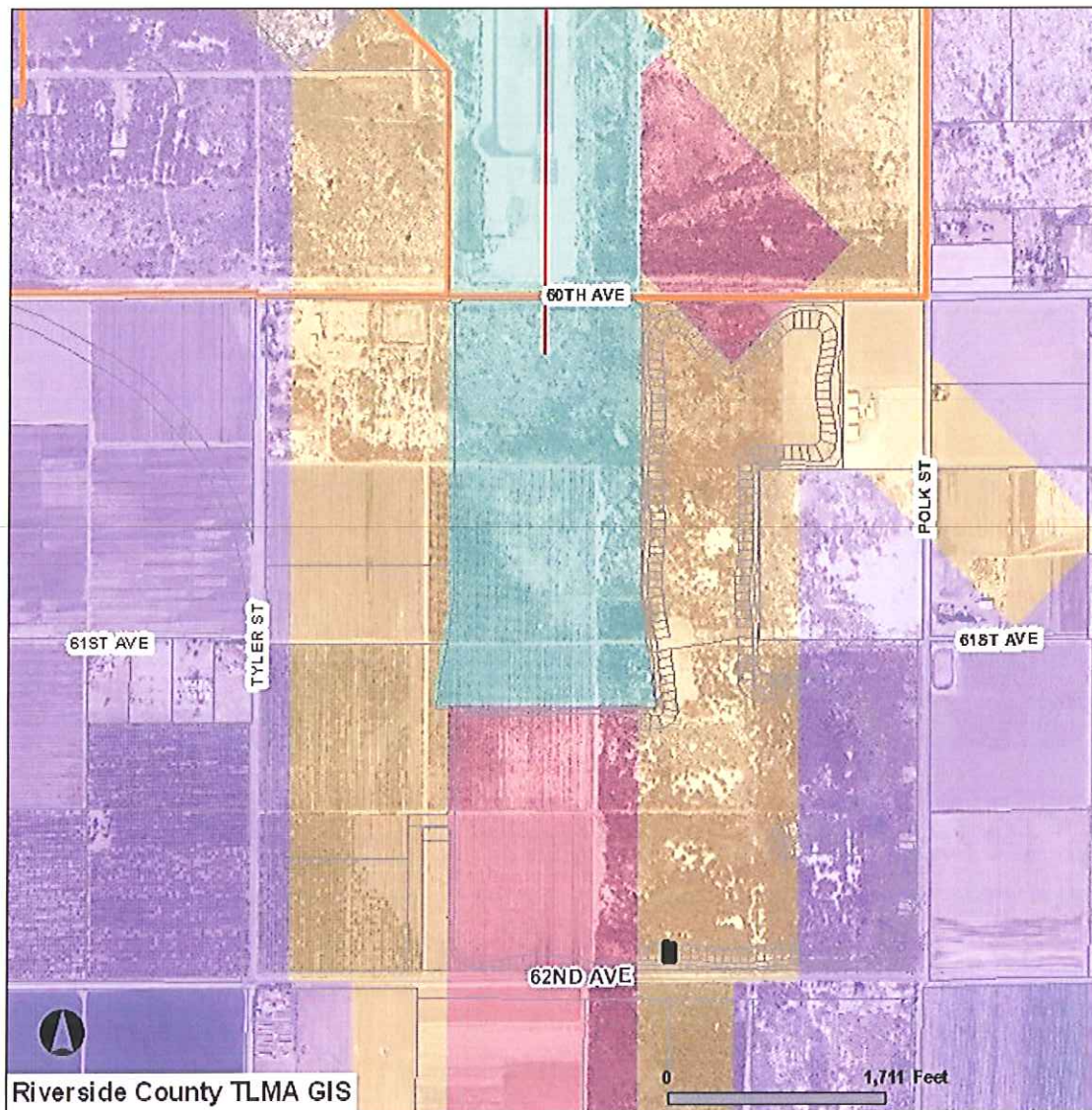
Sheet Number:  
 A12

1 SITE VICINITY MAP  
 SCALE: 1" = 300'-0"





RIVERSIDE COUNTY GIS



Selected parcel(s):  
759-200-004

**AIRPORTS**

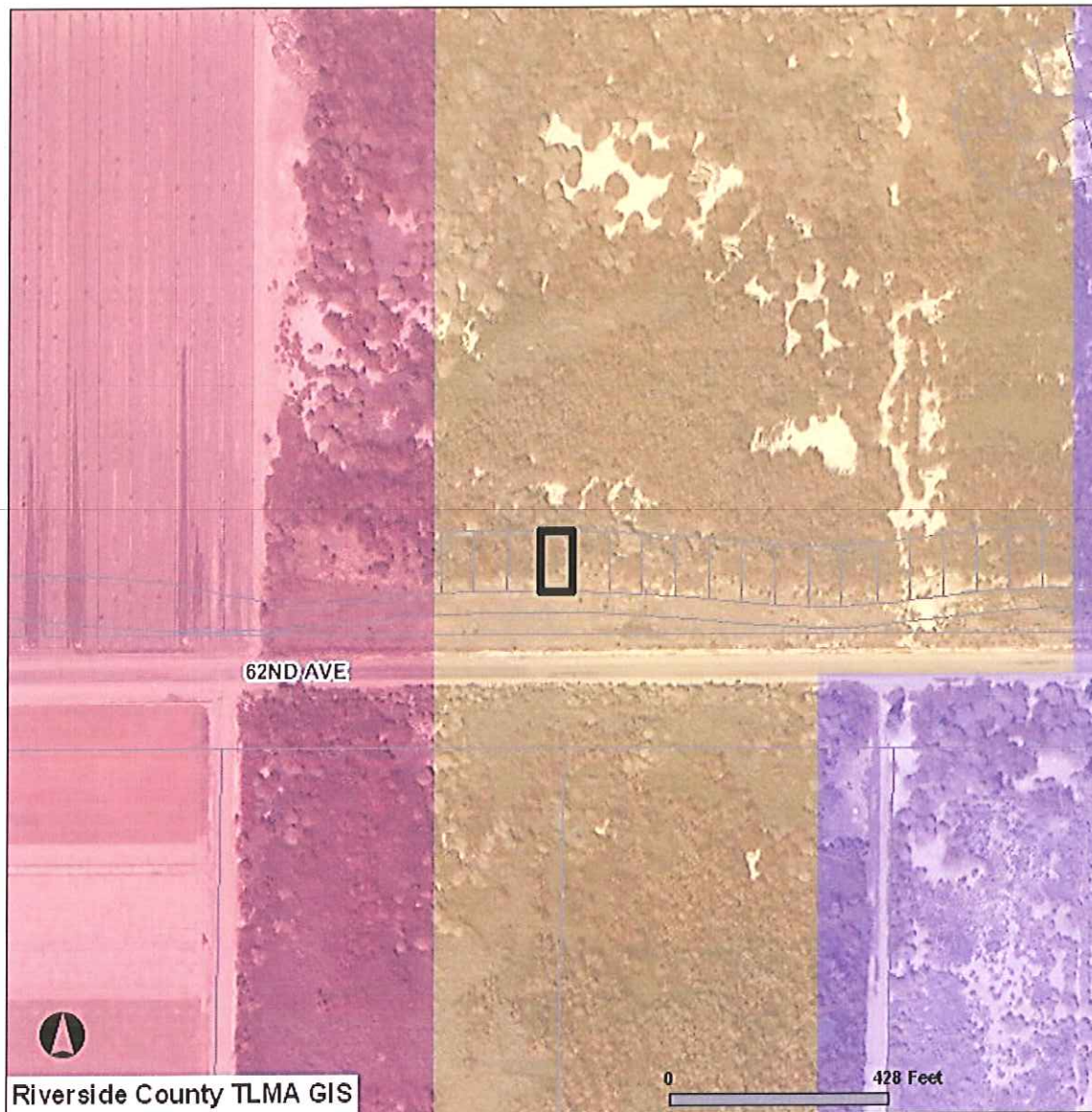
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|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL       | INTERSTATES             | HIGHWAYS             | PARCELS              |
| AIRPORT RUNWAYS       | AIRPORT INFLUENCE AREAS |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

**\*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 Jun 25 14:47:02 2014  
 Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
759-200-004

**AIRPORTS**

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

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Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
759-200-004

**LEGEND**

SELECTED PARCEL

 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 Jun 25 14:45:21 2014

Version 131127











**nfa**  
**Engineering**  
**INC.**

**ECLIPSE**  
**ENGINEERING INC.**

41100 AVENUE 4TH ST  
 IRVINE, CA 92614  
 TEL: 949.261.1111  
 FAX: 949.261.1112

**3000**  
 ENGINEERING



REGISTERED PROFESSIONAL ENGINEER  
 LICENSE NO. 44728  
 EXPIRES 07/22/10



No. Date Revision

PROJECT NAME: 30-001

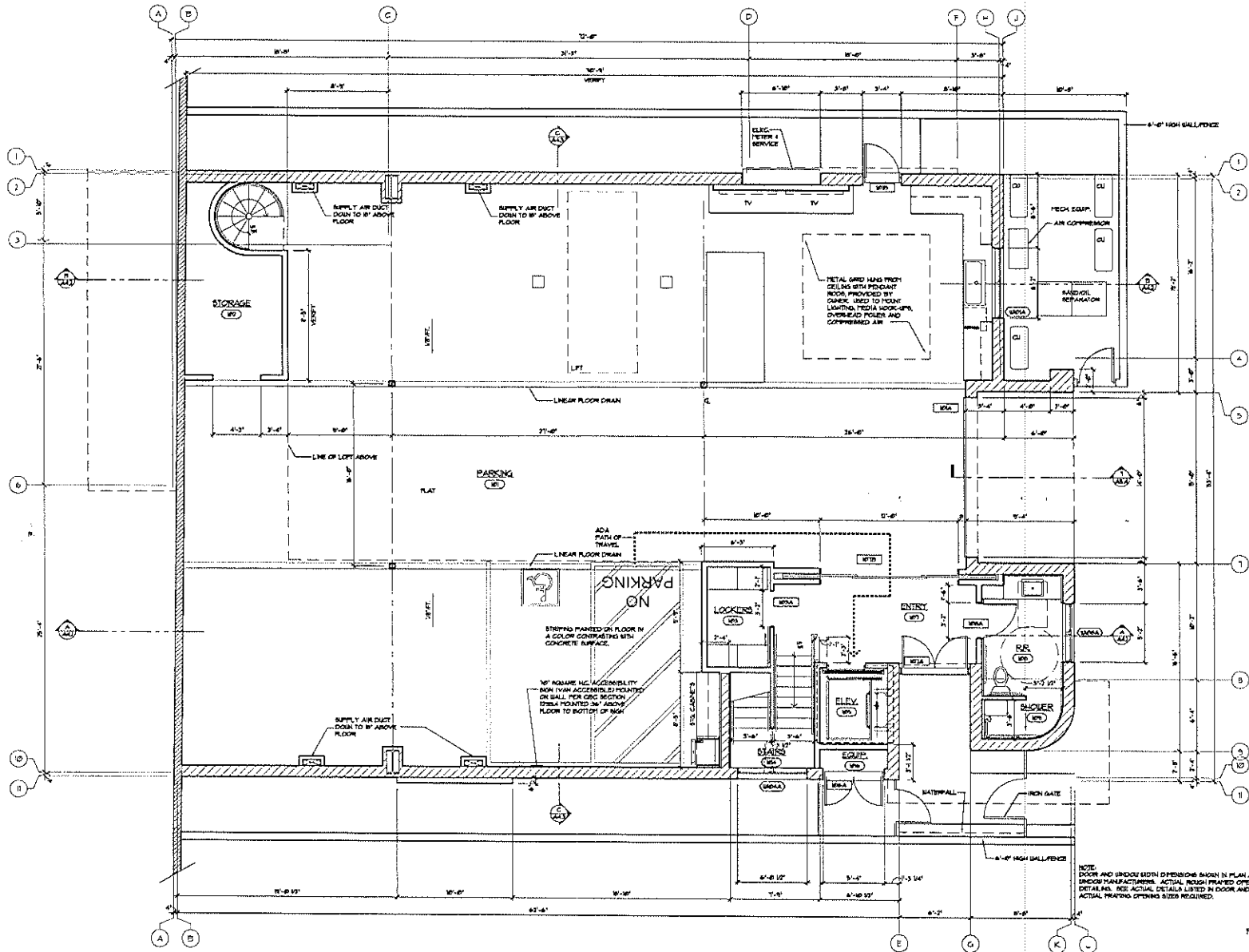
NEW PRIVATE GARAGE FOR  
**Rahul & Manju**  
**CHOPRA**  
 LOT 4 - THE THERMAL CLUB  
 THERMAL, CA

ISSUED FOR PERMIT

DATE: March 9, 2011

Sheet Title  
**LOWER LEVEL FLOOR PLAN**

Sheet Number  
**A2.1**



**1 LOWER LEVEL FLOOR PLAN**

SCALE: 1/4" = 1'-0"



3/14/2011 10:15 AM C:\Projects\30-001\30-001-LL-Floor Plan.dwg May 23, 2011

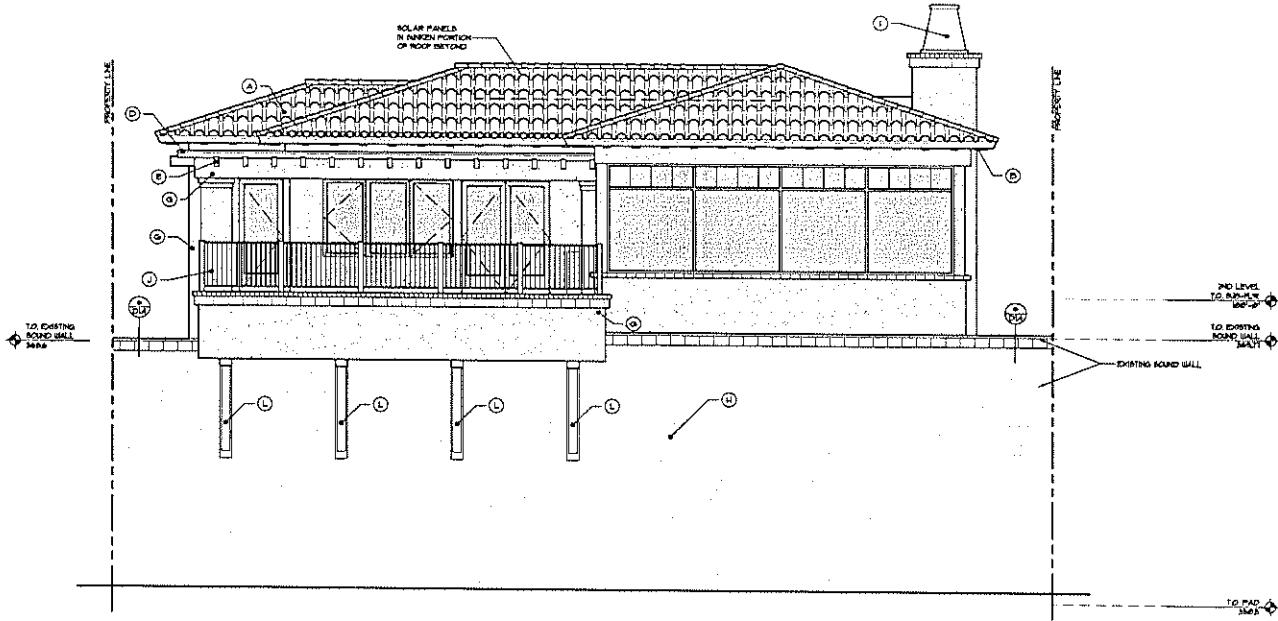








S:\Projects\2024\18-00023\Working Drawings\Exteriors\A3.1-Exteriors.dwg May 20, 2024



**1 NORTH ELEVATION**  
SCALE: 1/4" = 1'-0"

### EXTERIOR FINISH SCHEDULE

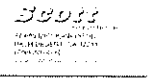
(A)	RED LAY 7/8" PCE CLAY TON COLOR BLEND - COLOR MATCHES NEEKS PORCELAIN SPA. DOORS, RAINCOAT NET HORIZONTAL, AS WELL AS VERTICAL.
(B)	RS. 608 RAFTER TAIL & 2" OC.
(C)	RS. 606 TRIM
(D)	VELLY ADHERED 3/8" PCL WHITE EPDM ROOFING WITH 1" ROCK BALLAST
(E)	RS. RAFTERS (SEE 610/L)
(F)	PRECAST CONCRETE
(G)	PAINTED EXTERIOR 3-COAT GYPSUM PLASTER OVER PAPER BACKED METAL LATH BY HAND TRUCKS, PAINT
(H)	EXISTING SPLIT FACE CMU
(I)	GRABNEY POT
(J)	ROUGHEN FISH RAILING TO BE SELECTED BY OWNER
(K)	PLASTER WRAPPED COLUMN WITH STONE CAP
(L)	RS. BRACE
(M)	OVERHEAD SECTIONAL GARAGE DOOR - SEE DOOR SCHEDULE
(N)	PLASTER FIELD-CUT Y'

1. ALL EXPOSED PLASTERING MATERIAL TO BE 7/8" GA. PRE-FIN, ALPINEKIT UNLESS NOTED OTHERWISE, COLOR TO BE SELECTED.
2. ALL WINDOW AND DOOR OPERATORS TO BE BULLNOSE PLASTER UNLS.
3. ALL FACIA AND FRG. TRIM MATERIALS TO BE ROUGH TEXTURE, FR.



**nfa**  
HILTON  
ARCHITECTS P.C.  
P.O. Box 2116, THERMAL, CA 95255  
PH: 951.261.2287 F: 951.261.2288  
E: info@nfaarchitect.com

**ECLIPSE ENGINEERING INC.**  
411 WEST BURNBIDGE, SUITE 100  
THERMAL, CA 95255  
PH: 951.261.2287 F: 951.261.2288  
E: info@eclipseeng.com



**ECLIPSE ENGINEERING INC.**  
411 WEST BURNBIDGE, SUITE 100  
THERMAL, CA 95255  
PH: 951.261.2287 F: 951.261.2288  
E: info@eclipseeng.com



No.	Date	Revision

Project Number: D-1827  
**NEW MEMBER PRIVATE GARAGE FOR  
 RAHUL & MANJU  
 CHOPRA**  
 LOT 4 - THE THERMAL CLUB  
 THERMAL, CA

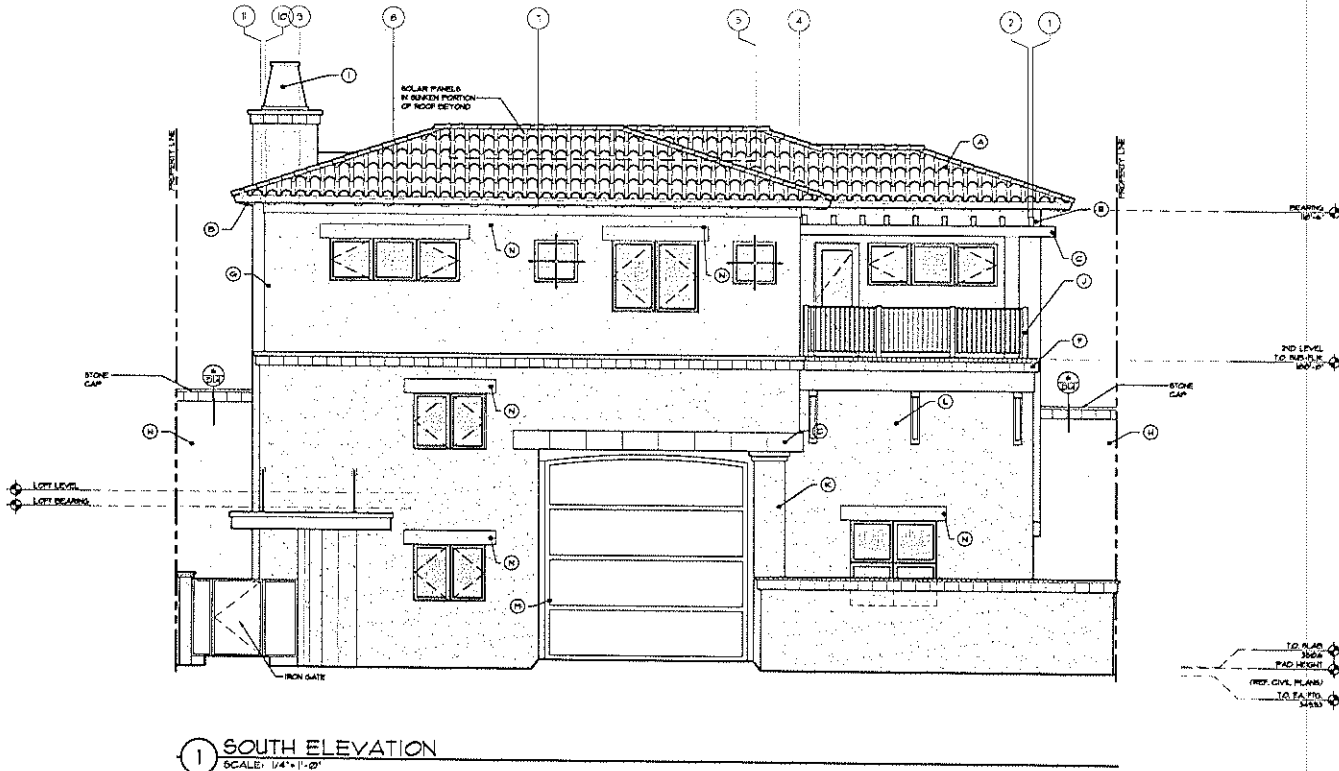
**ISSUED FOR PERMIT**  
 ALL DRAWINGS AND ALL WORK SHALL BE IN ACCORDANCE WITH THE CALIFORNIA ENGINEERING PROFESSIONAL ACT AND THE CALIFORNIA BOARD OF ENGINEERS AND ARCHITECTS.  
 Drawn: [Signature] 18  
 Checked: [Signature] 25  
 Date: March 6, 2024

Sheet Title:  
**EXTERIOR ELEVATIONS**  
 Sheet Number:  
**A3.1**





S:\62076\2024\12-6023 Working Drawing\6023 Exterior with solar paneling\12-6023\_2024



1 SOUTH ELEVATION  
SCALE: 1/4" = 1'-0"

### EXTERIOR FINISH SCHEDULE

- (A) REPLAND, TWO-PIECE CLAY, FOUR COLOR BLEND - COLOR BROADCAST  
MEDIUM PITCH, 3/8" ROUGH, RANDOM SET HORIZONTAL, AS WELL AS VERTICAL.
  - (B) RA 6x8 RAFTER TAILS @ 12" OC.
  - (C) RA 2x6 TRIM
  - (D) FULLY ADHERED, NO FIB, WHITE EPOXY ROOFING WITH 2" ROCK BALLAST
  - (E) RA RAFTERS (SEE DETAIL)
  - (F) PRECAST CONCRETE
  - (G) PAINTED EXTERIOR 3-COAT EXTERIOR PLASTER OVER PAPER BACKED METAL LATH,  
BY HAND TRACED, FINISH
  - (H) EXISTING WULF FACE GUT
  - (I) CHIMNEY POT
  - (J) BRACKET IRON RAILING TO BE SELECTED BY OWNER
  - (K) PLASTER WRAPPED DOLPHIN WITH STONE CAP
  - (L) RA BRACE
  - (M) OVERHEAD SECTIONAL GARAGE DOOR - SEE DOOR SCHEDULE
  - (N) PLASTER FIELD-OUT 3'
1. ALL EXPOSED PLANNING MATERIAL TO BE FIN. 3A-GA, PRE-FIN. ALUMINUM UNLESS NOTED OTHERWISE. COLOR TO BE SELECTED.  
 2. ALL SIDING AND DOOR OPENING TO BE FULLMOORE PLASTER UNO.  
 3. ALL PARCIA AND FRIG. TRIM MATERIALS TO BE ROUGH TEXTURE, FIN.



**nfa**  
Norton  
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MARIETTA, GA 30067  
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E: SCOTT@SCOTTJTHOMPSON.COM



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 1. ALL DIMENSIONS ARE IN FEET AND INCHES.  
 2. DIMENSIONS IN PARENTHESES ARE FOR INFORMATION ONLY.  
 3. DIMENSIONS IN PARENTHESES ARE FOR INFORMATION ONLY.



No. Date Revision

Project Number: 12-6023

NEW MEMBER PRIVATE GARAGE FOR  
**Rahul & Manju**  
**CHOPRA**  
 LOT 4 - THE THERMAL CLUB  
 THERMAL, CA

ISSUED FOR PERMIT

ALL DIMENSIONS ARE IN FEET AND INCHES UNLESS OTHERWISE SPECIFIED.  
 DIMENSIONS IN PARENTHESES ARE FOR INFORMATION ONLY.  
 Drawn: JTB  
 Checked: DB  
 Date: March 5, 2024

Sheet Title:  
**EXTERIOR ELEVATIONS**

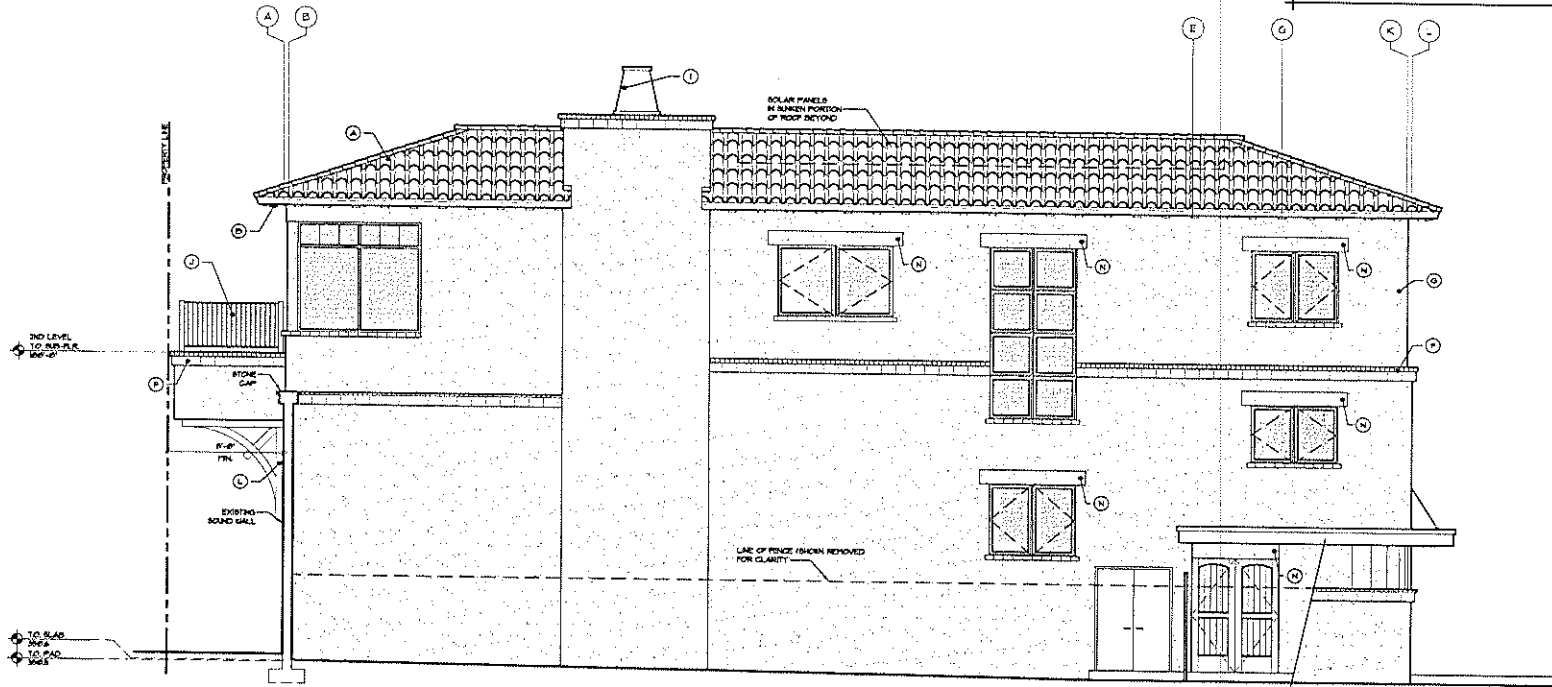
Sheet Number:

**A3.3**

S:\4\2007\07\01 - 15-6033 Working Drawings\03 Elevation\sheet\exterior\wg/04\_2074

### EXTERIOR FINISH SCHEDULE

- (A) MIDLAND TERT-PEACE CLAY FOUR COLOR BLEND - COLOR MATCHGAT TERTIARY HORIZONTAL 3/4" ROOF, RANDOM SET HORIZONTAL AS WELL AS VERTICAL
  - (B) RA AND RAFTER TALS + 3/4" O.C.
  - (C) RA 606 TRIM
  - (E) FULLY ADHERED 1/8" PSL WHITE EPDM ROOFING WITH 1" ROCK BALLAST
  - (F) RA RAFTERS (FACE BRILL)
  - (G) PRECAST CONCRETE
  - (H) PAINTED EXTERIOR 3-COAT CERAMIC PLASTER OVER PAPER BACKED METAL LATH, 1/4" SAND TROUZE, PINK
  - (I) EXISTING 1/4" PSL FACE CMU
  - (J) CORNER POT
  - (K) BROUGHT IRON RAILING TO BE SELECTED BY OWNER
  - (L) PLASTER UNPAINTED COLUMN WITH STONE CAP
  - (M) RA BRACE
  - (N) OVERHEAD SECTIONAL GARAGE DOOR - SEE DOOR SCHEDULE
  - (O) PLASTER BUILD-UP 1"
1. ALL EXPOSED PLASTER MATERIAL TO BE FIN 28-G4, PRE-FIN ALUMINUM UNLESS NOTED OTHERWISE, COLOR TO BE SELECTED.
  2. ALL WINDOW AND DOOR OPENINGS TO BE BELLHORE PLASTER UNGL.
  3. ALL FACIA AND CORR. TRIM MATERIALS TO BE ROUGH TEXTURE, PSL.

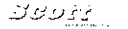


1 WEST ELEVATION  
SCALE: 1/4" = 1'-0"



**nfa**  
hilton  
architects p.c.  
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LICENSE NO. C-20564  
EXPIRES 06/30/2014



No.	Date	Revision

Project Number: D-467  
NEW MEMBER PRIVATE GARAGE FOR  
**Rajni & Manju CHOPRA**  
LOT 4 - THE THERMAL CLUB  
THERMAL, CA

ISSUED FOR PERMIT  
ALL WORKS SHOWN ON ALLIANCE DRAWINGS TO BE  
IN ACCORDANCE WITH THE CALIFORNIA PERMITS CODE  
City: \_\_\_\_\_ PD: \_\_\_\_\_  
County: \_\_\_\_\_ DP: \_\_\_\_\_  
Date: \_\_\_\_\_ March 9, 2014

Sheet Title  
**EXTERIOR ELEVATIONS**  
Sheet Number  
**A3.4**



# Solar Glare Hazard Analysis Flight Path Report

Generated May 14, 2014, 7:19 p.m.

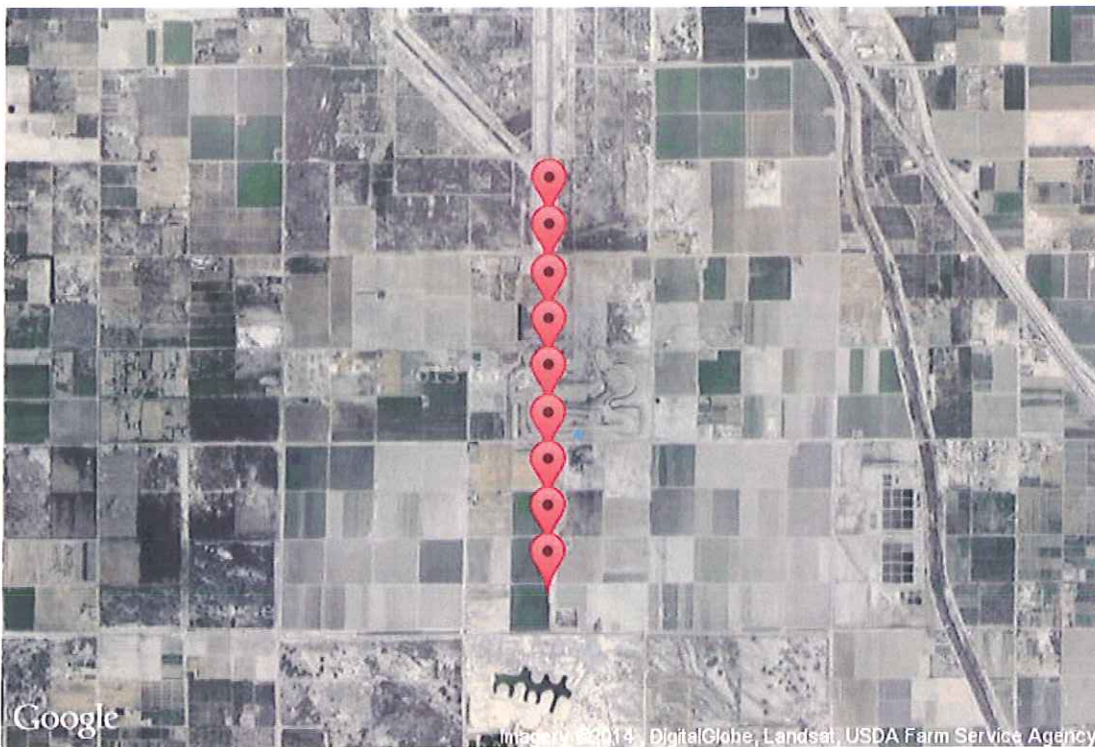
Flight path: 1

main

Glare found

---

 Print



## Analysis & PV array parameters

Analysis name	Thermal
PV array axis tracking	none

Orientation of array (deg)	180.0
Tilt of solar panels (deg)	53.0
Rated power (kW)	4.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC

Timezone offset	-8.0
-----------------	------

Subtended angle of sun (mrad)	9.3
-------------------------------	-----

---

Peak DNI (W/m <sup>2</sup> )	1000.0
------------------------------	--------

Ocular transmission coefficient	0.5
---------------------------------	-----

Pupil diameter (m)	0.002
--------------------	-------

Eye focal length (m)	0.017
----------------------	-------

Time interval (min)	1
---------------------	---

Slope error (mrad)	10.0
--------------------	------

## Flight path parameters

Direction (deg)	0.09
-----------------	------

Glide slope (deg)	3.0
-------------------	-----

Consider pilot visibility from cockpit	True
--	------

Max downward viewing angle (deg)	30.0
----------------------------------	------

Azimuthal viewing angle (deg)	180.0
-------------------------------	-------

## PV array vertices



id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.5992209427	-116.1537534	-149.01	35.0	-114.01
2	33.5992209427	-116.15349859	-149.15	35.0	-114.15
3	33.5989854377	-116.153495908	-149.23	29.0	-120.23
4	33.5989885971	-116.153750718	-149.1	29.0	-120.1

## Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)	Glare?
Threshold	33.6154543906	-116.156344414	0.0	50.0	No
1/4 mi	33.6118406515	-116.156351238	0.0	119.17	No
1/2 mi	33.6082269124	-116.156358062	0.0	188.36	No
3/4 mi	33.6046131734	-116.156364887	0.0	257.53	No
1 mi	33.6009994343	-116.156371711	0.0	326.71	No
1 1/4 mi	33.5973856952	-116.156378535	0.0	395.89	Yes
1 1/2 mi	33.5937719561	-116.15638536	0.0	465.07	Yes
1 3/4 mi	33.590158217	-116.156392184	0.0	534.26	Yes
2 mi	33.5865444779	-116.156399008	0.0	603.43	Yes

## Glare occurrence plots

All times are in standard time. For Daylight Savings Time add one hour.

### Threshold

No glare

1/4 mi

No glare

1/2 mi

No glare

3/4 mi

No glare

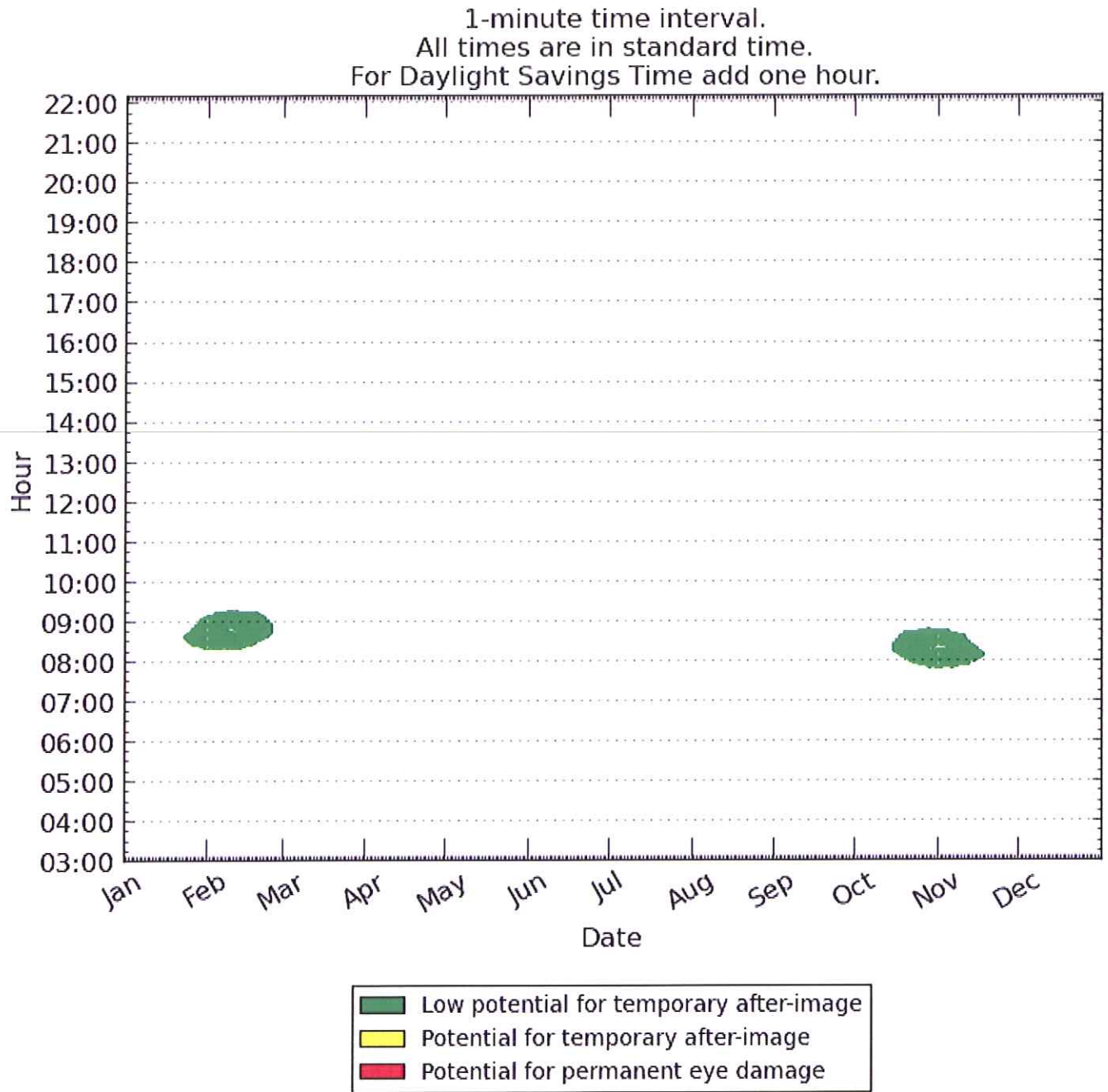
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1 mi

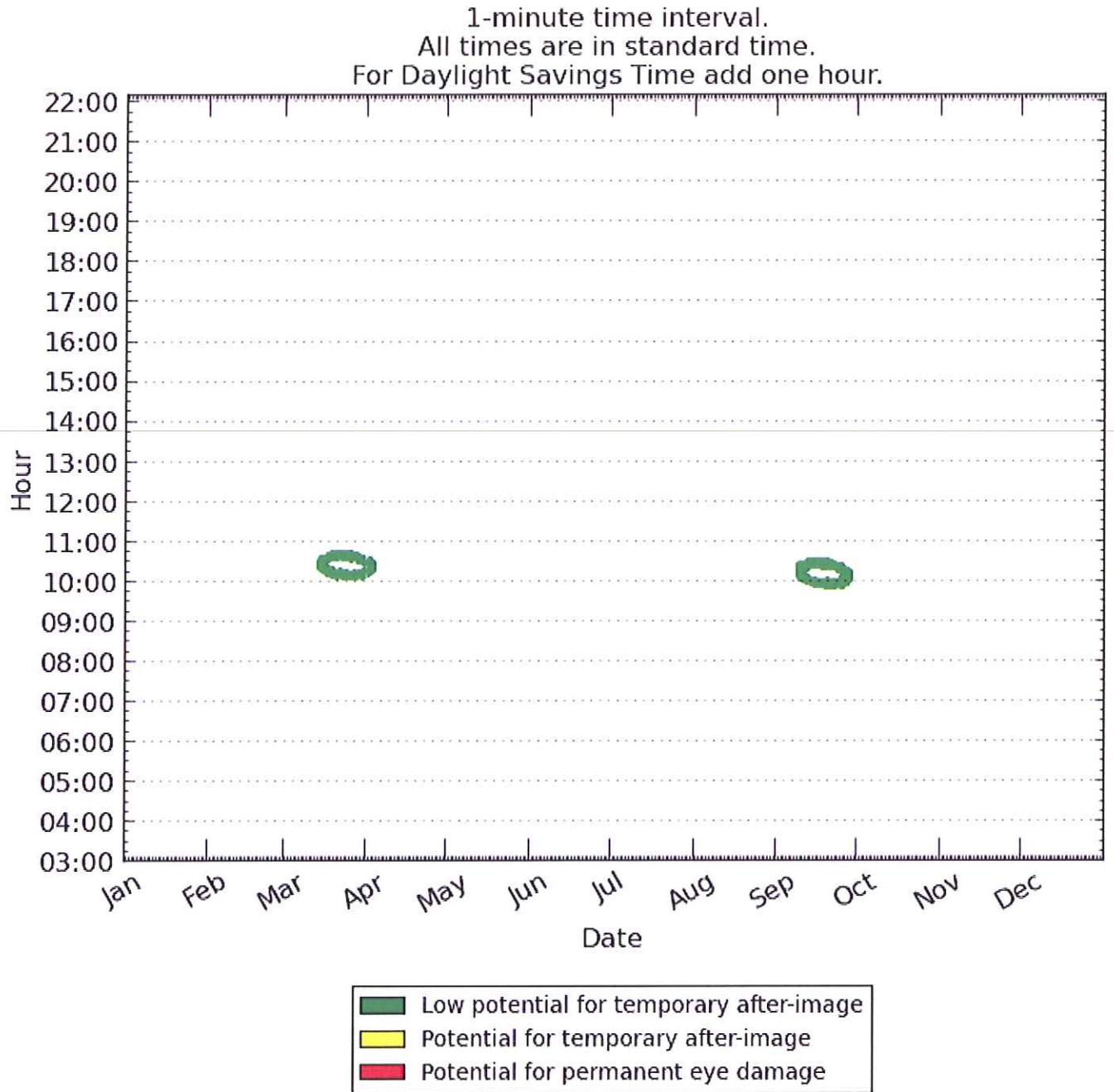
No glare

1 1/4 mi



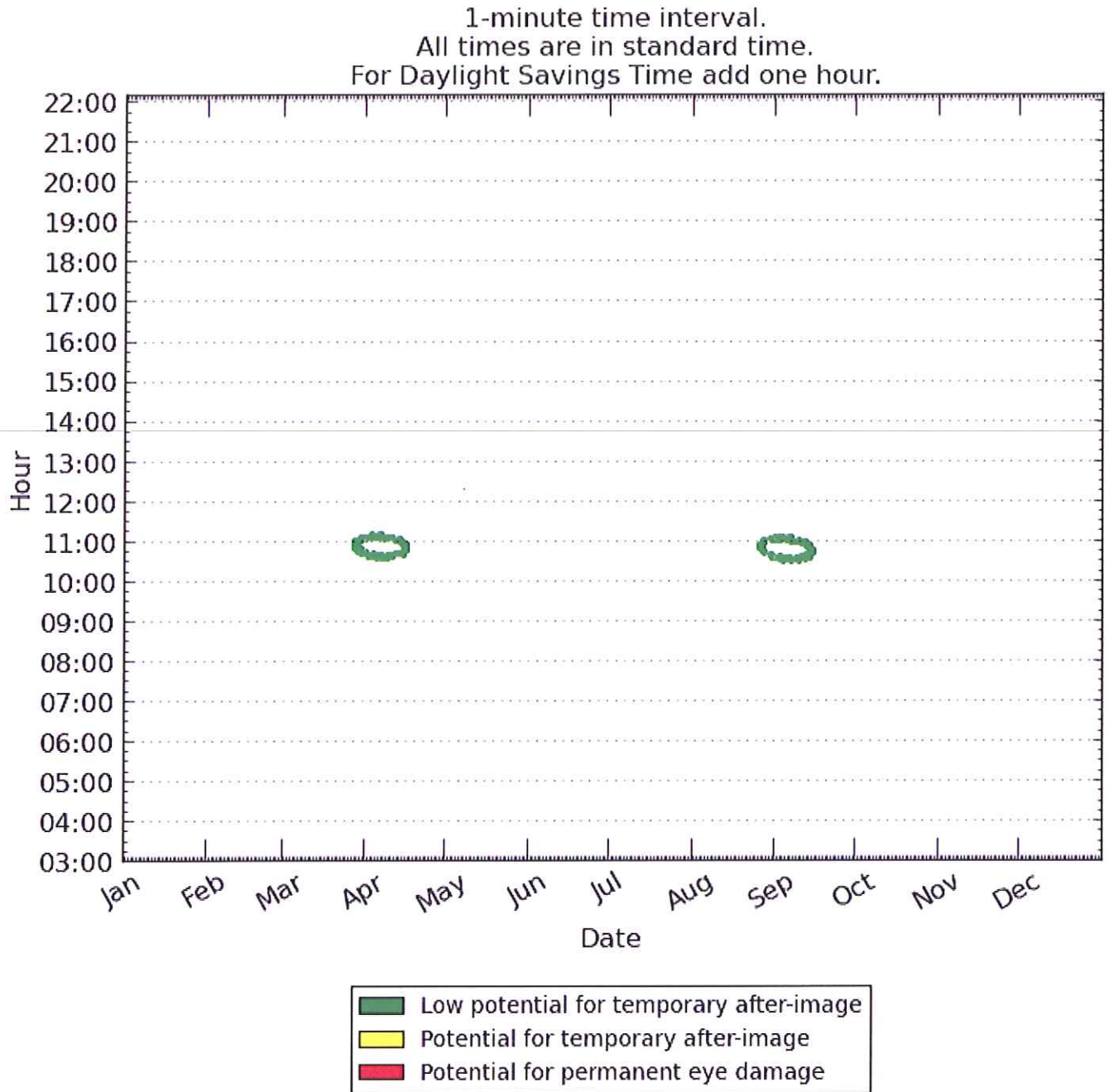


1 1/2 mi



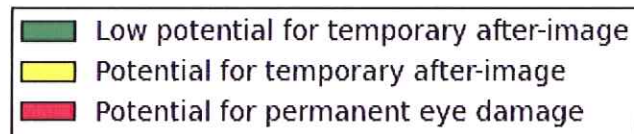
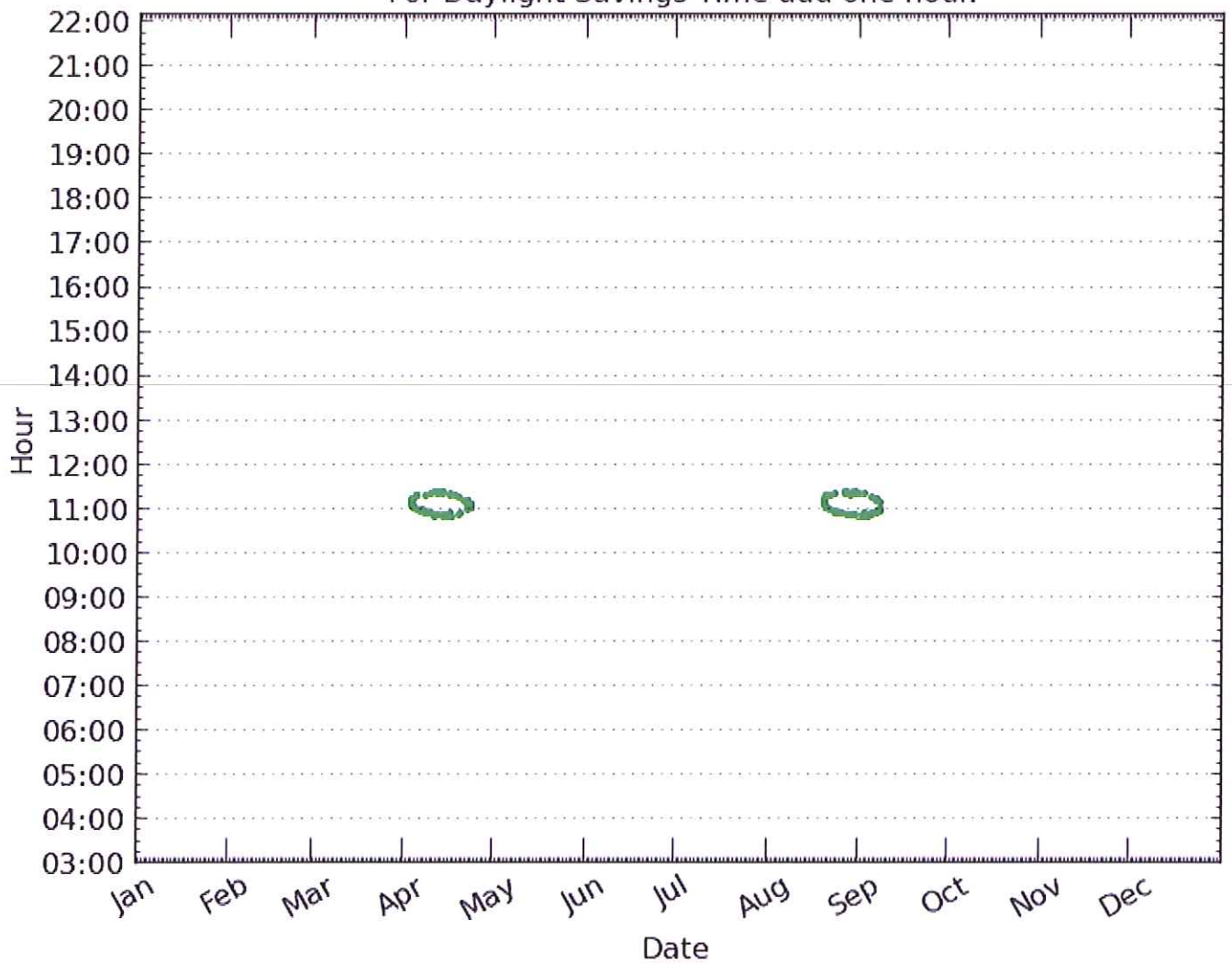
1 3/4 mi





2 mi

1-minute time interval.  
All times are in standard time.  
For Daylight Savings Time add one hour.



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# Solar Glare Hazard Analysis Flight Path Report

Generated May 14, 2014, 7:19 p.m.

Flight path: 2

alt

No glare found

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 Print



## Analysis & PV array parameters

Analysis name Thermal

PV array axis tracking none

Orientation of array (deg)	180.0
Tilt of solar panels (deg)	53.0
Rated power (kW)	4.0
Vary reflectivity	True
PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
<hr/>	
Peak DNI (W/m <sup>2</sup> )	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Slope error (mrad)	10.0

## Flight path parameters

Direction (deg)	314.96
Glide slope (deg)	3.0
Consider pilot visibility from cockpit	True
Max downward viewing angle (deg)	30.0
Azimuthal viewing angle (deg)	180.0

## PV array vertices



id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.5992209427	-116.1537534	-149.01	35.0	-114.01
2	33.5992209427	-116.15349859	-149.15	35.0	-114.15
3	33.5989854377	-116.153495908	-149.23	29.0	-120.23
4	33.5989885971	-116.153750718	-149.1	29.0	-120.1

## Flight Path Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)	Glare?
Threshold	33.6227936148	-116.162395477	0.0	50.0	No
1/4 mi	33.6202400968	-116.159321052	0.0	119.17	No
1/2 mi	33.6176865787	-116.156246627	0.0	188.36	No
3/4 mi	33.6151330607	-116.153172201	0.0	257.53	No
1 mi	33.6125795427	-116.150097776	0.0	326.71	No
1 1/4 mi	33.6100260247	-116.147023351	0.0	395.89	No
1 1/2 mi	33.6074725067	-116.143948925	0.0	465.07	No
1 3/4 mi	33.6049189887	-116.1408745	0.0	534.26	No
2 mi	33.6023654707	-116.137800075	0.0	603.43	No

No glare found.

# Solar Glare Hazard Analysis Report

Generated May 14, 2014, 8:24 p.m.

## No glare found

 Print



## Inputs

Analysis name	Thermal
PV array axis tracking	none
Orientation of array (deg)	180.0
Tilt of solar panels (deg)	53.0
Rated power (kW)	4.0
Vary reflectivity	True



PV surface material	Smooth glass without ARC
Timezone offset	-8.0
Subtended angle of sun (mrad)	9.3
Peak DNI (W/m <sup>2</sup> )	1000.0
Ocular transmission coefficient	0.5
Pupil diameter (m)	0.002
Eye focal length (m)	0.017
Time interval (min)	1
Slope error (mrad)	10.0

## PV array vertices

id	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)	Total elevation (ft)
1	33.5992209427	-116.1537534	-149.01	35.0	-114.01
2	33.5992209427	-116.15349859	-149.15	35.0	-114.15
3	33.5989854377	-116.153495908	-149.23	29.0	-120.23
4	33.5989885971	-116.153750718	-149.1	29.0	-120.1

## Observation Points

	Latitude (deg)	Longitude (deg)	Ground Elevation (ft)	Height above ground (ft)
1	33.6347868566	-116.165742874	-115.11	50.0

No glare found.

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*Research and Innovative Technology Administration*

Aylward, Anne D.; Brecht-Clark, Jan M.; Farley, Audrey L.; Hu, Patricia S.; Ishihara, David S.; Johns, Robert C.; Lang, Steven R.; Partridge, Ellen L.; Schmitt, Rolf R.; Womack, Kevin C.

*Saint Lawrence Seaway Development Corporation*

Middlebrook, Craig H.; Pisani, Salvatore L.

[FR Doc. 2013-24813 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-9X-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Interim Policy, FAA Review of Solar Energy System Projects on Federally Obligated Airports**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of interim policy; opportunity to comment.

**SUMMARY:** This notice establishes interim FAA policy for proposals by sponsors of federally obligated airports to construct solar energy systems on airport property. FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems which are effective upon publication. FAA will consider comments and make appropriate modifications before issuing a final policy. The policy applies to any proposed on-airport solar energy system that has not received from the FAA either an unconditional airport layout plan approval or a "no objection" finding on a Notice of Proposed Construction or Alteration Form 7460-1.

**DATES:** The effective date of this interim policy is October 23, 2013.

Comments must be received by November 22, 2013.

**ADDRESSES:** You can get an electronic copy of the interim policy and the comment form on the FAA Airports Web site at <http://www.faa.gov/airports/environmental/>.

You can submit comments using the Comments Matrix, using any of the following methods:

**Electronic Submittal to the FAA:** Go to <http://www.faa.gov/airports/environmental/> and follow the instructions for sending your comments electronically.

**Mail:** FAA Office of Airports, Office of Airport Planning and Programming,

Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591. Please send two copies.

**Fax:** 1-202-267-5302.

**Hand Delivery:** To FAA Office of Airports, Office of Airport Planning and Programming, Routing Symbol APP-400, 800 Independence Avenue SW., Room 615, Washington, DC 20591; between 9 a.m. and 4 p.m., Monday through Friday, except Federal holidays. Please provide two copies.

For more information on the notice and comment process, see the **SUPPLEMENTARY INFORMATION** section of this document.

**Privacy:** We will post all comments we receive, without change, to <http://www.faa.gov/airports/environmental/>, including any personal information you provide.

**Comments Received:** To read comments received, go to <http://www.faa.gov/airports/environmental/> at any time.

**FOR FURTHER INFORMATION CONTACT:** Ralph Thompson, Manager, Airport Planning and Environmental Division, APP-400, Federal Aviation Administration, 800 Independence Ave. SW., Washington, DC 20591, telephone (202) 267-3263; facsimile (202) 267-5257; email: [ralph.thompson@faa.gov](mailto:ralph.thompson@faa.gov).

**SUPPLEMENTARY INFORMATION:** The FAA invites interested persons to join in this notice and comment process by filing written comments, data, or views. The most helpful comments reference a specific portion of the proposal, explain the reason for any recommended change, and include supporting data.

**Availability of Documents**

You can get an electronic copy of this interim policy by visiting the FAA's Airports Web page at <http://www.faa.gov/airports/environmental/>.

**Authority for the Policy**

This notice is published under the authority described in Subtitle VII, part B, chapter 471, section 47122 of title 49 United States Code.

**Background**

There is growing interest in installing solar photovoltaic (PV) and solar hot water (SHW) systems on airports. While solar PV or SHW systems (henceforth referred to as solar energy systems) are designed to absorb solar energy to maximize electrical energy production or the heating of water, in certain situations the glass surfaces of the solar energy systems can reflect sunlight and produce glint (a momentary flash of bright light) and glare (a continuous source of bright light). In conjunction

with the United States Department of Energy (DOE), the FAA has determined that glint and glare from solar energy systems could result in an ocular impact to pilots and/or air traffic control (ATC) facilities and compromise the safety of the air transportation system. While the FAA supports solar energy systems on airports, the FAA seeks to ensure safety by eliminating the potential for ocular impact to pilots and/or air traffic control facilities due to glare from such projects.

The FAA established a cross-organizational working group in 2012, to establish a standard for measuring glint and glare, and clear thresholds for when glint and glare would impact aviation safety. The standards that this working group developed are set forth in this notice.

A sponsor of a federally-obligated airport must request FAA review and approval to depict certain proposed solar installations (e.g., ground-based installations and collocated installations that increase the footprint of the collocated building or structure) on its airport layout plan (ALP), before construction begins.<sup>1</sup> A sponsor of a federally-obligated airport must notify the FAA of its intent to construct any solar installation<sup>2</sup> by filing FAA Form 7460-1, "Notice of Proposed Construction or Alteration" under 14 CFR Part 77 for a Non-Rulemaking case (NRA)<sup>3,4</sup>. This includes the intent to permit airport tenants, including Federal agencies, to build such

<sup>1</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports, Section 2.3.5, states that "solar installations of any size, located on an airport, that are not collocated on an existing structure (i.e., roof of an existing building) and require a new footprint, need to be shown on the Airport Layout Plan (ALP). Collocated solar installations need to be shown on the ALP only if these installations substantially change the footprint of the collocated building or structure. Available at: [http://www.faa.gov/airports/environmental/policy\\_guidance/media/airport\\_solar\\_guide\\_print.pdf](http://www.faa.gov/airports/environmental/policy_guidance/media/airport_solar_guide_print.pdf). Title 49 of the United States Code (USC), sec. 47107(a), requires, in part, a current ALP approved by the FAA prior to the approval of an airport development project. See Grant Assurance No. 29, AC No. 150/5070-6B, and FAA Order No. 5100.38.

<sup>2</sup> Any solar installation means any ground-based solar energy installation and those solar energy installations collocated with a building or structure (i.e., rooftop installations).

<sup>3</sup> FAA Technical Guidance for Evaluating Selected Solar Technologies on Airports Section 3.1 reads in part "All solar projects at airports must submit to FAA a Notice of Proposed Construction Form 7460 . . .". This section further states "Even if the project will be roof mounted . . . the sponsor must still submit a case" [i.e., file a Form 7460-1].

<sup>4</sup> The requirements of this policy are not mandatory for a proposed solar installation that is not on an airport and for which a form 7460-1 is filed under part 77 and is studied under the Obstruction Evaluation Program. However, the FAA urges proponents of off-airport solar-installations to voluntarily implement the provisions in this policy.

installations. The sponsor's obligation to obtain FAA review and approval to depict certain proposed solar energy installation projects at an airport is found in 49 U.S.C. 47107(a)(16) and Sponsor Grant Assurance 29, "Airport Layout Plan." Under these latter provisions, the sponsor may not make or permit any changes or alterations in the airport or any of its facilities which are not in conformity with the ALP as approved by the FAA and which might, in the opinion of the FAA, adversely affect the safety, utility or efficiency of the airport.

Airport sponsors and project proponents must comply with the policies and procedures in this notice to demonstrate to the FAA that a proposed solar energy system will not result in an ocular impact that compromises the safety of the air transportation system. This process enables the FAA to approve amendment of the ALP to depict certain solar energy projects or issue a "no objection" finding to a filed 7460-1 form. The FAA expects to continue to update these policies and procedures as part of an iterative process as new information and technologies become available.

Solar energy systems located on an airport that is not federally-obligated or located outside the property of a federally-obligated airport are not subject to this policy. Proponents of solar energy systems located off-airport property or on non-federally-obligated airports are strongly encouraged to consider the requirements of this policy when siting such systems.

This interim policy clarifies and adds standards for measurement of glint or glare presented in the 2010 Technical Guidance document. Later this year the FAA plans to publish an update to the "Technical Guidance for Evaluating Selected Solar Technologies on Airports," (hereinafter referred to as "Technical Guidance") dated November 2010. This update to the technical guidance will include the standards for measuring glint and glare outlined in this notice. It will also provide enhanced criteria to ensure the proper siting of a solar energy installation to eliminate the potential for harmful glare to pilots or air traffic control facilities.

In advance of the planned update, as part of this Notice, we are clarifying one aspect of the Technical Guidance relating to airport sponsor and FAA responsibilities for evaluating the potential for solar energy systems installed on airports to either block, reflect, or disrupt radar signals, NAVAIDS, and other equipment required for safe aviation operations. Section 3.1 of the Technical Guidance, entitled "Airspace Review," correctly states that this role is exclusively the responsibility of FAA Technical Operations (Tech Ops). However subsection 3.1.3, "System Interference," states: "[s]udies conducted during project siting should identify the location of radar transmission and receiving facilities and other NAVAIDS, and determine locations that would not be suitable for structures based on their potential to either block, reflect, or disrupt radar signals."

Reading the two sections together, what is meant is that the airport sponsor, in siting a proposed solar energy system, is responsible for limiting the potential for interference with communication, navigation, and surveillance (CNS) facilities. The sponsor should do so by ensuring that solar energy systems remain clear of the critical areas surrounding CNS facilities. FAA Advisory Circular (AC) 5300-13, "Airport Design," Chapter 6, defines the critical areas for common CNS facilities located on an airport. Sponsors may need to coordinate with FAA Technical Operations concerning CNS facilities not in AC 5300-13. As stated in Section 3.1, the FAA is responsible for evaluating if there are any impacts to CNS facilities. The FAA will conduct this review after the Form 7460-1 is filed for the construction of a new solar energy system installation on an airport. In summary, airport sponsors do not need to conduct studies on their own to determine impacts to CNS facilities when siting a solar energy system on airport. Section 3.1.3 will be revised accordingly in the next version of the Technical Guidance.

#### *Interim Policy Statement*

The following sets forth the standards for measuring ocular impact, the

required analysis tool, and the obligations of the Airport Sponsor when a solar energy system is proposed for development on a federally-obligated airport.

The FAA is adopting an interim policy because it is in the public interest to enhance safety by clarifying and adding standards for measuring ocular impact of proposed solar energy systems. FAA will consider comments and make appropriate modifications before issuing a final policy in a future **Federal Register** Notice. The policy applies to any proposed solar energy system that has not received unconditional airport layout plan approval (ALP) or a "no objection" from the FAA on a filed 7460-1, Notice of Proposed Construction or Alteration.

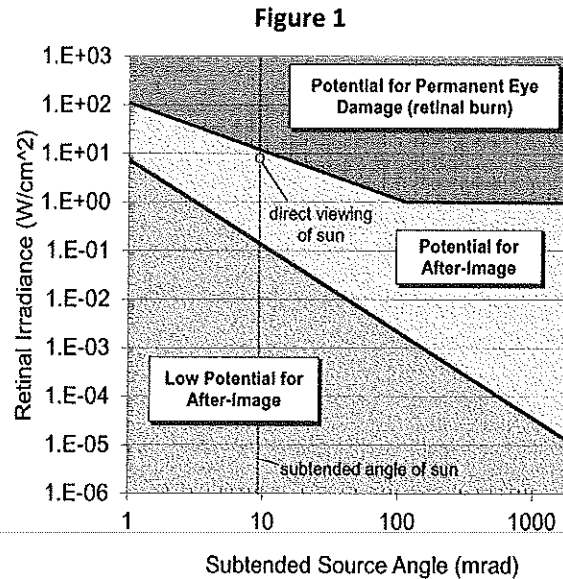
#### **Standard for Measuring Ocular Impact**

FAA adopts the *Solar Glare Hazard Analysis Plot* shown in Figure 1 below as the standard for measuring the ocular impact of any proposed solar energy system on a federally-obligated airport. To obtain FAA approval to revise an airport layout plan to depict a solar installation and/or a "no objection" to a Notice of Proposed Construction Form 7460-1, the airport sponsor will be required to demonstrate that the proposed solar energy system meets the following standards:

1. No potential for glint or glare in the existing or planned Airport Traffic Control Tower (ATCT) cab, and
2. No potential for glare or "low potential for after-image" (shown in green in Figure 1) along the final approach path for any existing landing threshold or future landing thresholds (including any planned interim phases of the landing thresholds) as shown on the current FAA-approved Airport Layout Plan (ALP). The final approach path is defined as two (2) miles from fifty (50) feet above the landing threshold using a standard three (3) degree glidepath.

Ocular impact must be analyzed over the entire calendar year in one (1) minute intervals from when the sun rises above the horizon until the sun sets below the horizon.





Solar Glare Ocular Hazard Plot: The potential ocular hazard from solar glare is a function of retinal irradiance and the subtended angle (size/distance) of the glare source. It should be noted that the ratio of spectrally weighted solar illuminance to solar irradiance at the earth's surface yields a conversion factor of ~100 lumens/W. Plot adapted from Ho et al., 2011.

Chart References: Ho, C.K., C.M. Ghanbari, and R.B. Diver, 2011, Methodology to Assess Potential Glint and Glare Hazards from Concentrating Solar Power Plants: Analytical Models and Experimental Validation, *J. Solar Energy Engineering*, August 2011, Vol. 133, 031021-1 – 031021-9.

### Tool To Assess Ocular Impact

In cooperation with the DOE, the FAA is making available free-of-charge the *Solar Glare Hazard Analysis Tool* (SGHAT). The SGHAT was designed to determine whether a proposed solar energy project would result in the potential for ocular impact as depicted on the *Solar Glare Hazard Analysis Plot* shown above.

The SGHAT employs an interactive Google map where the user can quickly locate a site, draw an outline of the proposed solar energy system, and specify observer locations (Airport Traffic Control Tower cab) and final approach paths. Latitude, longitude, and elevation are automatically recorded through the Google interface, providing necessary information for sun position and vector calculations. Additional information regarding the orientation and tilt of the solar energy panels, reflectance, environment, and ocular factors are entered by the user.

If glare is found, the tool calculates the retinal irradiance and subtended source angle (size/distance) of the glare source to predict potential ocular hazards ranging from temporary after-image to retinal burn. The results are presented in a simple, easy-to-interpret plot that specifies when glare will occur

throughout the year, with color codes indicating the potential ocular hazard. The tool can also predict relative energy production while evaluating alternative designs, layouts, and locations to identify configurations that maximize energy production while mitigating the impacts of glare.

Users must first register for the use of the tool at this web address: [www.sandia.gov/glare](http://www.sandia.gov/glare).

### Required Use of the SGHAT

As of the date of publication of this interim policy, the FAA requires the use of the SGHAT to demonstrate compliance with the standards for measuring ocular impact stated above for any proposed solar energy system located on a federally-obligated airport. The SGHAT is a validated tool specifically designed to measure glare according to the *Solar Glare Hazard Analysis Plot*. All sponsors of federally-obligated airports who propose to install or to permit others to install solar energy systems on the airport must attach the SGHAT report, outlining solar panel glare and ocular impact, for each point of measurement to the Notice of Proposed Construction Form 7460-1. The FAA will consider the use of alternative tools or methods on a case-

by-case basis. However, the FAA must approve the use of an alternative tool or method prior to an airport sponsor seeking approval for any proposed on-airport solar energy system. The alternative tool or method must evaluate ocular impact in accordance with the *Solar Glare Hazard Analysis Plot*.

Please contact the Office of Airport Planning and Programming, Airport Planning and Environmental Division, APP-400, for more information on the validation process for alternative tools or methods.

Airport sponsor obligations have been discussed above under Background. We caution airport sponsors that under preexisting airport grant compliance policy, failure to seek FAA review of a solar installation prior to construction could trigger possible compliance action under 14 CFR Part 16, "Rules of Practice for Federally-Assisted Airport Enforcement Proceedings." Moreover, if a solar installation creates glare that interferes with aviation safety, the FAA could require the airport to pay for the elimination of solar glare by removing or relocating the solar facility.

Issued in Washington, DC, on September 27, 2013.

**Benito De Leon,**  
Director, Office of Airport Planning and Programming.

[FR Doc. 2013-24729 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Third Meeting: RTCA Tactical Operations Committee (TOC)

**AGENCY:** Federal Aviation Administration (FAA), U.S. Department of Transportation (DOT)

**ACTION:** Third Meeting Notice of RTCA Tactical Operations Committee.

**SUMMARY:** The FAA is issuing this notice to advise the public of the third meeting of the RTCA Tactical Operations Committee.

**DATES:** The meeting will be held November 7, 2013 from 9 a.m.–3 p.m.

**ADDRESSES:** The meeting will be held at RTCA Headquarters, 1150 18th Street NW., Suite 910, Washington, DC 20036.

**FOR FURTHER INFORMATION CONTACT:** The RTCA Secretariat, 1150 18th Street NW., Suite 910, Washington, DC 20036, or by telephone at (202) 833-9339, fax at (202) 833-9434, or Web site <http://www.rtca.org>. Andy Cebula, NAC Secretary can also be contacted at [acebula@rtca.org](mailto:acebula@rtca.org) or 202-330-0652.

**SUPPLEMENTARY INFORMATION:** Pursuant to section 10(a)(2) of the Federal Advisory Committee Act (Pub. L. No. 92-463, 5 U.S.C., App.), notice is hereby given for a meeting of the Tactical Operations Committee (TOC). The agenda will include the following:

**November 19, 2013**

- Opening of Meeting/Introduction of TOC Members
- Official Statement of Designated Federal Official
- Approval of July 23, 2013 Meeting Summary
- FAA Report
- Notice to Airmen (NOTAM) Activity Prioritization
- Regional Task Groups (RTGs)
- Reports on current activities underway by Regional Task Groups: Eastern, Central, Western
- VHF Omni-directional Range (VOR) Minimum Operating Network
- New Tasking: Obstacle Clearance
- Anticipated Issues for TOC consideration and action at the next meeting
- Other Business
- Adjourn

Attendance is open to the interested public but limited to space availability. With the approval of the chairman, members of the public may present oral statements at the meeting. Persons wishing to present statements or obtain information should contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section. Members of the public may present a written statement to the committee at any time.

Issued in Washington, DC, on October 18, 2013.

**Edith V. Parish,**  
Senior Advisor, Mission Support Services, Air Traffic Organization, Federal Aviation Administration.

[FR Doc. 2013-24968 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Aviation Administration

#### Public Notice for Waiver of Aeronautical Land-Use Assurance

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of intent of waiver with respect to land; French Lick Airport; French Lick, Indiana.

**SUMMARY:** The FAA is considering a proposal to change a portion of airport land from aeronautical use to non-aeronautical use and to authorize the sale of airport property located at French Lick Airport, French Lick, Indiana. The aforementioned land is not needed for aeronautical use. The proposal consists of 18.606 acres located in the southern section of airport property which is not being used by the airport presently. The land is to be sold to Commissioners of Orange County for the construction of County Road CR 300 South/Airport Road to facilitate access to the airport.

**DATES:** Comments must be received on or before November 22, 2013.

**ADDRESSES:** Documents are available for review by appointment at the FAA Airports District Office, Azra Hussain, Program Manager, 2300 E. Devon Avenue, Des Plaines, Illinois 60018 Telephone: (847) 294-8252/Fax: (847) 294-7046 and Zachary D. Brown, French Lick Municipal Airport, 9764 West County Road 375 South, French Lick, Indiana, 47933.

Written comments on the Sponsor's request must be delivered or mailed to: Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois (847) 294-7046.

**FOR FURTHER INFORMATION CONTACT:** Azra Hussain, Program Manager, Federal Aviation Administration, Airports District Office, 2300 E. Devon Avenue, Des Plaines, Illinois 60018. Telephone Number: (847) 294-8252/FAX Number: (847) 294-7046.

**SUPPLEMENTARY INFORMATION:** In accordance with section 47107(h) of Title 49, United States Code, this notice is required to be published in the **Federal Register** 30 days before modifying the land-use assurance that requires the property to be used for an aeronautical purpose.

The subject land consists of two parcels. Parcel 1 (approx. 16.667 acres) was acquired through the Federal Aid to Airport Program dated July 28, 1963 and Parcel 2 (approx. 1.939 acres) was acquired by the sponsor as part of a larger parcel (approx. 9.97 acres) for the nominal sum of One Dollar and zero cents (\$1.00) on April 19, 2010. The Commissioners of Orange County intend to purchase the property for a nominal sum of One Dollar and zero cents (\$1.00) for the construction of County Road CR 300 South/Airport Road. Construction of the road will facilitate access to the airport. The aforementioned land is not needed for aeronautical use, as shown on the Airport Layout Plan. There are no impacts to the airport by allowing the airport to dispose of the property.

This notice announces that the FAA is considering the release of the subject airport property at French Lick Airport, French Lick, Indiana, subject to easements and covenants running with the land. Approval does not constitute a commitment by the FAA to financially assist in the disposal of the subject airport property nor a determination that all measures covered by the program are eligible for grant-in-aid funding from the FAA. The disposition of proceeds from the sale of the airport property will be in accordance with FAA's Policy and Procedures Concerning the Use of Airport Revenue, published in the **Federal Register** on February 16, 1999 (64 FR 7696).

Issued in Des Plaines, Illinois on September 30, 2013.

**James Keefer,**  
Manager, Chicago Airports District Office, FAA, Great Lakes Region.

[FR Doc. 2013-24738 Filed 10-22-13; 8:45 am]

BILLING CODE 4910-13-P



# **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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m. and by appointment on Friday, June 27, from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: July 10, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1023TH14 – Fullerton Architects PC (Nick Fullerton), for Rahul and Manju Chopra – County Case No. BNR140009 (Building Permit). The applicant proposes to install and operate roof mounted, non-tracking photovoltaic solar panels on a three-story private member's garage, at Lot 4 of Thermal Club, a motorsports facility located northerly of 62<sup>nd</sup> Avenue, easterly of Tyler Street, westerly of Polk Street, and southerly of 60<sup>th</sup> Avenue in the unincorporated community of Thermal (Zone C of the Jacqueline Cochran Regional 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. Rendell Klaarenbeek of the County of Riverside Building and Safety Department, at (951) 955-1833.

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

ALUC Identification No.

ZAP1023TH14

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application May 28, 2014  
 Property Owner Rahul & Manju Chopra Phone Number 951.217.9308  
 Mailing Address ra\_chopra@hotmail.com

Agent (if any) Nick Fullerton - Fullerton Architects, pc Phone Number 406.261.1405  
 Mailing Address PO Box 2770  
Bigfork, MT 59911

**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 86624 Rodgers Way  
Thermal, CA 92508  
 Assessor's Parcel No. 759-200-004 Parcel Size .17 Acres  
 Subdivision Name The Thermal Club - PM 36293-1 Zoning  
 Lot Number Lot 4 Classification 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 Farmland/Kohls Ranch  
 (describe)

Proposed Land Use The Thermal Club  
 (describe) Private race track facilities with 250 +/- private member garage units

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) (1) unit on Lot 4  
 For Other Land Uses Hours of Use 7:00 A.M. to 10:00 A.M. depending on season  
 (See Appendix C) Number of People on Site Maximum Number 25.54  
 Method of Calculation Used the ALUC occupancy data for maximum total

Height Data Height above Ground or Tallest Object (including antennas and trees) 42 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site -128 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 As per FAA software, our proposed solar panels do not present any glare or visual concerns.



REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	N/A	Type of Project
Agency Name	N/A <u>County of Riverside</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	N/A	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number		<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>Building Permit</u>	<input type="checkbox"/> Use Permit
		<input type="checkbox"/> Public Facility
		<input checked="" type="checkbox"/> Other <u>Solar Panel Review</u>

Note: Fullerton Architects is applying for this ALUC review at the request of the owner - prior to applying for a building permit.

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:** 3.4

**HEARING DATE:** July 10, 2014

**CASE NUMBER:** ZAP1055FV13 – Agate Real Estate C/O  
Cornerstone Communities (Representative:  
MDMG, Larry Markham)

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**APPROVING JURISDICTION:** Riverside County

**JURISDICTION CASE NO.:** SP00265A1 (Specific Plan Amendment), CZ07806 (Change of Zone), GPA01123 (General Plan Amendment), and TR36546 (Tentative Tract Map)

**MAJOR ISSUES:** The Borel Airpark Center Specific Plan currently does not include any residential land use designations. The proposed amendment to the specific plan would include residential land uses where they are not currently allowed by the Specific Plan. The residential densities as proposed by the amendment to the Specific Plan do not strictly comply with the Compatibility Zone D upper density criteria of 5.0 dwelling units per acre based on the amount of dwelling units proposed and the acreage within the boundaries of the residential planning areas. The proposed Tentative Tract Map results in a density of 4.91 dwelling units per net acre, which does not comply with the Compatibility Zone D criteria of 5.0 dwelling units per acre either. However, certain factors are apparent that may be considered under Countywide Policy 3.3.6 to find the normally incompatible density compatible as presented in the following analysis.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone.

Staff must recommend a finding of INCONSISTENCY for the Specific Plan Amendment and Tentative Tract Map based on the project not complying with the minimum 5.0 dwelling unit per acre criteria for Compatibility Zone D. However, if the Commission is willing to consider application of Countywide Policy 3.3.6, it may CONTINUE this matter to the September 11<sup>th</sup> ALUC hearing, pending FAA Obstruction Evaluation submittal as requested by staff. However, if submittal and acceptance is made to FAA as requested by staff or other information is provided to indicate Part 77 is adequately analyzed to the satisfaction of the Commission in addition to consideration of Countywide Policy 3.3.6, staff would recommend a



**finding of CONSISTENCY for the Specific Plan Amendment and Tentative Tract Map, subject to the conditions included herein for each.**

**PROJECT DESCRIPTION:**

Borel Airpark Specific Plan Amendment No. 1 proposes to primarily amend the land use designations within the southeastern portion of the Specific Plan so as to enable the approval of a Tentative Tract Map which proposes to allow for up to 269 dwelling units in proposed Planning Areas 14, 15, 16, and 17. This portion of the Specific Plan is presently designated Restricted Light Industrial and Commercial. In addition, the Specific Plan Amendment proposes to adjust the boundaries of the Specific Plan to remove areas annexed into the City of Murrieta and lands purchased for the French Valley Airport, revise the alignment of Borel Road within the Plan boundaries and update Planning Area acreages per more accurate data. As a result, the Specific Plan Amendment reconfigures Planning Area numbering and boundaries, adds residential uses, and changes acreages of proposed land uses. The amended Specific Plan provides for the development of 269 single-family residential units on 56.6 acres, 243.1 acres of Business Park, 47.4 acres of Light Industrial, 64.2 acres of Commercial Office, 88 acres of Commercial Retail, 134.8 acres of Open Space, 5.0 acres of Park, and 77.8 acres for Circulation/Roads.

The Change of Zone proposes to amend the Specific Plan Zoning ordinance to comply with the proposed Specific Plan Amendment. The General Plan Amendment proposes to revise the boundaries of the Specific Plan area and designate the area removed from the Specific Plan within the jurisdiction of the County of Riverside as Public Facility (PF).

The Tentative Tract Map proposes to subdivide 161.84 gross acres located westerly of Leon Road, southerly of Borel Road, northerly of McGowans Pass, and generally easterly of existing Calistoga Road into 269 residential lots, 2 open space lots, 10 water quality lots, 8 Homeowners Association (HOA) lots, and 4 park lots.

**PROJECT LOCATION:**

The Specific Plan consists of areas located easterly of Winchester Road, southerly of Benton Road, northerly of Technology Drive, and westerly of Leon Road in the unincorporated Riverside County community of French Valley. The Specific Plan generally bounds the French Valley Airport property on its west, south, and east sides and partially to the north. At its closest point, the Tentative Tract Map is located approximately 870 feet easterly of Runway 18-36 at French Valley Airport, with the proposed residential lots approximately 1,440 feet easterly of a point near the southerly end that runway.

**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: Compatibility Zones A, B1, B2, C, and D
- c. Noise Levels: From below 55 CNEL to above 65 CNEL for Tentative Tract Map

**SPECIFIC PLAN AMENDMENT:**

Land Use Intensity/Density: The Specific Plan includes land within Airport Compatibility Zones A, B1, B2, C, and D. As noted previously, the Specific Plan Amendment is primarily related to the proposed Tentative Tract Map area in the southeast portion of the Specific Plan. However, other revisions are proposed in various areas of the Specific Plan that should be noted and analyzed as appropriate. Included in the Specific Plan Amendment is a retranslation of land use designations to match the County's current General Plan land use designations (i.e. Commercial to Commercial Retail). These changes are essentially superficial and involve no change in land use or intensity as is currently allowed by the Specific Plan.

The portion of the Specific Plan located within Zone A includes only a small sliver of Planning Area 1, which is designated as Business Park. Although the designation could allow for development within Zone A, implementing development will ensure this small area within Zone A is kept clear of any structures. Planning Area 1 is changing from Industrial Park to Business Park, but does not constitute any change in intensity.

The portion of the Specific Plan located within Zone B1 includes Planning Area 6 and portions of Planning Areas 1, 2, 7, 9, and 18. Zone B1 limits non-residential intensity to 40 people per average acre and 80 people per single-acre per the French Valley Airport Land Use Compatibility Plan. These Planning Areas also are remaining essentially the same as currently designated as Industrial Park, Light Industrial, Restricted Light Industrial, Office Park, Commercial, and Open Space and now proposed to be designated Business Park, Light Industrial, Commercial Office, Commercial Retail, and Open Space. Similar to Zone A, only a portion of Planning Areas 1, 2, 9, and 18 are located within Zone B1. So, although such industrial and commercial development as may be allowed within these Planning Areas has the potential to exceed either the average acre or single-acre criteria for Zone B1, the ability to shift buildings and development intensity to less restrictive Zones (i.e. Zones C and D primarily) increases the potential for implementing development to be found consistent. Unlike the other Planning Areas in Zone B1, the entirety of Planning Area 6 and nearly all of Planning Area 7 are located within Zone B1. However, as noted previously, the land use designations are essentially remaining the same (from Restricted Light Industrial to Light Industrial) as currently adopted. Any implementing project within these Planning Areas will be required to comply with the applicable Zone B1 criteria.

The portion of the Specific Plan located within Zone B2 includes all of Planning Area 4 and portions of Planning Areas 1, 2, 8, 9, 10, 11, 12, 13, 17, 18, and 19. Zone B2 limits non-residential intensity to 100 people per average acre and 200 people per single-acre and limits residential density to no more than 0.1 dwelling unit per acre. Excluding the



southeast Planning Areas (17, 18, and 19), these Planning Areas are essentially remaining as currently designated which is proposed as Business Park, Commercial Retail, Commercial Office, and Light Industrial. Based on typical maximum floor area ratios (FAR) for each designation of 0.6 for Business Park, 0.35 for Commercial Retail, 1.0 for Commercial Office, and 0.6 for Light Industrial and typical office, retail, and manufacturing occupancy rates, only the Commercial Office designation has the potential at a maximum 1.0 FAR intensity to exceed the average intensity. However, this level of intensity is rare. Any implementing project will be required to comply with the applicable criteria. In addition, many of the individual parcels are split between Zones B2 and D and could make use of adjacent Zone D on the same property to shift more intense development onto this portion of the site, which is less restrictive for single-acre intensities.

Planning Areas 18 and 19 within Zone B2 are designated as Open Space and are thus consistent with Zone B2 intensity criteria. Planning Area 17 is proposed for a Medium Density Residential designation at 2 to 5 dwelling units per acre. However, only a small portion of the Planning Area is located within Zone B2, and the Tentative Tract Map design does not propose any individual residential lot that would be wholly or primarily located within Zone B2.

The portion of the Specific Plan within Zone C includes portions of Planning Areas 1, 2, 7, 9, 18, and 19. Zone C limits non-residential intensity to 80 people per average acre and 160 people per single-acre. Each Planning Area would remain essentially the same as currently designated, excluding Planning Areas 18 and 19, and are proposed to be designated Business Park and Light Industrial. Planning Areas 18 and 19 are proposed to be Open Space and are thus consistent with the Zone C intensity criteria. Similar to Zones A and B1, only a small portion of each Planning Area is located within Zone C. So, although such industrial and commercial development as may be allowed within these Planning Areas has the potential to exceed either the average acre or single-acre criteria for Zone C, the ability to shift buildings and development intensity to less restrictive Zones (i.e. Zones B2 and D primarily) would provide for implementing development to be found consistent.

The portion of the Specific Plan within Zone D includes Planning Areas 1, 2, 5, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 19, 20, 21, 22, and 23. Zone D limits non-residential intensity to 150 people per average acre and 450 people per single-acre and limits residential density to no more than 0.2 dwelling unit per acre or a minimum of 5.0 dwelling units per acre. Planning Area 2 is the only Planning Area remaining essentially the same as currently designated, which is proposed as Business Park. Planning Area 5 is proposed as Light Industrial. The Business Park and Light Industrial designations are generally consistent with the average and single-acre intensity criteria of Zone D. Planning Areas 19, 20, 21, 22, and 23 are proposed to be designated as Open Space and are thus consistent with the Zone D intensity criteria.

Planning Areas 14 and 17 are proposed to be designated Medium Density Residential (2-5 dwelling units per acre) with a total of 94 dwelling units on 28.7 acres for a density of



3.28 dwelling units per acre, which would normally not be consistent with the Zone D residential minimum criteria of 5.0 dwelling units per acre. Planning Areas 15 and 16 are proposed to be designated Medium High Density Residential (5-8 dwelling units per acre) with a total of 175 dwelling units proposed on 29.0 acres for a density of 6.03 dwelling units per acre, which would be consistent with the Zone D residential criteria individually. Including all residential Planning Areas together yields a total of 269 dwelling units on 57.7 acres for a density of 4.66 dwelling units per acre, which does not meet the residential density criteria. While the implementing Tentative Tract Map may fine tune the acreage and boundaries of development to achieve the Zone D residential density criteria, based on this analysis these residential Planning Areas together or Planning Areas 14 and 17 individually as proposed by the Specific Plan Amendment would not strictly be consistent with the Zone D residential density criteria.

Prohibited and Discouraged Uses: The Specific Plan provides primarily for commercial, office, and light industrial uses as well as the residential land uses in the southeast corner of the Specific Plan. These uses as generally allowed in the Specific Plan are not discouraged or prohibited within Compatibility Zones B1, B2, C, and D. However, the zoning ordinance that is associated with the Specific Plan provides more detailed regulation of uses allowed and not allowed. Analysis of specific uses allowed by the zoning ordinance is provided in the following section.

Open Area: Based on the areas of the Specific Plan included within each compatibility Zone and the open area requirement for Zones B1, C, and D, approximately 59.75 acres of open area is required in total in the Specific Plan. The Specific Plan proposes 132.4 acres designated as Open Space – Conservation that would remain as natural undisturbed area, that is located in the southeast portion of the Specific Plan primarily within Zone D, with portions within Zones B2, C, and B1.

### **ZONING ORDINANCE:**

The zoning ordinance text amendments proposed through Change of Zone Case No. 7806 reflect the changes included within the Specific Plan Amendment as analyzed previously, in particular the inclusion of residential land use Planning Areas with appropriate development standards. However, the proposed zoning ordinance specifically allows and prohibits certain land uses that may be either discouraged or prohibited land uses within certain compatibility zones. Focused solely on the primary area of change related to the Tentative Tract Map and Planning Areas 14, 15, 16, 17, 21, and 22, the proposed zoning ordinance would allow for single-family residential development, natural open space, and active park areas, which are not prohibited or discouraged uses within Compatibility Zone D, where these Planning Areas are primarily located. However, looking at the entire Specific Plan, Planning Areas 1, 2, 3, 4, 6, 7, 9, 10, and 11 located partially or wholly within Compatibility Zones A, B1, and/or B2, allow for “day care centers” and “churches, temples, or other structures used primarily for religious worship” uses, which are prohibited pursuant to the ALUCP within these Compatibility Zones. As such, staff has advised that the zoning ordinance be revised to exclude these uses from these Planning Areas.



Beyond these specifically prohibited or discouraged uses, the potential also exists within each non-residential Planning Area for certain allowed uses with potentially high intensity, such as retail, office, and restaurant uses, to exceed the intensity criteria of the Compatibility Zone within which the Planning Area is located. Rather than assume that these high intensity uses have no potential to be found consistent with the applicable intensity criteria and mandate their prohibition by ordinance, staff is recommending that all implementing projects be transmitted to ALUC for preliminary review to determine whether full ALUC review is required and whether the specific project proposal raises consistency concerns.

Similarly, concerns on the typical maximum height of 50 feet for buildings and structures could be raised at this time for compliance with Federal Aviation Administration (FAA) Part 77 height restrictions. However, these will be addressed on an individual project basis through the ALUC transmittal requirement.

#### **GENERAL PLAN AMENDMENT:**

The General Plan Amendment would alter the boundaries of the Specific Plan by removing those areas annexed into the City of Murrieta as well as the area purchased by Economic Development Agency (EDA) for extension of the French Valley Airport runway. The area purchased by EDA and a parcel owned by Eastern Municipal Water District (EMWD) are proposed to be designated as Public Facilities. Per the Master Plan for French Valley Airport, this area would remain undeveloped. The General Plan Amendment would be consistent with the French Valley Airport Land Use Compatibility Plan.

#### **TENTATIVE TRACT MAP NO. 36546:**

Tentative Tract Map No. 36546 proposes a subdivision of 161.84 gross acres into 269 residential lots, 2 open space lots, 10 water quality lots, 8 HOA lots, and 4 park lots. The Tentative Tract Map is located primarily within Compatibility Zone D, with small areas located within Zones B1, B2, and C. The portion located within Zone B1 is very small consisting of approximately 0.23 acres and would include natural open space. The portion located within Zone B2 includes portions of 8 proposed single-family residential lots, but no more than approximately 1/3 of each lot is located within Zone B2. The portion located within Zone C would include natural and graded open areas and Calistoga Drive, but no residential lots. Therefore, the Zone D criteria shall apply to all single-family residential lots proposed by the Tentative Tract Map.

Land Use/Density: Zone D requires a minimum residential density of 5.0 dwelling units per acre or otherwise limits density to no more than 0.2 dwelling units per acre. Overall the Tentative Tract Map proposes a density of 1.66 dwelling units per acre. The “net” area indicated on the site plan, which excludes all open area and roads, is 38.65 acres. Based on this acreage, the proposed density is 6.96 dwelling units per acre. French Valley Airport Land Use Compatibility Plan specifically allows for residential density to



be calculated on a net basis pursuant to Policy 2.2 of the plan. However, the net area as defined by the plan “equals the overall developable area of the project site exclusive of permanently dedicated open lands or other open space required for environmental purposes.” Based on strict interpretation of this policy, this would include road areas as “developable area” and not allow it to be excluded from the net area. The exhibit provided by the applicant notes exclusion of Calistoga Drive from the net project area; however, since Calistoga Drive does not strictly meet the requirements to be defined as open space per Countywide Policy 4.2.4 due to width, landscaping, and street lights, Calistoga Drive has been included in staff’s calculation of net project area and density. Exclusion of dedicated open space, slopes and fuel modification areas, and detention basins, results in a net area of 54.73 acres, and a density of 4.91 dwelling units per acre, which would be just inconsistent with the Zone D upper density criteria.

Prohibited and Discouraged Uses: The proposed Tentative Tract Map would not include any prohibited (highly noise sensitive outdoor nonresidential use or hazards to flight) or discouraged (children’s schools, hospitals, or nursing homes) uses.

Open Area: Compatibility Zones B1, C, and D require 30 %, 20%, and 10%, respectively of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. Approximately 0.23 acres is located within Zone B1, 5.66 acres is located within Zone C and 130.61 acres located within Zone D, thus jointly requiring 14.26 acres of open area within the entire subdivision. To note, the remaining 25.34 acres is located within Compatibility Zone B2, which does not have any open area requirements. The Tentative Tract Map would provide for approximately 111 acres of open space, of which approximately 93 acres would be for natural open space use. This 93 acres equates to approximately 57% of the overall subdivision area. Therefore, this would meet the Zone B1, C, and D standards for open area.

Part 77: Pad elevations range from 1,310.9 (Lot 203) to 1,363.5 (Lot 20) feet above mean sea level (AMSL). The closest lot (lot 219) is located approximately 1,440 to a point northerly of Runway 36. Based on this distance and the approximate Runway 36 elevation of 1332.83 feet AMSL, any structure exceeding 1347.23 feet AMSL would require FAA Obstruction Evaluation review. Lot 219 has a pad elevation of 1321.0 feet AMSL and could allow for a structure height of up to 40 feet for a total height of 1361.0 feet AMSL.

The highest lot (lot 20) is located approximately 3,120 feet from a similar point northerly of Runway 36. Based on this distance and the approximate Runway 36 elevation of 1332.83 feet AMSL, any structure exceeding 1364.03 would require FAA review. Lot 203 has a pad elevation of 1363.5 feet AMSL and with a maximum structure height of up to 40 feet could result in a total height of 1403.5 feet AMSL.

Based on these calculations and the remaining pad elevations and distance it is likely that most if not all of the single-family residential lots would require Obstruction Evaluation review by FAA. However, given that exact building placement and height is unknown at this time, requiring submittal for all lots at this time may be premature. At a minimum,



the project has been requested to currently submit for FAA Obstruction Evaluation review for maximum building height and placement at as close as allowed by zone setbacks for Lots 219 and 20 to establish a maximum potential impact threshold for FAA review. It was also suggested that lots 220-224, 249-250, and 10-11 also be submitted as these lots are also the next closest lots and increase in height between lot 20 and 203 along the project's northern boundary. As noted, Lot 219 is the closest lot and although the western boundary is closer to the runway than the northern boundary lots, the elevations generally decrease along the western boundary from Lot 219, thus the potential impacts for lots along the western boundary would be less than any impacts for Lot 219.

Lot 20 was submitted with an assumed structure height of 50 and a finding of No Hazard to Air Navigation was issued. At the time of writing of this staff report, no additional submittal to FAA has been made and no additional information has been provided to staff to indicate that the current single determination represents the closest potential to exceed the Part 77 imaginary surfaces.

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Countywide Policy 3.3.6: While both the Specific Plan and Tentative Tract Map do not strictly comply with Zone D density criteria, the Commission may choose to consider whether to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent "other extraordinary factors or circumstances" as noted below:

- The Tentative Tract Map portion of the project provides at minimum 93 acres of open area, which is 78.74 acres greater than the open area required for the Tentative Tract Map, thus limiting any potential safety impacts on the proposed residential area.
- The Specific Plan provides approximately 132.4 acres of open area, which is 72.65 acres greater than the 59.75 acres of open area required for the Specific Plan, thus limiting any potential safety impacts within the entire Specific Plan.
- Although the project's net density does not strictly comply with the Compatibility Zone D 5.0 dwelling units per acre minimum criteria, the project's net density is relatively close to the criteria, such that the variance from the ALUC standard of 5.0 dwelling units per acre is insignificant.
- The Tentative Tract Map is not located beneath or near the extended centerline of the runway.

**CONDITIONS FOR SPECIFIC PLAN NO. 265 AMENDMENT NO. 1:**

1. Prior to approval of any non-residential or residential entitlement project, each project shall be transmitted to ALUC for preliminary review and determination whether submittal for ALUC review is required.
2. Any implementing project of the Specific Plan shall comply with the applicable open area requirements for the Compatibility Zone that the project may be located within pursuant to Countywide Policy 4.2.4.
3. Any implementing residential project of the Specific Plan shall comply with the applicable residential density requirements for the applicable zone and shall calculate density based on the net area of the project as allowed by French Valley Airport Land Use Compatibility Plan, Additional Compatibility Policy 2.2 and Countywide Policy 4.2.4.

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**CONDITIONS FOR TENTATIVE TRACT MAP NO. 36546:**

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, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must be downward facing.
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, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management facilities.
  - d. Any use which would generate electrical interference that may be



detrimental to the operation of aircraft and/or aircraft instrumentation.

- e. Children's schools, hospitals, and nursing homes.
3. The attached notice shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
  4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities 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.
  5. Phased development of the subdivision shall ensure a density no less than 5.0 dwelling units per acre of the developed area at any given time.
  6. Prior to the issuance of any building permits for any structures within the Tentative Tract Map, the applicant shall have received a determination of "Not a Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service for each such structure. Copies of such FAA determinations shall be provided to the Riverside County Planning Department, Riverside County Building and Safety Department, and the Riverside County Airport Land Use Commission, with sufficient identification of case numbers as to enable prompt filing.

# 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-6501-OE

Issued Date: 12/19/2013

Jack Robson  
 Cornerstone Communities  
 4365 Executive Drive  
 Suite 600  
 San Diego, CA 92121

**\*\* 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 tract homes
Location:	Murrieta, CA
Latitude:	33-33-57.96N NAD 83
Longitude:	117-07-10.74W
Heights:	1363 feet site elevation (SE) 50 feet above ground level (AGL) 1413 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 06/19/2015 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.

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-6501-OE.

**Signature Control No: 200156041-204082864**

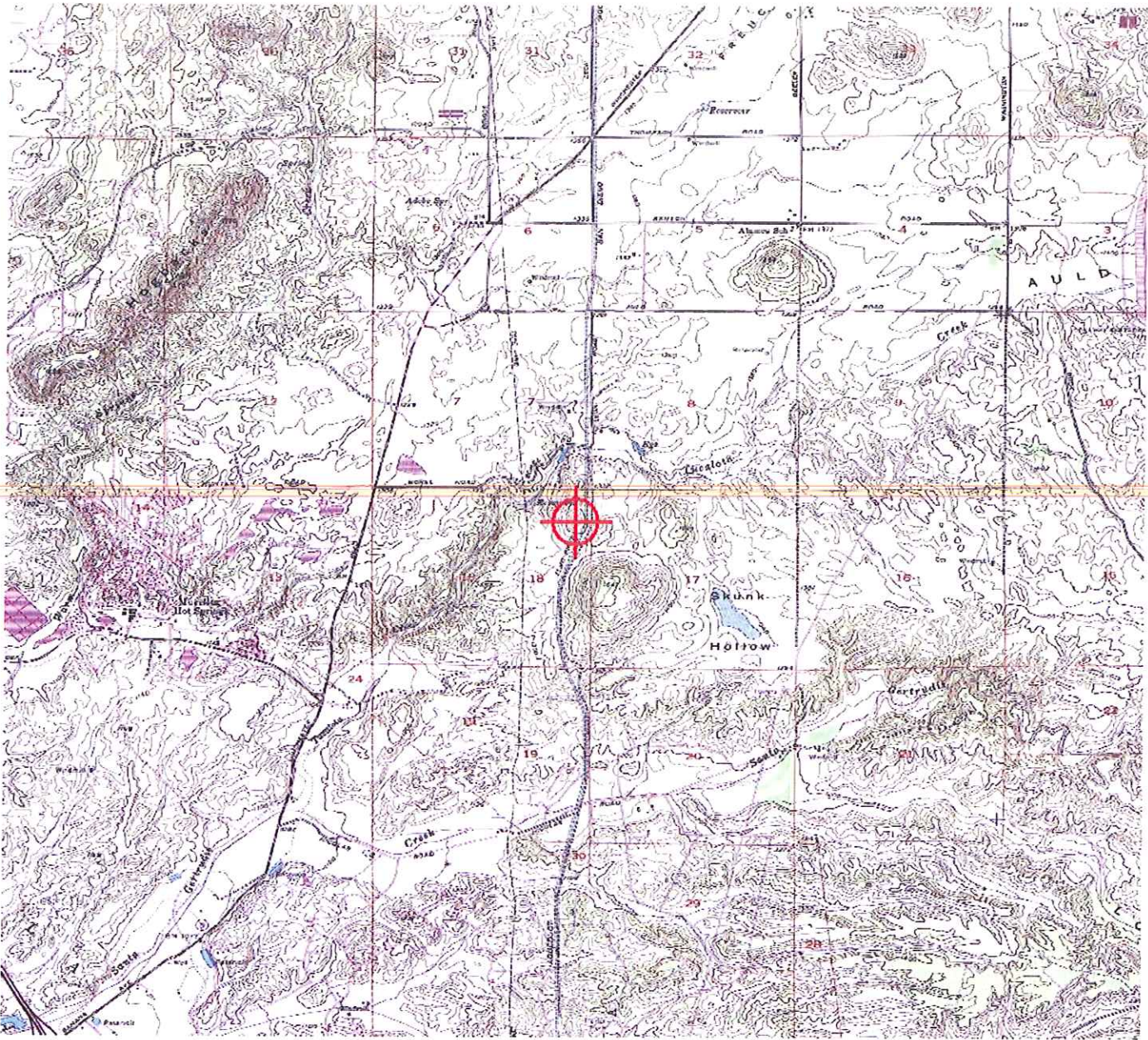
( DNE )

Joan Tengowski  
Technician

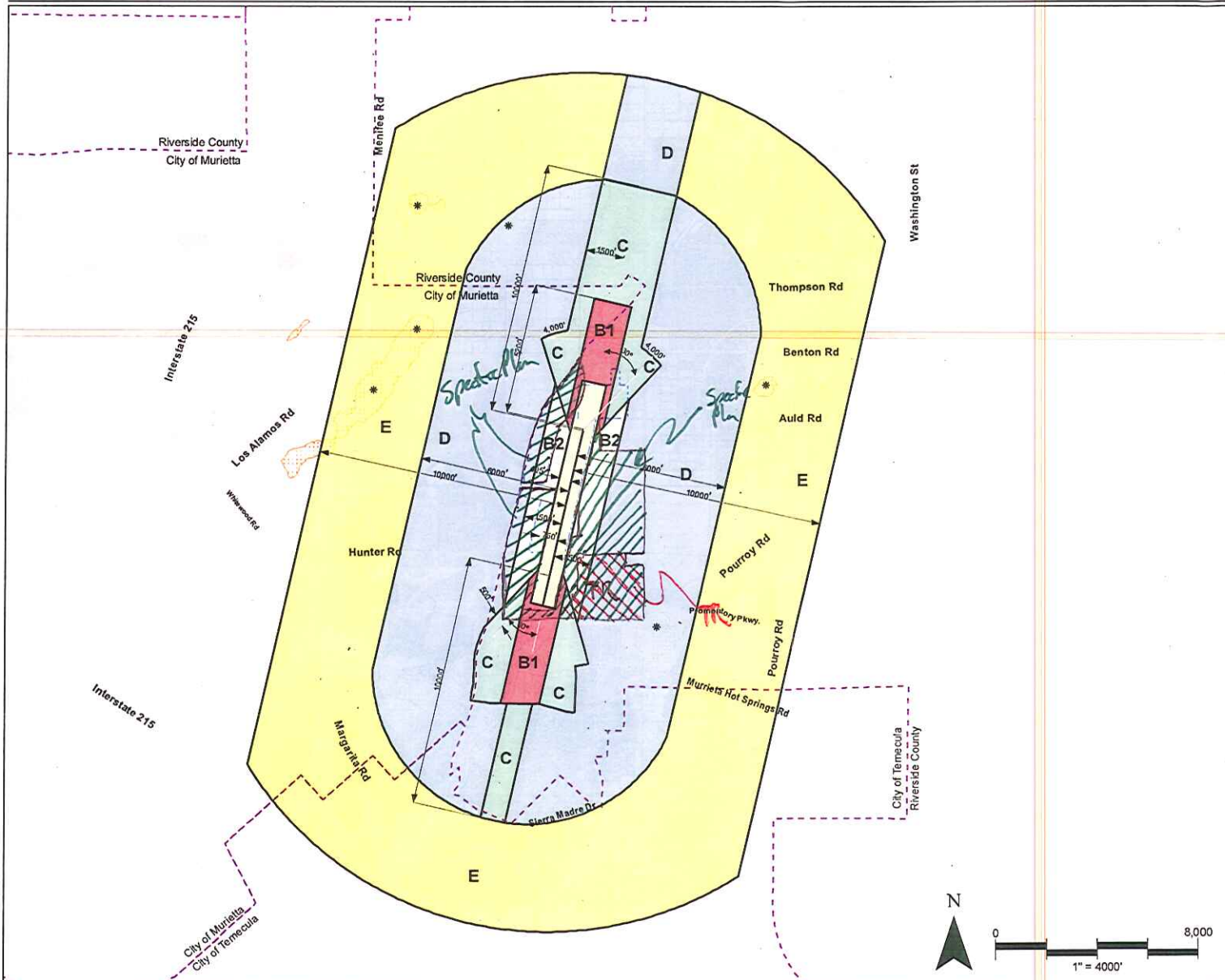
Attachment(s)  
Map(s)



TOPO Map for ASN 2013-AWP-6501-OE







**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**

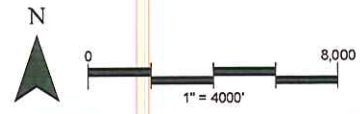
Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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)

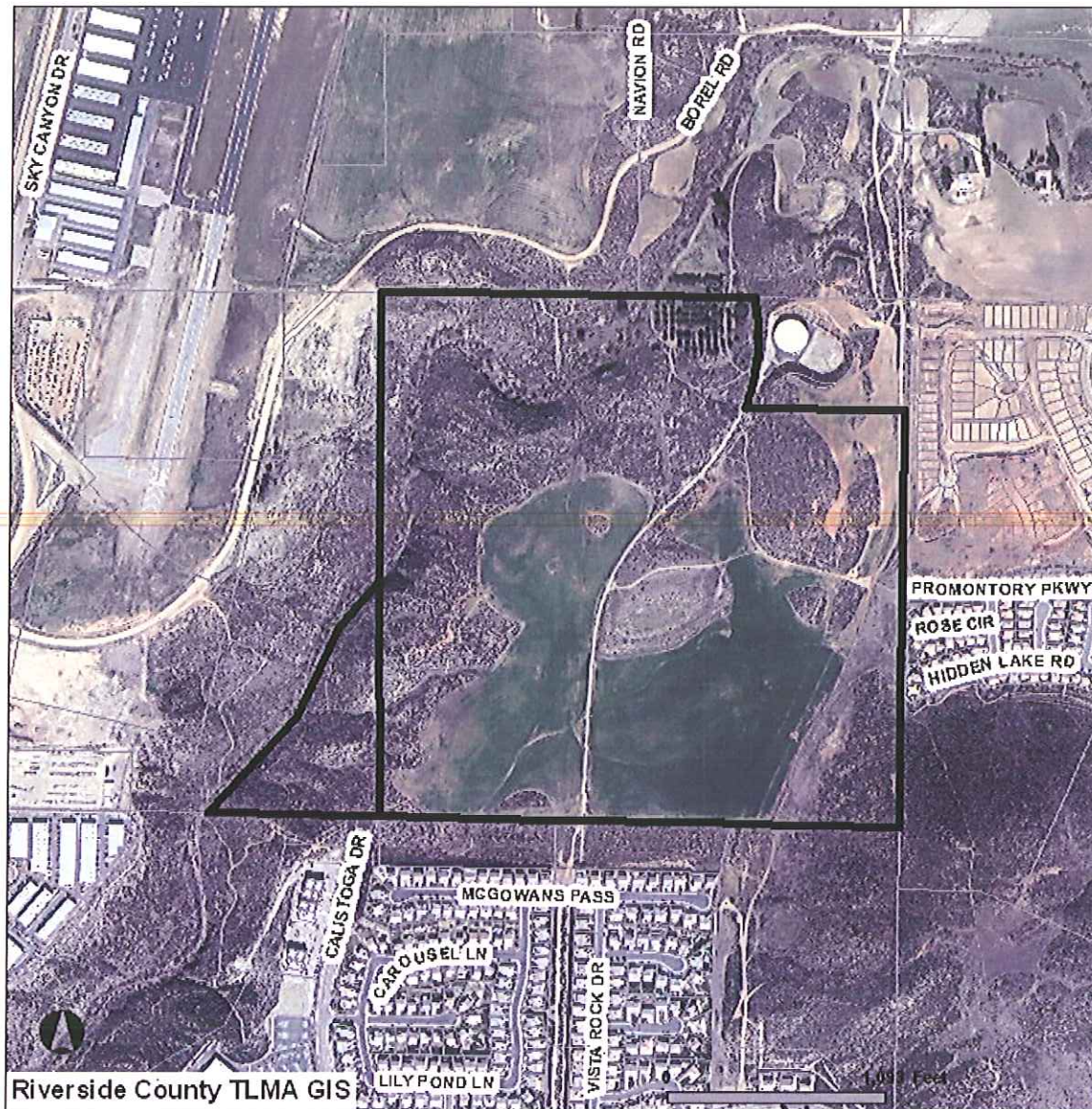


Map FV-1

**Compatibility Map**  
 French Valley Airport



RIVERSIDE COUNTY GIS



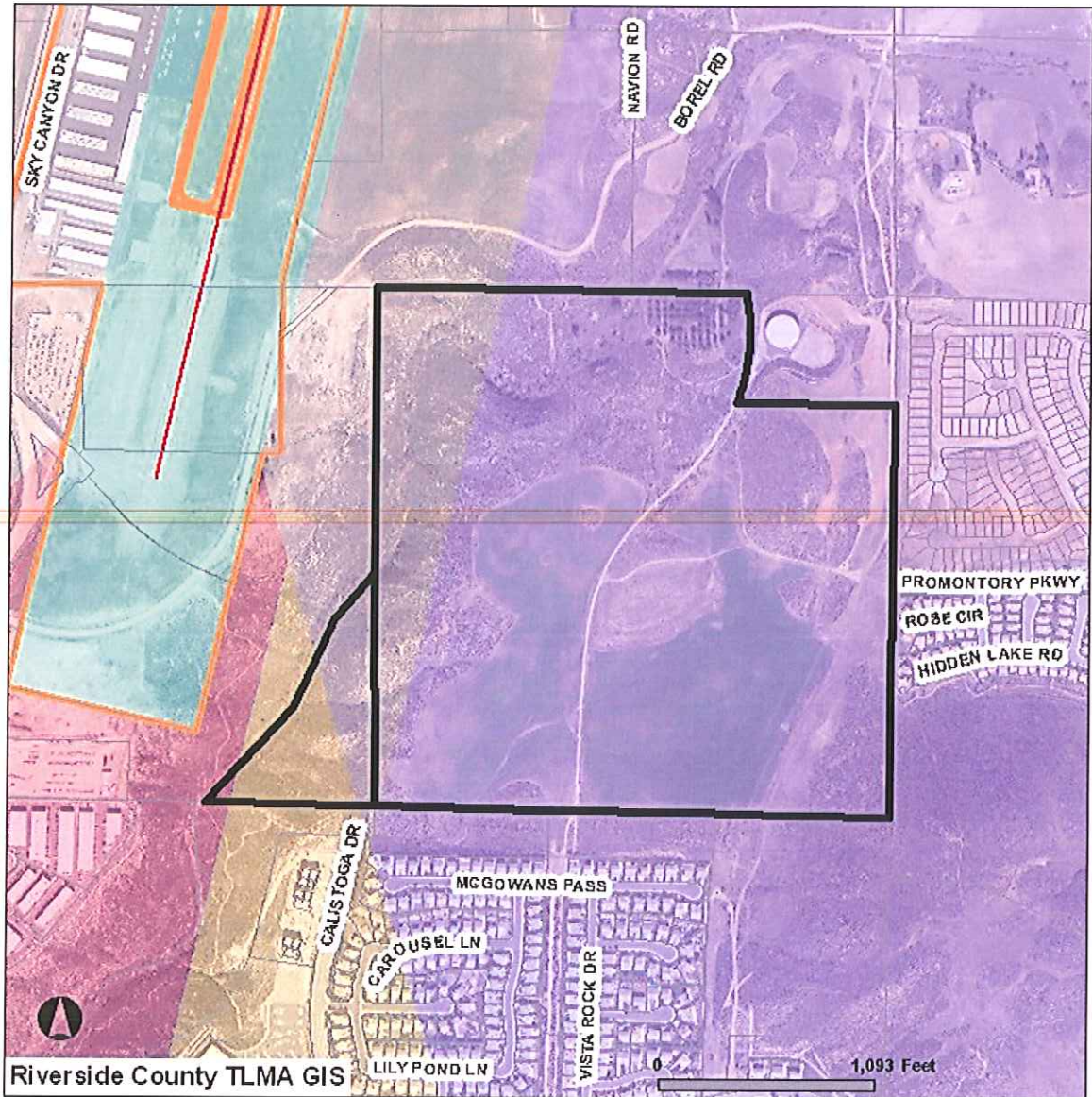
**Selected parcel(s):**  
957-320-005 957-320-006

**\*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 Jun 25 11:31:10 2014  
Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
957-320-005 957-320-006

**\*IMPORTANT\***

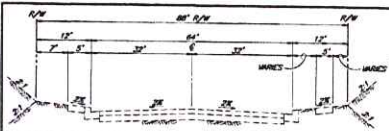
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REPORT PRINTED ON...Wed Jun 25 11:32:10 2014

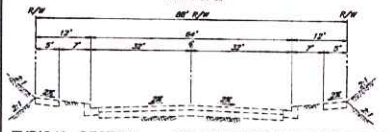
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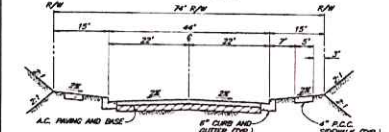




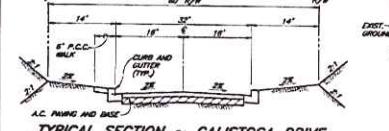
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SHOWN FOR INFORMATION ONLY, NOT A PART OF THESE PLANS  
FOR COUNTY OF RIVERSIDE (SHEET NO. 1)  
NOT TO SCALE



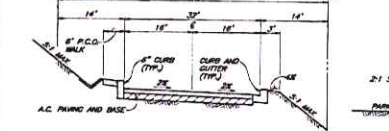
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SHOWN FOR INFORMATION ONLY, NOT A PART OF THESE PLANS  
FOR COUNTY OF RIVERSIDE (SHEET NO. 1)  
NOT TO SCALE



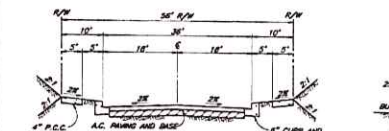
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NOT TO SCALE



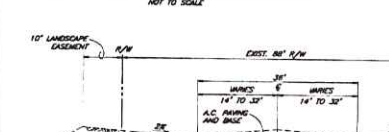
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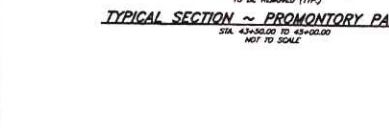
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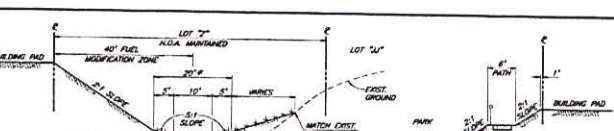
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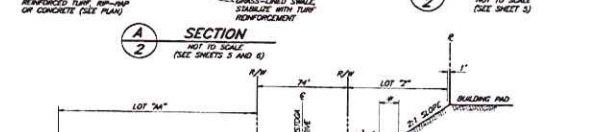
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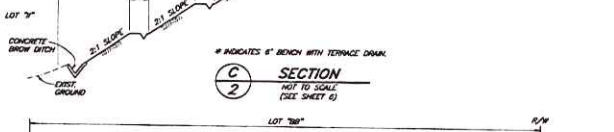
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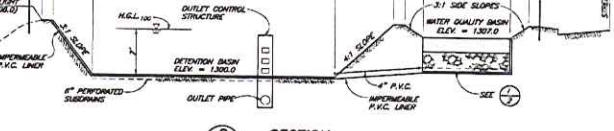
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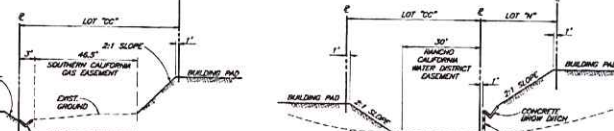
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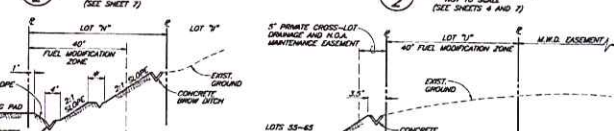
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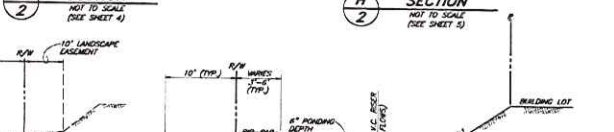
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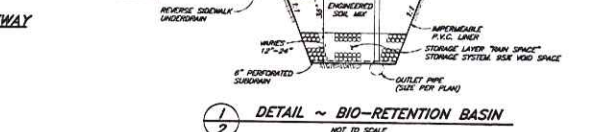
**SECTION E**  
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**SECTION F**  
NOT TO SCALE (SEE SHEETS 4 AND 7)



**SECTION G**  
NOT TO SCALE (SEE SHEET 4)



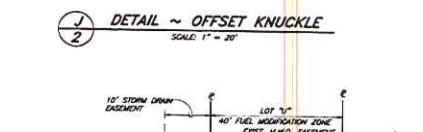
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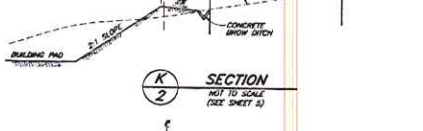
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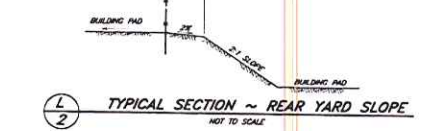
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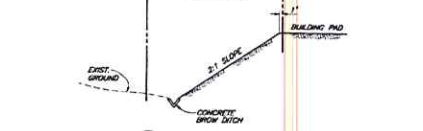
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**SECTION L**  
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**SECTION M**  
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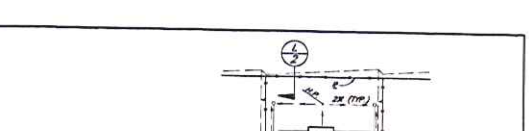
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**SECTION O**  
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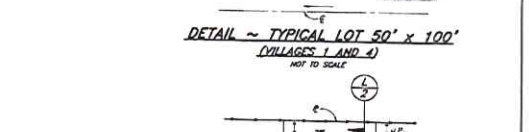
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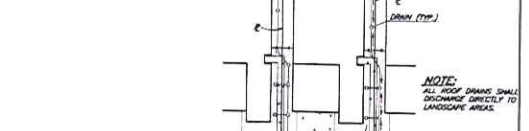
**DETAIL ~ OFFSET KNUCKLE**  
SCALE: 1" = 20'



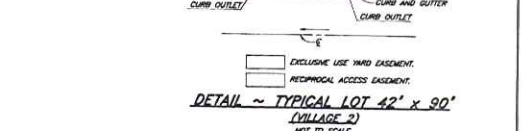
**DETAIL ~ TYPICAL LOT 50' x 100' (VILLAGES 1 AND 4)**  
NOT TO SCALE



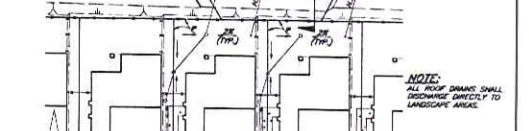
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NOT TO SCALE



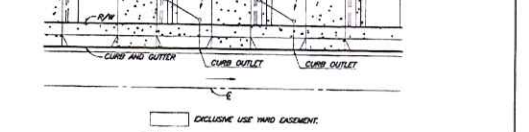
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NOT TO SCALE



**DETAIL ~ TYPICAL LOT (VILLAGE 3)**  
NOT TO SCALE



**DETAIL ~ TYPICAL LOT (VILLAGE 3)**  
NOT TO SCALE



**DETAIL ~ TYPICAL LOT (VILLAGE 3)**  
NOT TO SCALE



**DETAIL ~ TYPICAL LOT (VILLAGE 3)**  
NOT TO SCALE



**EXISTING EASEMENTS**

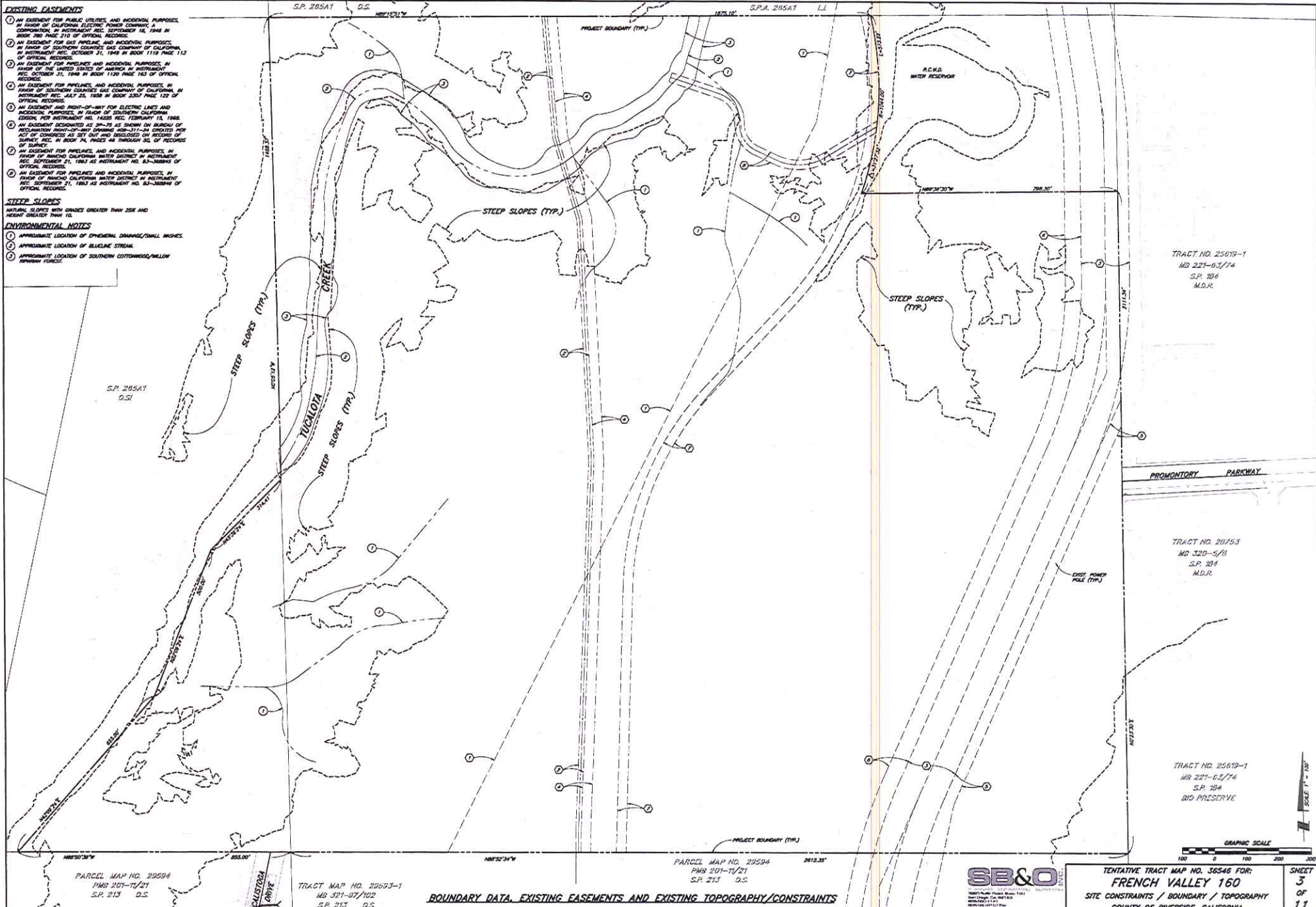
- ① AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION, IN INSTRUMENT REC. SEPTEMBER 16, 1948 IN BOOK 782 PAGE 219 OF OFFICIAL RECORDS.
- ② AN EASEMENT FOR GAS PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. OCTOBER 31, 1948 IN BOOK 1118 PAGE 113 OF OFFICIAL RECORDS.
- ③ AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. OCTOBER 31, 1948 IN BOOK 1120 PAGE 183 OF OFFICIAL RECORDS.
- ④ AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. MAY 25, 1958 IN BOOK 2307 PAGE 122 OF OFFICIAL RECORDS.
- ⑤ AN EASEMENT AND RIGHT-OF-WAY FOR ELECTRIC LINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON, FOR INSTRUMENT NO. 1428 REC. FEBRUARY 15, 1966.
- ⑥ AN EASEMENT DESIGNATED AS 24-73 AS SHOWN ON SURVEY OF REDEMPTION RIGHT-OF-WAY DRAWING 408-371-24 CREDITED FOR ACT OF CONGRESS AS SET OUT AND DISCLOSED ON RECORDS OF SURVEY, REC. IN BOOK 74, PAGE 48 THROUGH 50, OF RECORDS OF SURVEY.
- ⑦ AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF RANCHO CALIFORNIA WATER DISTRICT IN INSTRUMENT REC. SEPTEMBER 21, 1983 AS INSTRUMENT NO. 83-30886 OF OFFICIAL RECORDS.
- ⑧ AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF RANCHO CALIFORNIA WATER DISTRICT IN INSTRUMENT REC. SEPTEMBER 21, 1983 AS INSTRUMENT NO. 83-30886 OF OFFICIAL RECORDS.

**STEEP SLOPES**

NATURAL SLOPES WITH GRADIENTS GREATER THAN 25% AND HEIGHT GREATER THAN 10.

**ENVIRONMENTAL NOTES**

- ① APPROXIMATE LOCATION OF SPERMOPHYTES/SHRUB/SHALL BUSHES.
- ② APPROXIMATE LOCATION OF BLUELINE STREAM.
- ③ APPROXIMATE LOCATION OF SOUTHERN COTTONWOOD/YELLOW PINONNAY FOREST.



TRACT NO. 25079-1  
MS 221-03/74  
S.P. 294  
M.D.R.

TRACT NO. 29753  
MS 320-5/8  
S.P. 294  
M.D.R.

TRACT NO. 25079-1  
MS 221-03/74  
S.P. 294  
BIO PRESERVE

PARCEL MAP NO. 29294  
PMS 201-11/21  
S.P. 213 D.S.

TRACT MAP NO. 29293-1  
MS 321-07/102  
S.P. 213 D.S.

PARCEL MAP NO. 29294  
PMS 201-11/21  
S.P. 213 D.S.

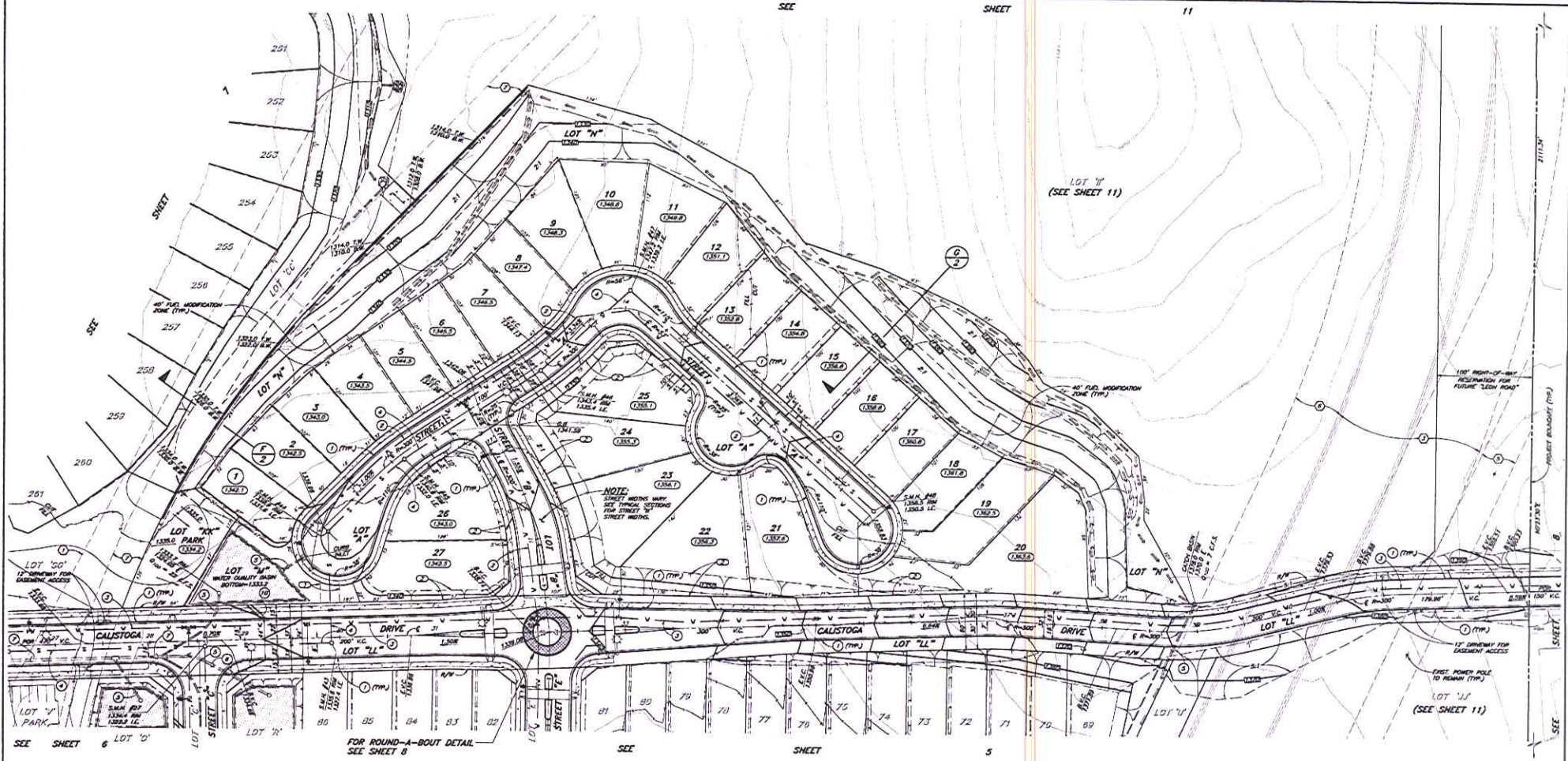
**BOUNDARY DATA, EXISTING EASEMENTS AND EXISTING TOPOGRAPHY/CONSTRAINTS**



TENTATIVE TRACT MAP NO. 36546 FOR:  
**FRENCH VALLEY 160**  
SITE CONSTRAINTS / BOUNDARY / TOPOGRAPHY  
COUNTY OF RIVERSIDE, CALIFORNIA

SHEET  
**3**  
OF  
**11**

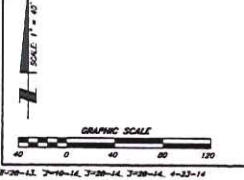




- PLAN NOTES**
- 1 4" CURB AND GUTTER
  - 2 4" P.V.C. WATER
  - 3 16" P.V.C. WATER
  - 4 4" P.V.C. SEWER
  - 5 18" A.C.P. STORM DRAIN
  - 6 24" A.C.P. STORM DRAIN
  - 7 30" A.C.P. STORM DRAIN
  - 8 REVERSE SIDEWALK UNDERDRAIN

- EXISTING EASEMENTS**
- 1 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION, BY INSTRUMENT REC. SEPTEMBER 16, 1948 IN BOOK 780 PAGE 210 OF OFFICIAL RECORDS.
  - 2 AN EASEMENT FOR PAVEMENT AND INCIDENTAL PURPOSES, IN FAVOR OF THE UNITED STATES OF AMERICA BY INSTRUMENT REC. OCTOBER 31, 1949 IN BOOK 1120 PAGE 163 OF OFFICIAL RECORDS.
  - 3 AN EASEMENT AND RIGHT-OF-WAY FOR ELECTRIC LINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHWEST CALIFORNIA Edison, PER INSTRUMENT NO. 14225 REC. FEBRUARY 10, 1988.
  - 4 AN EASEMENT DESIGNATED AS 20'-7.5' AS SHOWN BY BUREAU OF RECLAMATION RIGHT-OF-WAY DRAWING 408-311-24 CREATED FOR ACT OF CONGRESS AS SET OUT AND RECORDED ON RECORDS OF SURVEY, REC. IN BOOK 74, PAGES 48 THROUGH 50, OF RECORDS OF SURVEY.
  - 5 AN EASEMENT FOR PAVEMENT AND INCIDENTAL PURPOSES, IN FAVOR OF PACIFIC CALIFORNIA WATER DISTRICT, BY INSTRUMENT REC. SEPTEMBER 21, 1993 AS INSTRUMENT NO. 83-38843 OF OFFICIAL RECORDS.

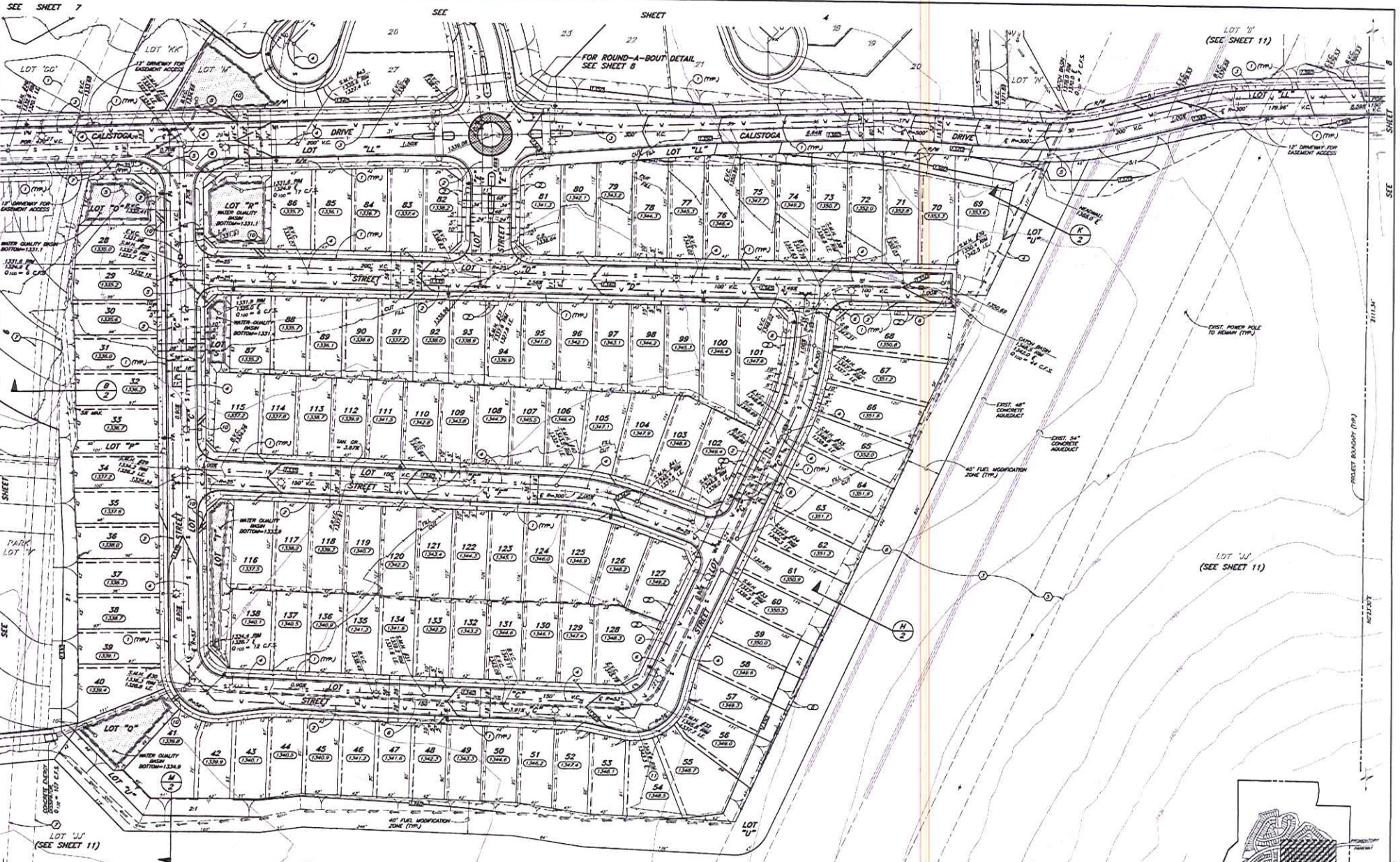
- PROPOSED EASEMENTS**
- 1 PROPOSED 20' WIDE E.A.M.D. SEWER EASEMENT.
  - 2 PROPOSED PRIVATE N.O.A. LANDSCAPE MAINTENANCE EASEMENT.



**SB&O**  
 TENTATIVE TRACT MAP NO. 36546 FOR:  
**FRENCH VALLEY 160**  
**VILLAGE I**  
 COUNTY OF RIVERSIDE, CALIFORNIA

SHEET  
 4  
 OF  
 11





SEE SHEET 7

SEE SHEET

LOT 'M' (SEE SHEET 11)

FOR ROUND-A-BOUT DETAIL SEE SHEET 8

LOT 'M' (SEE SHEET 11)

- PLAN NOTES**
- 1) 8" CURB AND GUTTER
  - 2) 8" P.V.C. WATER
  - 3) 12" P.V.C. WATER
  - 4) 8" P.V.C. SEWER
  - 5) 18" A.C.P. STORM DRAIN
  - 6) 24" A.C.P. STORM DRAIN
  - 7) 30" A.C.P. STORM DRAIN
  - 8) REVERSE SIDEWALK UNDERDRAIN
  - 9) STORM DRAIN MANHOLE
  - 10) CONCRETE TRAP CHANNEL AND 14" ACCESS ROAD PER A.C.P.C.A. CHAIN, DPTH = 2.0'
- EXISTING EASEMENTS**
- 1) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, AS COMPLETED BY INSTRUMENT REC. SEPTEMBER 18, 1948 IN BOOK 789 PAGE 216 OF OFFICIAL RECORDS.
  - 2) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF THE UNITED STATES OF AMERICA BY INSTRUMENT REC. OCTOBER 31, 1948 IN BOOK 1120 PAGE 743 OF OFFICIAL RECORDS.
  - 3) AN EASEMENT AND PROFIT-OF-WAY FOR ELECTRIC LINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA EDISON, PER INSTRUMENT NO. 1423 REC. FEBRUARY 15, 1936.
- EXISTING EASEMENTS**
- 4) AN EASEMENT DESIGNATED AS 34-75 AS SHOWN ON BUREAU OF RECLAMATION PROFIT-OF-WAY DRAWING 888-711-24 CREATED PER ACT OF CONGRESS AS SET OUT AND DISCLOSED ON RECORD OF SURVEY REC. IN BOOK 74, PAGES 46 THROUGH 61 OF RECORDS OF SURVEY.
  - 5) AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF RANCHO CALIFORNIA WATER DISTRICT BY INSTRUMENT REC. SEPTEMBER 21, 1963 AS INSTRUMENT NO. 87-28885 OF OFFICIAL RECORDS.
- PROPOSED EASEMENTS**
- 1) PROPOSED PRIVATE N.O.A. LANDSCAPE MAINTENANCE EASEMENT.
  - 2) PROPOSED 16" WIDE PUBLIC DRAINAGE EASEMENT.
  - 3) PROPOSED PRIVATE STORM DRAIN EASEMENT FOR CROSS-LOT DRAINAGE AND N.O.A. MAINTENANCE.
- GRAPHIC SCALE**
- 0 40 80 120



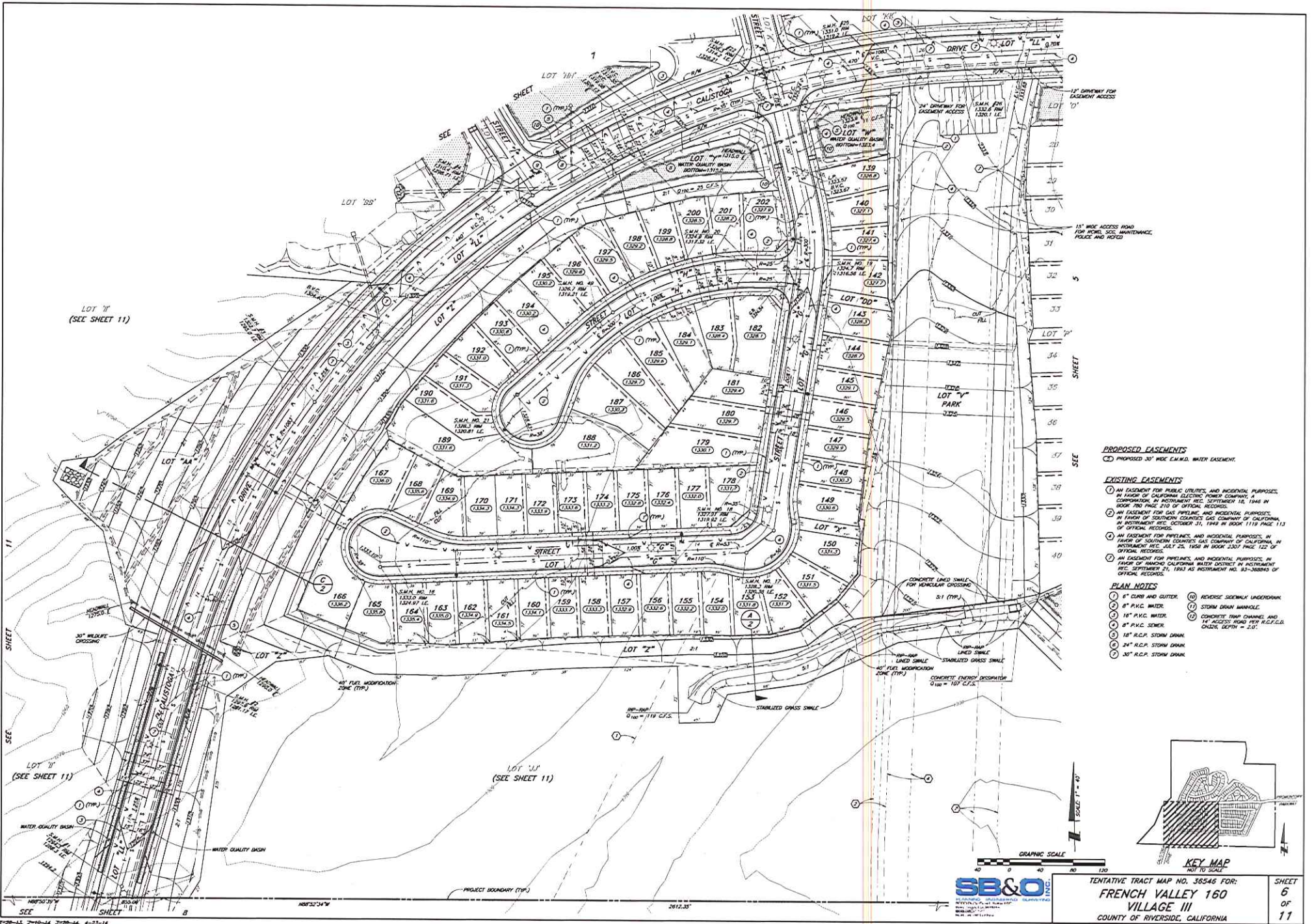
**TENTATIVE TRACT MAP NO. 36546 FOR:**  
**FRENCH VALLEY 160**  
**VILLAGE II**  
**COUNTY OF RIVERSIDE, CALIFORNIA**

**SB&O**

PREPARED BY: SB&O INC.  
1000 N. GARDEN ST., SUITE 100  
RIVERSIDE, CALIF. 92507  
PHONE: (951) 514-1100  
FAX: (951) 514-1101

**SHEET 5 OF 11**





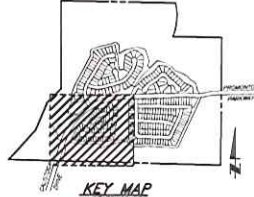
**PROPOSED EASEMENTS**  
 (C) PROPOSED 30' WIDE EARTH. WATER EASEMENT.

**EXISTING EASEMENTS**

- AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, A CORPORATION, IN INSTRUMENT REC. SEPTEMBER 10, 1948 IN BOOK 780 PAGE 210 OF OFFICIAL RECORDS.
- AN EASEMENT FOR GAS PIPING AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. OCTOBER 31, 1949 IN BOOK 1119 PAGE 113 OF OFFICIAL RECORDS.
- AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. JULY 25, 1958 IN BOOK 2507 PAGE 122 OF OFFICIAL RECORDS.
- AN EASEMENT FOR PIPELINES AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA, IN INSTRUMENT REC. SEPTEMBER 21, 1963 AS INSTRUMENT NO. 83-38864 OF OFFICIAL RECORDS.

**PLAN NOTES**

① 6" CURB AND GUTTER	⑩ REVERSE SIDEWALK UNDERDRAIN
② 8" P.V.C. WATER	⑪ STORM DRAIN MANHOLE
③ 16" P.V.C. WATER	⑫ CONCRETE MAN CHAMBER
④ 8" P.V.C. SEWER	⑬ ACCESS ROAD 15' W. R.L.P.C.D. CHAIN, DEPTH = 2.0'
⑤ 18" R.C.P. STORM DRAIN	
⑥ 24" R.C.P. STORM DRAIN	
⑦ 30" R.C.P. STORM DRAIN	



**SB&O**  
 SURVEYING, ENGINEERING & PLANNING  
 1100 N. GARDEN ST., SUITE 100  
 ANAHEIM, CA 92815  
 TEL: 714/771-1111  
 FAX: 714/771-1112

TENTATIVE TRACT MAP NO. 36546 FOR:  
**FRENCH VALLEY 160 VILLAGE III**  
 COUNTY OF RIVERSIDE, CALIFORNIA

SHEET  
 6  
 OF  
 11



**EXISTING EASEMENTS**

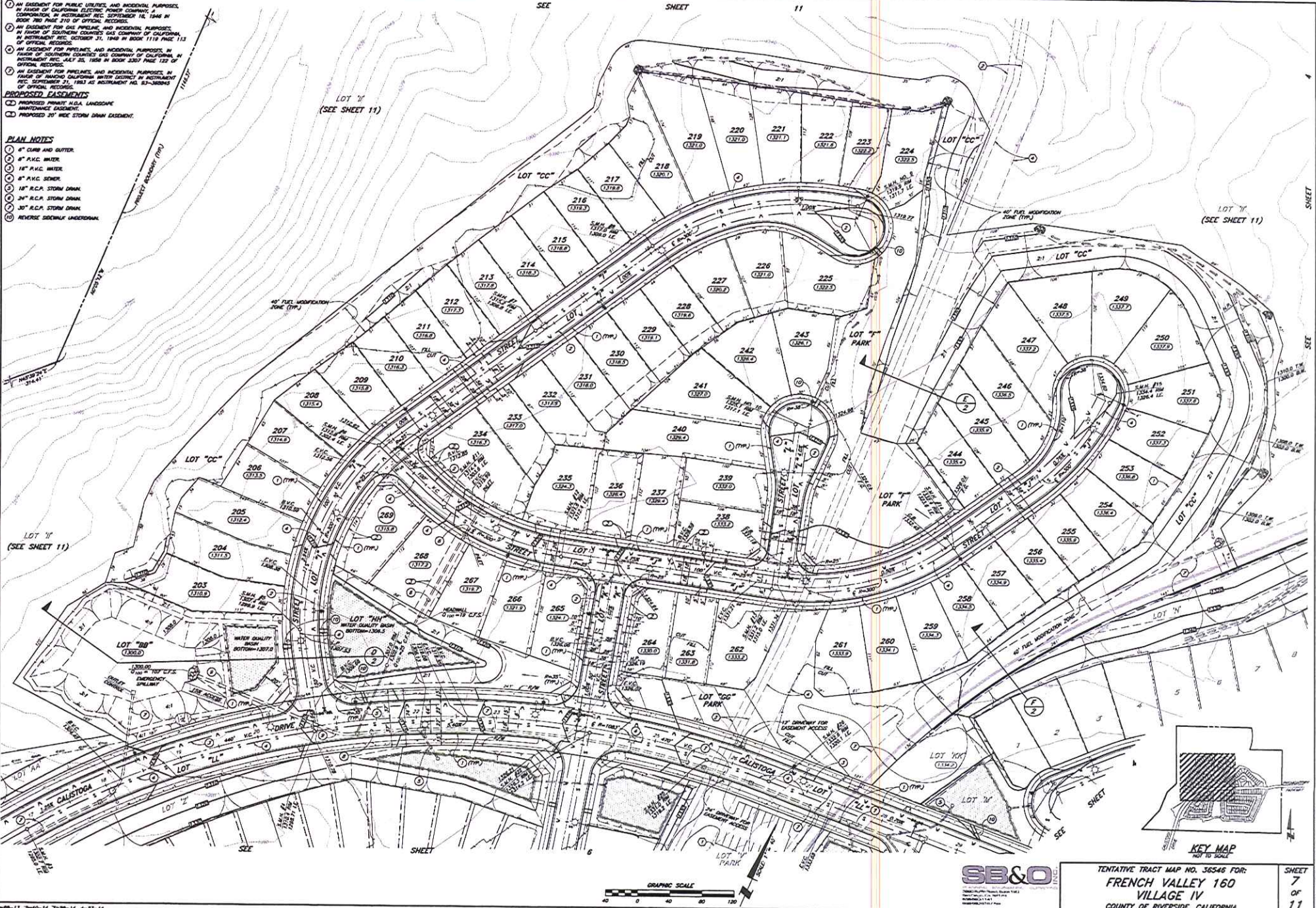
- ① AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, IN FAVOR OF CALIFORNIA ELECTRIC POWER COMPANY, COMPLETION BY INSTRUMENT REC. SEPTEMBER 16, 1946 IN BOOK 780 PAGE 370 OF OFFICIAL RECORDS.
- ② AN EASEMENT FOR GAS PIPELINE AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALGAS GAS COMPANY OF CALIFORNIA, BY INSTRUMENT REC. OCTOBER 31, 1948 IN BOOK 1119 PAGE 113 OF OFFICIAL RECORDS.
- ③ AN EASEMENT FOR PIPELINE AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALGAS GAS COMPANY OF CALIFORNIA, BY INSTRUMENT REC. MAY 25, 1958 IN BOOK 3307 PAGE 132 OF OFFICIAL RECORDS.
- ④ AN EASEMENT FOR PIPELINE AND INCIDENTAL PURPOSES, IN FAVOR OF SOUTHERN CALGAS GAS COMPANY OF CALIFORNIA, BY INSTRUMENT REC. SEPTEMBER 21, 1963 AS INSTRUMENT NO. 83-38843 OF OFFICIAL RECORDS.

**PROPOSED EASEMENTS**

- Ⓢ PROPOSED PRIVATE H.O.A. LANDSCAPE MAINTENANCE EASEMENT.
- Ⓣ PROPOSED 30" WIDE STORM DRAIN EASEMENT.

**PLAN NOTES**

- ① 4" CLMB AND GUTTER.
- ② 6" P.V.C. WATER.
- ③ 18" P.V.C. WATER.
- ④ 6" P.V.C. SEWER.
- ⑤ 18" R.C.P. STORM DRAIN.
- ⑥ 30" R.C.P. STORM DRAIN.
- ⑦ 30" R.C.P. STORM DRAIN.
- ⑧ REVERSE SIDEWALK UNDERDRAIN.

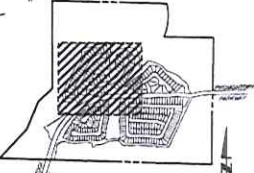


SEE SHEET 11

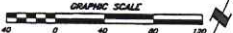
LOT "Y" (SEE SHEET 11)

LOT "Y" (SEE SHEET 11)

LOT "Y" (SEE SHEET 11)



KEY MAP NOT TO SCALE



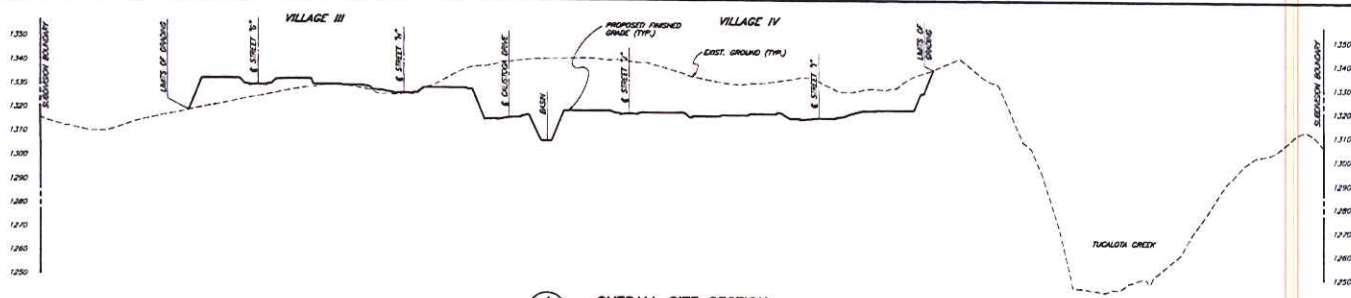
TENTATIVE TRACT MAP NO. 38546 FOR:  
**FRENCH VALLEY 160**  
**VILLAGE IV**  
 COUNTY OF RIVERSIDE, CALIFORNIA

SHEET  
**7**  
 OF  
**11**

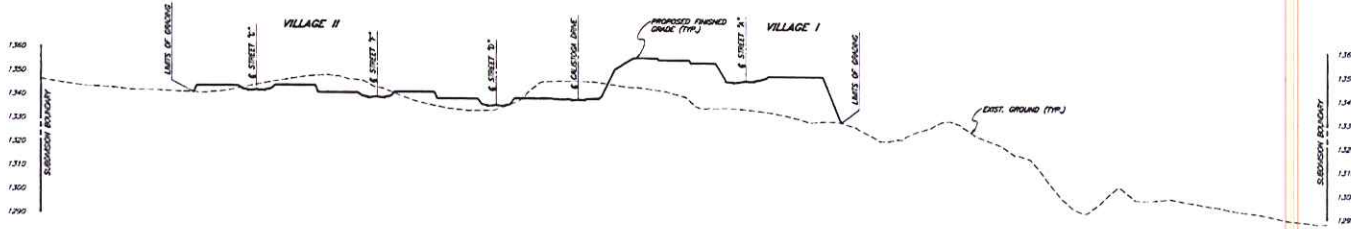




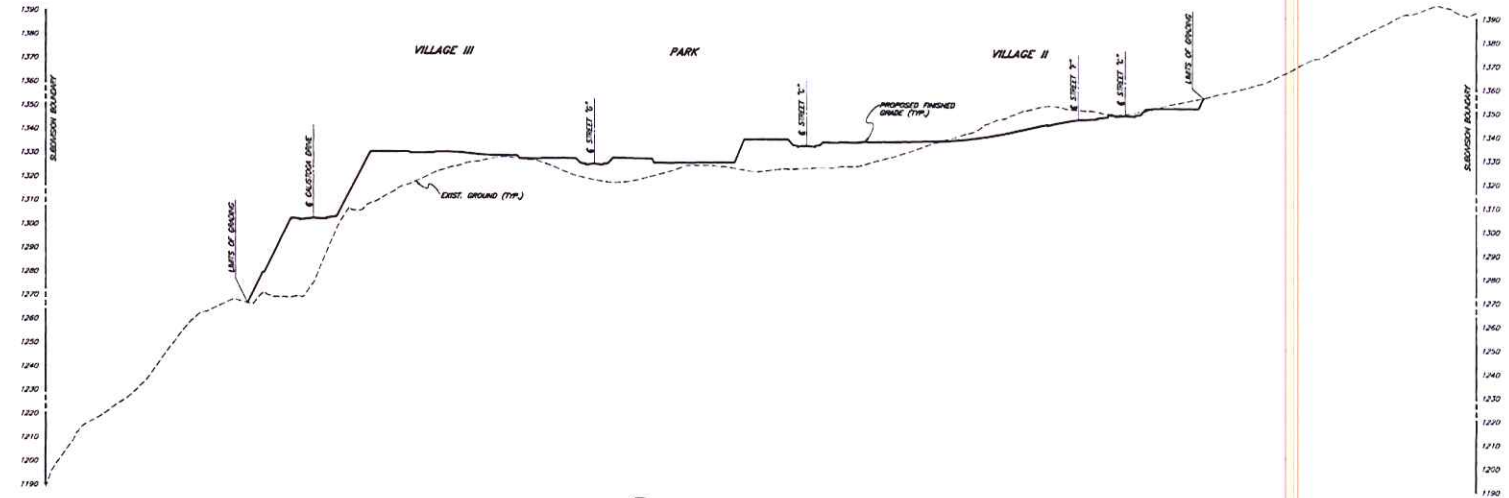




**A**  
**OVERALL SITE SECTION**  
 SCALE: 1" = 100' (H), 1" = 20' (V)



**B**  
**OVERALL SITE SECTION**  
 SCALE: 1" = 100' (H), 1" = 20' (V)



**C**  
**OVERALL SITE SECTION**  
 SCALE: 1" = 100' (H), 1" = 20' (V)



TENTATIVE TRACT MAP NO. 36546 FOR:  
**FRENCH VALLEY 160**  
 OVERALL SITE SECTIONS  
 COUNTY OF RIVERSIDE, CALIFORNIA






SHEET  
**9**  
 OF  
**11**





# FRENCH VALLEY 'ALUC NET DENSITY EXHIBIT'

TOTAL LOTS = 318  
GROSS AREA = 161.82 ACRES

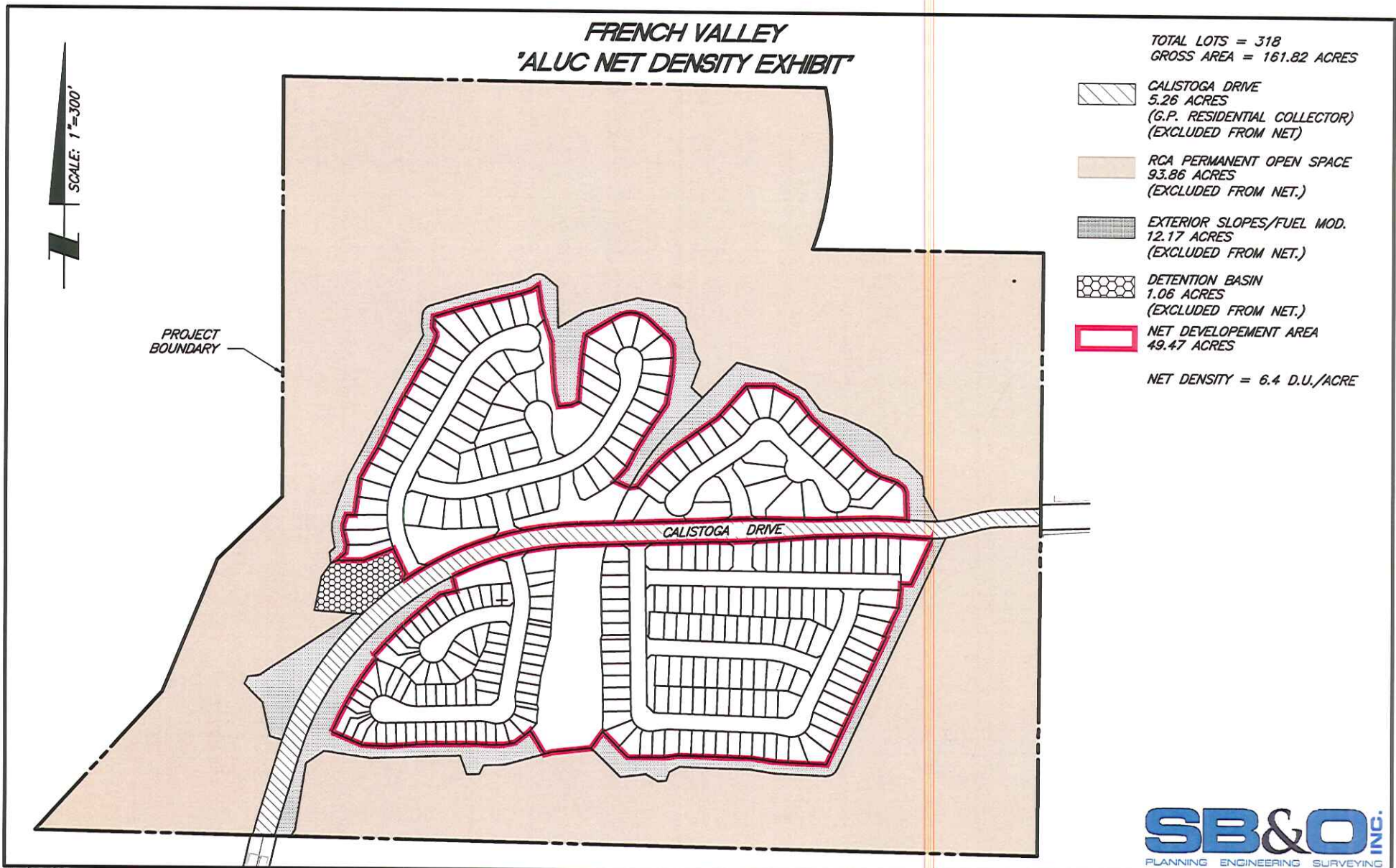
-  CALISTOGA DRIVE  
5.26 ACRES  
(G.P. RESIDENTIAL COLLECTOR)  
(EXCLUDED FROM NET)
-  RCA PERMANENT OPEN SPACE  
93.86 ACRES  
(EXCLUDED FROM NET.)
-  EXTERIOR SLOPES/FUEL MOD.  
12.17 ACRES  
(EXCLUDED FROM NET.)
-  DETENTION BASIN  
1.06 ACRES  
(EXCLUDED FROM NET.)
-  NET DEVELOPEMENT AREA  
49.47 ACRES

NET DENSITY = 6.4 D.U./ACRE

PROJECT  
BOUNDARY

CALISTOGA DRIVE

SCALE: 1"=300'



# Section I - Executive Summary





3. Project Description

SP 265, A1 proposes a combination of business park, light industrial, commercial office, commercial retail, residential, recreational and open space uses. Table I-1, *SP 265, A1 Specific Plan Land Use Summary*, below, describes the non-residential and residential land uses proposed in SP 265. A1.

**Table I-1  
SP 265, A1 Specific Plan Land Use Summary**

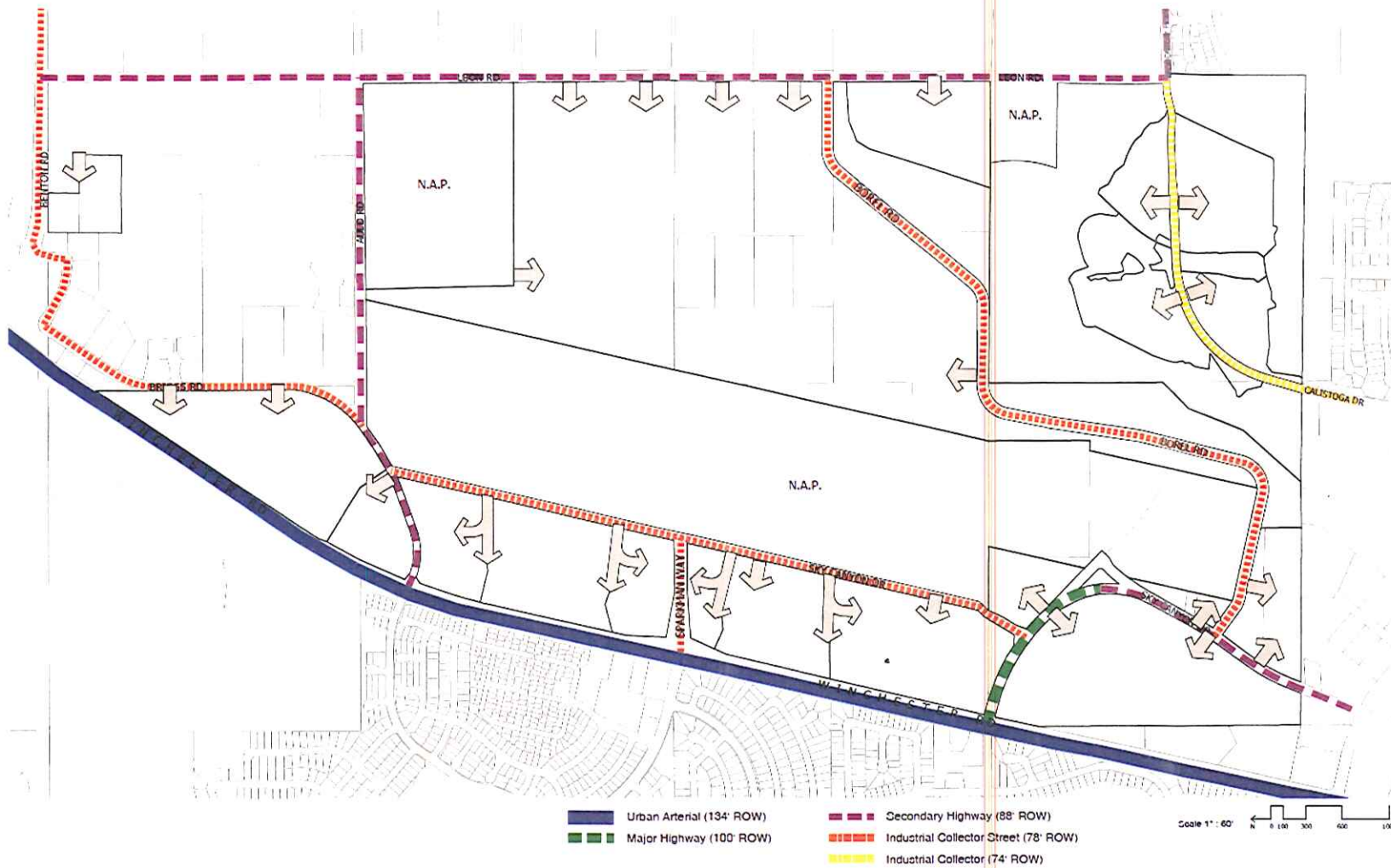
Land Use	Acres	Target Density	Target Dwelling Units	Project Density Range
<b>NON-RESIDENTIAL</b>				
Business Park – PA1	36.0	--	--	--
Business Park – PA2	207.1	--	--	--
Light Industrial – PA3	7.4	--	--	--
Light Industrial – PA4	7.9	--	--	--
Light Industrial – PA5	16.2	--	--	--
Light Industrial – PA6	2.8	--	--	--
Light Industrial – PA7	13.1	--	--	--
Commercial Office – PA8	18.3	--	--	--
Commercial Office – PA9	45.9	--	--	--
Commercial Retail – PA10	21.4	--	--	--
Commercial Office – PA11	22.6	--	--	--
Commercial Retail – PA12	15.3	--	--	--
Commercial Retail – PA13	28.7	--	--	--
Open Space – PA 18	19.7	--	--	--
Open Space – Conservation – PA19	67.7	--	--	--
Open Space – PA 20	17.4	--	--	--
Open Space – Conservation – PA21	26.6	--	--	--
Open Space- Recreation- Park-- PA 22	4.9	--	--	--
Public Facilities - MWD PA23	2.4	--	--	--
Circulation	77.8	--	--	--
<b>Non - Residential Subtotals</b>	<b>659.2</b>	<b>--</b>	<b>--</b>	<b>--</b>
<b>Residential</b>				
Medium Density Residential – PA14 <sup>1</sup> <i>2-5 dwelling units per acre</i>	8.7	3.1	27	17-44
Medium High Density Residential – PA15 <sup>1,2</sup> <i>5-8 dwelling units per acre</i>	18.5	6.0	111	93-148
Medium High Density Residential – PA16 <sup>1</sup> <i>5-8 dwelling units per acre</i>	10.5	6.1	64	53-84
Medium Density Residential – PA17 <sup>1</sup> <i>2-5 dwelling units per acre</i>	20.0	3.4	67	40-100
<b>Residential Subtotals</b>	<b>57.7</b>	<b>4.7</b>	<b>269</b>	<b>N/A</b>
<b>Project Totals</b>	<b>716.9</b>	<b>0.38</b>	<b>269</b>	<b>N/A</b>

<sup>1</sup> Acreages are gross and the net acreage will be at least 5 dwelling units/acre.

<sup>2</sup> Planning Area 15 will be the first recorded residential Planning Area.

**Business Park/Industrial**

Under SP 265, A1, Planning Areas 1 and 2 are designated Business Park, Planning Areas 3 through 7 are designated Light Industrial. These Planning Areas were designated Industrial





## H. Planning Areas 14 & 17: Medium Density Residential, 2-5 du/ac, Planning Area 15 & 16: Medium High Density Residential, 5-8 du/ac

### 1. Descriptive Summary

Planning Areas 14 through 17 (PA14, PA15, PA16 and PA17), as shown on Figure III-8, *Planning Areas 14-17*, provide for the development of 57.7 acres with a target of 269 dwelling units (density range of 3.1 to 6.1 units). PA 14 is approximately 8.7 acres, PA 15 is approximately 18.5 acres, PA 16 is approximately 10.5 acres and PA 17 is approximately 20.0 acres. PA's 14-17 are located in the southeastern/central portion of SP 265, A1.

Primary and secondary vehicular access to PA's 14-17 shall be provided from Calistoga Drive and Promontory Parkway, as well as Streets "B", "C", "E", "G", "I", and "K".

Primary pedestrian access to and from PA's 14-17 are provided from sidewalks located along adjacent to the streets.

A 4.9 acre neighborhood park shall be provided in PA 22, which is located between PA14 and PA15, as depicted on Figure IV-77, *Neighborhood Park Plan*. This Park, at a minimum, shall include the following:

- A tot lot,
- Restroom facilities,
- Parking lot,
- Shaded picnic areas,
- Dog parks (one for large dogs, one for small dogs), and
- Open turf areas.

It is the intent of the neighborhood park to provide both recreational opportunities to all residents of SP 265, A1, as well as alternative pedestrian linkages throughout the community; connecting to the open space areas both on – and off-site.

### 2. Land Use and Development Standards

Refer to Ordinance No. 348.\_\_\_\_\_. (See Specific Plan Zoning Ordinance in Section V).

### 3. Planning Standards

- a. Water quality basins or swales shall be designed as buffers between adjacent neighborhoods, when possible.
- b. Vehicular roadways shall be planned as illustrated in Figure II-1, *Vehicular Circulation Plan*. All internal local and private roadways shall be approved by the Riverside County Fire Department at the tentative map stage of development.
- c. Landscape design is depicted in Figure IV-41, *Residential Landscape Concept*.
- d. As illustrated on Figure II-3, *Residential Non-Vehicular Circulation Plan*, a comprehensive trail system is planned within PA's 14-17, connecting the residential neighborhood to one another, as well as to the Neighborhood Park. There are two types of pedestrian pathways – a D.G. pathway and sidewalks. The D.G. Park pathway connects the three (3) separate,

yet cohesively planned Park areas, adjacent residential Planning Areas, as well as the Open Space – Conservation Areas in PA's 19 and 21. The pathway will be a minimum of 8 feet in width as depicted on Figure II-4, *Residential Trail Cross Section* and Figure IV-80, *Typical Residential Park Trail Section*. Sidewalks are provided along all roadways. The sidewalks will be a minimum of 5 feet in width.

- e. Trail monumentation will be provided as depicted in Figure IV-56, *Residential Park and Trail Monumentation*.
- f. Roadway landscape treatments and parkway configurations planned along Calistoga Drive are shown in Figures IV-65a through 65c, *Calistoga Drive Streetscape*.
- g. Roadway landscape treatments and parkway configurations planned along Neighborhood Entries are shown in Figure IV-69, *Residential Neighborhood Entries Streetscape*.
- h. Roadway landscape treatments and parkway configurations planned along Promontory Parkway are shown in Figure IV-66, *Promontory Parkway Streetscape*.
- i. Roadway landscape treatments and parkway configurations planned along the Calistoga Drive Roundabout are shown in Figure IV-68, *Calistoga Drive Roundabout Streetscape*.
- j. Roadway landscape treatments and parkway configurations planned along internal streets are shown in Figure IV-67, *Local Street Streetscape*.
- k. Roadway landscape treatments cul-de-sac configurations planned along internal streets are shown in Figure IV-71, *Cul-de-sac Streetscape*. Open cul-de-sac design shall be encouraged where feasible to allow for convenient pedestrian access to adjacent sidewalks and trails.
- l. Roadway landscape treatments and parkway configurations planned along Street "A" Knuckle are shown in Figure IV-70, *Street "A" Knuckle Streetscape*.
- m. Neighborhood entry monumentation will be provided as illustrated in Figure IV-55, *Residential Entry Monumentation*.
- n. The interface between PA's 14 and 17 and PA19 is depicted in Figure IV-72, *PA14 Medium Density Residential - PA19 Open Space-Conservation Edge Condition* and Figure IV-76, *PA17 Medium Density Residential - PA19 Open Space-Conservation Edge Condition*.
- o. The interface between PA's 15 and 16 and PA21 is depicted in Figure IV-74, *PA15 Medium High Density Residential – PA21 Open Space-Conservation Edge Condition* and Figure IV-75, *PA16 Medium High Density Residential – PA21 Open Space-Conservation Edge Condition*.
- p. The interface between PA's 15 and 16 and PA22 is depicted in Figure IV-73, *PA15 Medium High Density Residential, PA16 Medium High Density Residential - PA22 Park Section/Edge Condition*.
- q. The adjacent Neighborhood Park located within PA22 is shown on Figure IV-78, *Neighborhood Park Plan*.



- r. There will be three (3) access points to Park A from the adjacent residential neighborhoods. Two (2) access points shall be provided from PA16 Medium High Density Residential and one (1) access point shall be provided from PA15 Medium High Density Residential, as depicted on Figure IV-79, *Residential Park A – Access Sections*.
- s. Walls and fencing located within SP 265, A1 shall be constructed as delineated in Figure IV-81, *Residential Wall and Fence Plan*, and Figure IV-85, *Residential Wall and Fence Elevations*.
- t. Refer to Section IV, *Design Guidelines*, for other related design criteria.
- u. Refer to Section II, *Specific Plan*, for the following standards that apply community -wide:

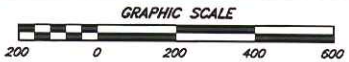
II.A:	Land Use Plan	II.F:	Grading Plan
II.B:	Circulation Plan	II.G:	Master Phasing Plan
II.C:	Drainage Plan	II.H:	Maintenance Plan
II.D:	Master Sewer and Water Plan	II.I:	Energy Efficiency
II.E:	Open Space Plan and Other Uses		



PLANNING AREAS 14 & 17: MEDIUM DENSITY RESIDENTIAL, 2-5 DU/AC AND PLANNING AREAS 15 & 16: MEDIUM HIGH DENSITY RESIDENTIAL 5-8 DU/AC - FIGURE III-8

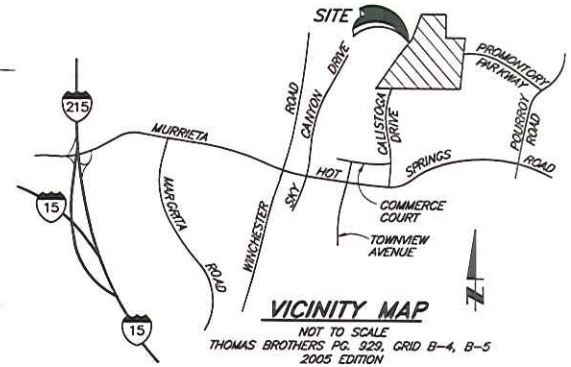
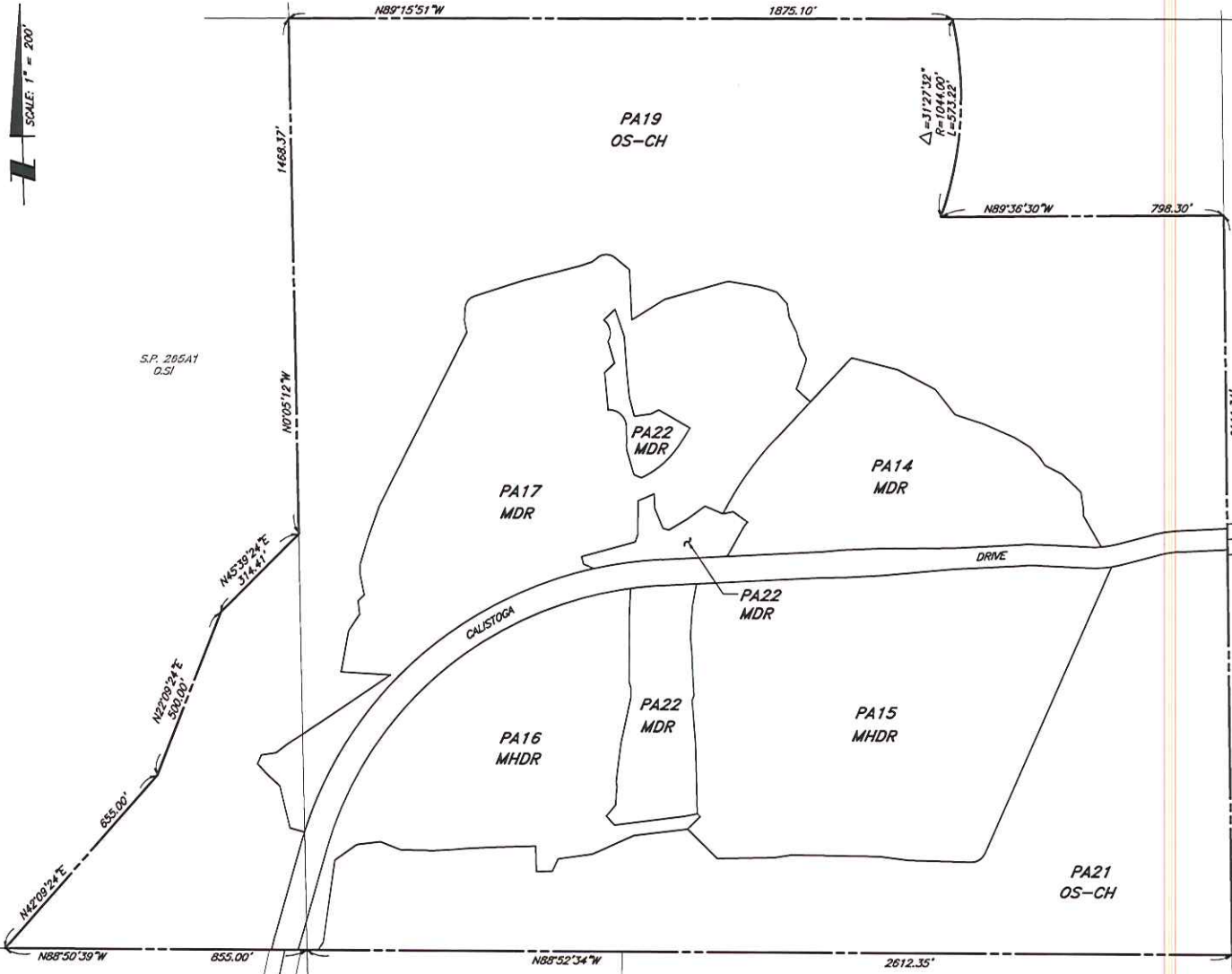


# CHANGE OF ZONE NO. CZ7806



S.P.A. 265A1 O.S.

S.P.A. 265A1 L.I.



## GENERAL NOTES

1. **LEGAL DESCRIPTION**  
 PORTION OF GOVERNMENT LOT 2 IN THE NORTHWEST QUARTER OF FRACTIONAL SECTION 18, AND A PORTION OF THE NORTHEAST QUARTER OF SECTION 18, IN TOWNSHIP 7 SOUTH, RANGE 2 WEST, SAN BERNARDINO BASE AND MERIDIAN, ACCORDING TO THE OFFICIAL PLAT THEREOF.
2. **TOTAL ORIGINAL ACREAGE**  
 TOTAL GROSS/NET AREA: 161.665 AC.
3. **EXISTING ZONING**  
 BOREL AIRPORT SPECIFIC PLAN, SP 265 S2.
4. **PROPOSED ZONING**  
 BOREL AIRPORT SPECIFIC PLAN, SP 265 A1.
5. **EXISTING LAND USE DESIGNATION**  
 LI, CR, OS-C
6. **PROPOSED LAND USE DESIGNATION**  
 MDR, MHDR, OS-CH
7. **METHOD OF SEWAGE DISPOSAL**  
 PUBLIC SEWER
8. **UTILITIES**  
 WATER: EASTERN MUNICIPAL WATER DISTRICT  
 SEWER: EASTERN MUNICIPAL WATER DISTRICT  
 GAS: THE GAS COMPANY  
 ELECTRIC: SOUTHERN CALIFORNIA EDISON.  
 TELEPHONE: VERIZON.
9. **SCHOOL DISTRICT**  
 TEMECULA VALLEY UNIFIED SCHOOL DISTRICT
10. **ASSESSOR'S PARCEL NO.'S**  
 957-320-005, 957-320-006
11. **2005 THOMAS BROTHERS' GUIDE**  
 PG. 929, GRID B-4, B-5
12. **PREPARED DATE**  
 AUGUST 2013
13. **SPECIFIC PLAN**  
 BOREL AIRPORT SPECIFIC PLAN, SP 265 A1.
14. **FEMA FLOOD PLAIN**  
 ZONE X. AREA OUTSIDE OF 500-YEAR FLOODPLAIN.

**APPLICANT** CORNERSTONE COMMUNITIES  
 4365 EXECUTIVE DRIVE, SUITE 600  
 SAN DIEGO, CALIFORNIA 92121  
 (659) 458-9700

**OWNER** AGAT REAL ESTATE, INC.  
 C/O COMMERCIAL LOAN SERVICING  
 11350 MCCORMACK ROAD, SUITE 200  
 HUNT VALLEY, MD 21031

## FRENCH VALLEY 160

PARCEL MAP NO. 20504  
 PMB 201-11/21  
 S.P. 213 O.S.

TRACT MAP NO. 20593-1  
 MB 321-97/102  
 S.P. 213 O.S.

PARCEL MAP NO. 20504  
 PMB 201-11/21  
 S.P. 213 O.S.

NO.	DATE	REVISIONS

**SB&O INC.**  
 PLANNING ENGINEERING SURVEYING  
 3090 Puff n Flood, Suite 120  
 San Diego, Ca. 92123  
 659-563-1144  
 659-593-0157 FAX

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCURATE SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO PERFORM SUCH WORK. ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

1 ORDINANCE NO. 348. \_\_\_\_

2 AN ORDINANCE OF THE COUNTY OF RIVERSIDE AMENDING

3 ORDINANCE NO. 348 RELATING TO ZONING

4  
5 The Board of Supervisors of the County of Riverside Ordains as follows:

6 Section 1. Section XXX of Ordinance No. 348, and Official Zoning Plan Map No. XXX, as  
7 amended, are further amended by placing in effect in the Rancho California Area the zone or zones  
8 as shown on the map entitled "Change of Official Zoning Plan Amending Ordinance No. 348 Map  
9 No. XXX, Change of Zone Case No. 07806," which map is made a part of this ordinance.

10 Section 2. Article XVIIa of Ordinance No. 348 is amended by adding thereto a new  
11 Section XXX to read as follows:

12 "Section XXX SP ZONE REQUIREMENTS AND STANDARDS FOR SPECIFIC PLAN NO.  
13 265.

14 a. Planning Area 1.

Comment [RB1]: Zones A (silver), C, B2

15 (l) The uses permitted in ~~those portions of~~ Planning Area 1 of Specific Plan No. 265 ~~not~~  
16 ~~within an agricultural preserve or under a Williamson Act contract~~ shall be the same as those uses  
17 permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses permitted pursuant  
18 to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.; h) 1., 2., 7. and 8.; i)  
19 1. and 2.; k) 2., 4., 5., 6., 7. and 8; m) 1., 4. and 9.; Section 11.2.b. (2) c), i), k), l), m) o), s), t), u), v),  
20 w), x) ~~and y), and z)~~; Section 11.2.c. 2), 3), 6), 7), 8), 9), 10), 11), 13), 14), 15), 16) and 17); and  
21 Section 11.2.e. shall not be permitted. In addition, the permitted uses identified under section 11.2.b.  
22 of Ordinance 348 shall also include telephone exchanges and switching equipment, post offices, fire  
23 and police stations, water and gas company service facilities, parcel delivery services, and golf  
24 courses and driving ranges. ~~The uses permitted in those portions of Planning Area 1 of Specific Plan~~  
25 ~~No. 265 that are within an agricultural preserve or under a Williamson Act contract shall be the same~~  
26 ~~as those uses permitted in Article XIII, Section 13.1 of Ordinance No. 348. Upon expiration of the~~  
27 ~~Williamson Act contract and total diminishment of the agricultural preserve within Planning Area 1~~  
28 ~~of Specific Plan No. 265, all uses permitted in Planning Area 1 shall be the same as those uses~~



1 permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses permitted pursuant  
2 to Section I 1.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) l. and 5.; h. (1), (2), (7) and  
3 (8); i. (1) and (2); k. (2), (4), (5), (6), (7) and (8); m. (1), (4) and (9); Section 11.2.b. (2), c., i., k., l.,  
4 o., s., t., u., v., w., x and y.; Section 11.2.c. (2), (3), (6), (7), (8), (9), (10), (11), (13), (14), (15),

5 (16) and (17); and Section 11.2.e. shall not be permitted. In addition, the permitted uses identified  
6 under Section 11.2.b. of Ordinance No. 348 shall also include telephone exchanges and switching  
7 equipment, post offices, fire and police stations, water and gas company service facilities, parcel  
8 delivery services, and golf courses and driving ranges.

9 (2) The development standards for those portions of Planning Area 1 of Specific Plan  
10 No. 265 not within an agricultural preserve or under Williamson Act contract shall be the same as  
11 those standards identified in Article XI, Section II.4 of Ordinance No. 348 except that the  
12 development standard set forth in Article XI, Section II.4.a. shall be deleted and replaced by the  
13 following:

14 A. The minimum lot size shall be twenty thousand (20,000) square feet with a  
15 minimum average width of seventy-five feet (75 ').

16 The development standards for those portions of Planning Area 1 of Specific Plan  
17 No. 265 that are within an agricultural preserve or under a Williamson Act contract shall be  
18 the same as those standards identified in Article XIII, Section 13.2 of Ordinance No. 348  
19 except that the development standard set forth in Article XIII, Section 13.2.a. shall be deleted  
20 and replaced by the following:

21 AA. Lot size shall not be less than ten (10) acres, with a minimum average lot width  
22 of two hundred feet (200') and minimum average lot depth of five hundred feet (500').

23 Upon expiration of the Williamson Act contract and total diminishment of the  
24 agricultural preserve within Planning Area 1 of Specific Plan No. 265, all development  
25 standards for Planning Area 1 shall be the same as those standards identified in Article XI,  
26 Section 11.4 of Ordinance No. 348 except that the development standard set forth in Article  
27 XI, Section II.4.a. shall be deleted and replaced by the following:

**Comment [RB2]:** If PA 1 is being revised as shown to remove the provision of areas within AG preserves, then this is duplicative and should be consolidated. Comments are based on the assumption the first portion will be preserved and the second portion deleted.

1 AAA. The minimum lot size shall be twenty thousand (20,000) square feet with a  
2 minimum average width of seventy-five feet (75 ').

3 (3) Except as provided above, all other zoning requirements for ~~those portions of~~  
4 Planning Area 1 of Specific Plan No. 265 ~~not within an agricultural preserve or under Williamson~~  
5 ~~Act contract~~ shall be the same as those requirements identified in Article XI of Ordinance No. 348.  
6 ~~Except as provided above, all other zoning requirements for those portions of Planning Area 1 of~~  
7 ~~Specific Plan No. 265 that are within an agricultural preserve or under Williamson Act contract shall~~  
8 ~~be the same as those requirements identified in Article XIII of Ordinance No. 348. Upon expiration~~  
9 ~~of the Williamson Act contract and total diminishment of the agricultural preserve within Planning~~  
10 ~~Area 1 of Specific Plan No. 265, all other zoning requirements shall be the same as those~~  
11 ~~requirements identified in Article XI of Ordinance No. 348.~~

12 b. Planning Area 2.

Comment [RB3]: Zones B2, D

13 (1) The uses permitted in ~~those portions~~ Planning Area 2 of Specific Plan No. 265 ~~not within an~~  
14 ~~agricultural preserve or under a Williamson Act contract~~ shall be the same as those uses permitted in  
15 Article XI, Section 11.2 of Ordinance No. 348, except that the uses permitted pursuant to Section 11.2.b.  
16 (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.; h) 1., 2., 7. and 8.; i) 1. and 2.; k) 2., 4.,  
17 5., 6., 7. and 8.; m) 1., 2. and 9.; Section 11.2.b. (2) c), i), k), l), m), o), s), t), u), v), w), x) ~~and y), and z~~;  
18 Section 11.2.c. (2), (3), (6), (7); (8), (9), (10), (11), (13), (14), (15), (16) and (17); and Section 11.2.e.  
19 shall not be permitted. In addition, the permitted uses identified under section 11.2.b. of Ordinance 348  
20 shall also include aircraft taxiways, telephone exchanges and switching equipment, post offices, fire and  
21 police stations, water and gas company service facilities, parcel delivery services, and golf courses and  
22 driving ranges. ~~The uses permitted in those portions of Planning Area 2 of Specific Plan No. 265 that are~~  
23 ~~within an agricultural preserve or under a Williamson Act contract shall be the same as those uses~~  
24 ~~permitted in Article XIII, Section 13.1 of Ordinance No. 348. Upon expiration of the Williamson Act~~  
25 ~~contract and total diminishment of the agricultural preserve within Planning Area 2 of Specific Plan No.~~  
26 ~~265, all uses permitted in Planning Area 2 shall be the same as those uses permitted in Article XI, Section~~  
27 ~~11.2 of Ordinance No. 348, except that the uses permitted pursuant to Section 11.2.b. (1) c) 1. through 4.~~  
28 ~~and 6.; d) 1. through 4.; f) 1.; g) 1. And 5.; h) 1., 2., 7. and 8.; i) 1. and 2.; k) 2., 4., 5., 6., 7. and 8.; m) 1.,~~  
29 ~~4. and~~



1 9.; Section 11.2.b. (2), c), i), k), l), o), s), t), u), v), w), x) and y); Section 11.2.c. 2., 3., 6., 7., 8., 9., 10.,  
2 11., 13., 14., 15., 16. And 17.; and Section 11.2.e. shall not be permitted. In addition, the permitted uses  
3 identified under Section 11.2.b. of Ordinance No. 348 shall also include aircraft taxiways, telephone  
4 exchanges and switching equipment, post offices, fire and police stations, water and gas company service  
5 facilities, parcel delivery services, and golf courses and driving range.

6 (2) The development standards for ~~those portions of~~ Planning Area 2 of Specific Plan  
7 No. 265 ~~not within an agricultural preserve or under Williamson Act contract~~ shall be the same as those  
8 standards identified in Article XI, Section 11.4 of Ordinance No. 348 except that the development  
9 standard set forth in Article XI, Section 11.4.a. shall be deleted and replaced by the following:

10 A. The minimum lot size shall be twenty thousand (20,000) square feet with a minimum  
11 average width of seventy-five feet (75 ').

12 ~~The development standards for those portions of Planning Area 2 of Specific Plan No.~~  
13 ~~265 that are within an agricultural preserve or under the Williamson Act contract shall be the~~  
14 ~~same as those standards identified in Article XIII, Section 13.2 of Ordinance No. 348 except that~~  
15 ~~the development standards set forth in Article XIII, Section 13.2.a. shall be deleted and replaced~~  
16 ~~by the following:~~

17 ~~AA. Lot size shall not be less than ten (10) acres, with a minimum average lot width of~~  
18 ~~two hundred feet (200') and minimum average lot depth of five hundred feet (500').~~

19 ~~Upon expiration of the Williamson Act contract and total diminishment of the~~  
20 ~~agricultural preserve within Planning Area 2 of Specific Plan No. 265, all development standards~~  
21 ~~for Planning Area 2 shall be the same as those standards identified in Article XI, Section 11.4 of~~  
22 ~~Ordinance No. 348 except that the development standard set forth in Article XI, Section 11.4.a.~~  
23 ~~shall be deleted and replaced by the following:~~

24 ~~AAA. The minimum lot size shall be twenty thousand (20,000) square feet with a~~  
25 ~~minimum average width of seventy-five feet (75 ').~~

26 (3) Except as provided above, all other zoning requirements for ~~those portions of~~ Planning Area 2  
27 of Specific Plan No. 265 ~~not within and agricultural preserve or under Williamson Act contract~~ shall be

1 the same as those requirements identified in Article XI of Ordinance No. 348. ~~Except as provided above,~~  
2 ~~all other zoning requirements for those portions of Planning Area 2 of Specific Plan No. 265 that are~~  
3 ~~within an agricultural preserve or under Williamson Act contract shall be the same as those requirements~~  
4 ~~identified in Article XIII of Ordinance No. 348. Upon expiration of the Williamson Act contract and total~~  
5 ~~diminishment of the agricultural preserve within Planning Area 2 of Specific Plan No. 265, all other~~  
6 ~~zoning requirements shall be the same as those requirements identified in Article XI of Ordinance No.~~  
7 ~~348.~~

8 c. Planning Areas 3, 4, 6, and 7.

9 (1) The uses permitted in Planning Areas 3, 4, 6, and 7 of Specific Plan No. 265 shall be the  
10 same as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except that the uses  
11 permitted pursuant to Section 11.2.b. (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.; h)  
12 1. through 9.; i) 1., 2. and 5.; k) 1. Through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), c), i), k), l), m,  
13 o), s), t), u), v), w), x) ~~and y), and z)~~; Section 11.2.c. (2), (3), (6) and (17); and Section 11.2.e. shall  
14 not be permitted. Section 11.2.b. (6) shall also allow fertilizer production organic. Section 11.2.c.  
15 (14) shall also allow green waste.

16 (2) The development standards for Planning Areas 3, 4, 6, and 7 of Specific Plan No. 265  
17 shall be the same as those standards identified in Article XI, Section 11.4 of Ordinance No. 348.

18 (3) Except as provided above, all other zoning requirements shall be the same as those  
19 requirements in Article XI of Ordinance No. 348.

20 c. Planning Area 5.

21 (1) The uses permitted in ~~those portions of Planning Area 5 of Specific Plan No. 265 not within~~  
22 ~~an agricultural preserve or under a Williamson Act contract~~ shall be the same as those uses permitted in  
23 Article XI, Section 11.2 of Ordinance No. 348, except that the uses permitted pursuant to section 11.2.b.  
24 (1) c) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1. and 5.; h) 1., through 9.; i) 1., 2. and 5.; k) 1.  
25 through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), c), i), k), l), o), s), t), u), v), w), x) and y); Section 11.2.c.  
26 (2), (3), (6) through (17); and Section 11.2.e. shall not be permitted. ~~The uses permitted in those portions~~  
27 ~~of Planning Area 5 of Specific Plan No. 265 that are within an agricultural preserve or under a~~  
28 ~~Williamson Act contract shall be the same as those uses permitted in Article XIII, Section 13.1 of~~

29

- Comment [RB4]: B1, C
- Comment [RB5]: B2
- Comment [RB6]: B1
- Comment [RB7]: B1

- Comment [RB8]: D



1 Ordinance No. 348. Upon expiration of the Williamson Act contract and total diminishment of  
2 the agricultural preserve within Planning Area 5 of Specific Plan No. 265, all uses permitted in Planning  
3 Area 5 shall be the same as those uses permitted in Article XI, Section 11.2 of Ordinance No. 348, except  
4 that the uses permitted pursuant to Section 11.2.b. (1) e) 1. through 4. and 6.; d) 1. through 4.; f) 1.; g) 1.  
5 and 5.; h) 1. through 9.; i) 1., 2. and 5.; k) 1. through 8.; m) 1., 4. and 9.; Section 11.2.b. (2), e), i), k), l),  
6 o), s), t), u), v), w), x) and y); Section 11.2.e. (2), (3), (6) through (17); and Section 11.2.e. shall not be  
7 permitted.

8 (2) The development standards for those portions of Planning Area 5 of Specific Plan No. 265 not  
9 within an agricultural preserve or under Williamson Act contract shall be the same as those standards  
10 identified in Article XI, Section 11.4 of Ordinance No. 348. The development standards for those portions  
11 of Planning Area 5 of Specific Plan No. 265 that are within an agricultural preserve or under a  
12 Williamson Act contract shall be the same as those standards identified in Article XIII, Section 13.2 of  
13 Ordinance No. 348 except that the development standard set forth in Article XIII, Section 13.2.a. shall be  
14 deleted and replaced by the following:

15 A Lot size shall not be less than ten (10) acres, with a minimum average lot width of two  
16 hundred feet (200') and minimum average lot depth of five hundred feet (500').

17 Upon expiration of the Williamson Act contract and total diminishment of the  
18 agricultural preserve within Planning Areas Area 5 of Specific Plan No. 265, all development  
19 standards for Planning Area 5 shall be the same as those standards identified in Article XI,  
20 Section 11.4 of Ordinance No. 348.

21 (3) Except as provided above, all other zoning requirements for those portions of Planning Area 5  
22 of Specific Plan No. 265 not within an agricultural preserve or under Williamson Act contract shall be  
23 the same as those requirements identified in Article XI of Ordinance No. 348. Except as provided above,  
24 all other zoning requirements for those portions of Planning Area 5 of Specific Plan No. 265 that are  
25 within an agricultural preserve or under Williamson Act contract shall be the same as those requirements  
26 identified in Article XIII of Ordinance No. 348. Upon expiration of the Williamson Act contract and total  
27 diminishment of the agricultural preserve within Planning Area 5 of Specific Plan No. 265, all other  
28 zoning requirements shall be the same as those requirements identified in Article XI of Ordinance No.

1 348.

2 c. Planning Area 8.

Comment [RB9]: B2, D

3 (1) The uses permitted in Planning Area 8 of Specific Plan No. 265 shall be the same as those  
4 permitted in Article IXd, Section 9.72 of Ordinance No. 348 except that the uses permitted pursuant to  
5 Section 9.72.a.(2), (9) and (10) and Section 9.72.b. (4) shall not be permitted. In addition, the permitted  
6 uses identified under Section 9.72.a. shall include laboratories including film, dental, medical, research or  
7 testing.

8 (2) The development standards for Planning Area 8 of Specific Plan No. 265 shall be the same as  
9 those standards identified in Article IXd, Section 9.73 of Ordinance No. 348, except that the development  
10 standards set forth in Article IXd, Section 9.73.b. shall be deleted and replaced by the following:

11 A. Where the front, side or rear yard adjoins a street, the minimum setback shall be  
12 twenty-five (25') from the property line. Where the front, side or rear yard adjoins a lot zoned R-  
13 R, R-1 R-A R-2 R-3 R-4 R-6 R-T R-T-R, W-2 W-2-M or SP with a residential zone, the  
14 minimum setback shall be twenty-five feet (25') from the property line. Where the front, side, or  
15 rear yard adjoins a lot zoned other than R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, W-2, W-  
16 2-M, or SP with a residential zone, there is no minimum setback.

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

19 d. Planning Areas 9 and 11.

Comment [RB10]: B2, C, D

Comment [RB11]: B2, D

20 (1) The uses permitted in Planning Areas 9 and 11 of Specific Plan No. 265 shall be the same as  
21 those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that the uses permitted  
22 pursuant to Section 9.50.a. (2), (3), (6), (7), (12), (13), (16), (18), (20), (21), (25), (26), (27), (31), (32),  
23 (34), (35), (36), (38), (40), (42), (43), (45), (46), (47), (48), (52), (53), (58), (62), (64), (65), (67), (68),  
24 (70), (76), (77), (78), (79), (80), (83), (84), (86), (87), (89), (92), (93), (95), (96), (97), (98), ~~(100), and~~  
25 ~~(101), and (102)~~ and b.(1) through (6), (8), (10), (11), (13) through (20), (22) and (23) shall not be  
26 permitted.

27 (2) The development standards for Planning Areas 9 and 11 of Specific Plan No. 265 shall be the  
28 same as those standards identified in Article IXb Section 9.53 of Ordinance No. 348 except that the  
29 development standards set forth in Article IXb, Section 9.53.b. shall be deleted and replaced by the



1 following:

2 A. Where the front, side or rear yard adjoins a street, the minimum setback shall be  
3 twenty-five (25') from the property line. Where the front, side or rear yard adjoins a lot zoned R-  
4 R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-R, W-2-M, or SP with a residential use, the minimum  
5 setback shall be twenty-five feet (25') from the property line. Where the front, side, or rear yard  
6 adjoins a lot with zoning classification other than R-R, R-1, R-A, R-2, R-3, R-4, R-6, R-T, R-T-  
7 R, W-2-M, or SP with a residential use, there is no minimum setback.

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

10 e. Planning Area 10.

Comment [RB12]: B2, D

11 (1) The uses permitted in those portions of Planning Area 10 of Specific Plan No. 265 not within  
12 an agricultural preserve or under a Williamson Act contract shall be the same as those uses permitted in  
13 Article IXb, Section 9.50 of Ordinance No. 348, except that the uses permitted pursuant to Section 9.50.a,  
14 (100) and (102) shall not be permitted. The uses permitted in those portions of Planning Area 10 that are  
15 within an agricultural preserve or under a Williamson Act contract shall be the same as those uses  
16 permitted in Article XIII, Section 13.1 of Ordinance No. 348. Upon expiration of the Williamson Act  
17 contract and total diminishment of the agricultural preserve within Planning Area 10 of Specific Plan No.  
18 265, all uses permitted in Planning Area 10 shall be the same as those uses permitted in Article IXb,  
19 Section 9.50 of Ordinance No. 348.

20 (2) The development standards for those portions of Planning Area 10 of Specific Plan No. 265  
21 not within an agricultural preserve or under a Williamson Act contract shall be the same as those  
22 standards identified in Article IXb, Section 9.53 of Ordinance No. 348. The development standards for  
23 those portions of Planning Area 10 of Specific Plan No. 265 that are within an agricultural preserve or  
24 under a Williamson Act contract shall be the same as those standards identified in Article XIII, Section  
25 13.2 of Ordinance No. 348 except that the development standard set forth in Article XIII, Section 13.2.a.  
26 shall be deleted and replaced by the following:

27 A. Lot size shall not be less than ten (10) acres, with a minimum average lot width of  
28 two hundred feet (200') and minimum average lot depth of five hundred feet (500'). Upon  
29 expiration of the Williamson Act contract and total diminishment of the agricultural preserve

1 within Planning Area 10 of Specific Plan No. 265, all development standards for Planning Area  
2 10 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No.  
3 348.

4 (3) Except as provided above, all other zoning requirements for those portions of Planning Area  
5 10 of Specific Plan No. 265 not within and agricultural preserve or under Williamson Act contract shall  
6 be the same as those requirements identified in Article IXb of Ordinance No. 348. Except as provided  
7 above, all other zoning requirements for those portions of Planning Area 10 of Specific Plan No. 265 that  
8 are within an agricultural preserve or under Williamson Act contract shall be the same as those  
9 requirements identified in Article XIII of Ordinance No. 348. Upon expiration of the

10 Williamson Act contract and total diminishment of the agricultural preserve within Planning  
11 Area 10 of Specific Plan No. 265, all other zoning requirements shall be the same as those requirements  
12 identified in Article IXb of Ordinance No. 348.

13 f. Planning Areas 12 and 13.

Comment [RB13]: B2, D

14 (1) The uses permitted in Planning Areas 12 and 13 of Specific Plan No. 265 shall be the same as  
15 those uses permitted in Article IXb, Section 9.50 of Ordinance No. 348, except that the uses permitted  
16 pursuant to Section 9.50.a (100) and (102) shall not be permitted. In addition, the permitted uses  
17 identified under Section 9.50.a. of Ordinance No. 348 shall also include offices, including business, law,  
18 medical, dental, chiropractic, architectural, engineering, community planning, and real estate. In addition,  
19 the permitted uses identified under Section 9.50.b. of Ordinance No. 348 shall include health and exercise  
20 centers, provided all facilities are located within an enclosed building.

21 (2) The development standards for those portions of Planning Areas 12 and 13 of Specific Plan  
22 No. 265 shall be the same as those standards identified in Article IXb, Section 9.53 of Ordinance No. 348.

23 (3) Except as provided above, all other zoning requirements for Planning Areas 12 and 13 of  
24 Specific Plan No. 265 shall be the same as those requirements identified in Article IXb of Ordinance No.  
25 348.

26 g. Planning Areas 14 and 17.

Comment [RB14]: D

27 (1) The uses permitted in Planning Areas 14 and 17 of Specific Plan No. 265 shall be the  
28 same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses

Comment [RB15]: B2 (sliver) and D. B2 prohibitions on day care and churches disregarded due to such small area in B2 and based on current TR proposal.



1 permitted pursuant to Section 7.1.a.(2), (3), (4), (10), (11), (12); Section 7.1.b.(3), (5), (6), (7) and  
2 (9); and Section 7.1.c.(1) and (2) shall not be permitted. In addition, the uses permitted under  
3 Section 6.1.b shall include private recreational parks/areas.

4 (2) The development standards for uses in Planning Areas 14 and 17 of Specific Plan No.  
5 265 shall be the same as those standards identified in Article VII of Ordinance 348 except  
6 Sections 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall be deleted and  
7 replaced with the following development standards:

8 A. The minimum lot size shall be 4,500 square feet. The minimum lot width shall be  
9 45 feet.

10 B. The front yard setback shall be a minimum of 15 feet. The minimum corner side  
11 yard setback shall be 10 feet. All other side yard setbacks shall be 5 feet. The minimum  
12 side yard distance between structures shall be at least 10 feet. The minimum rear yard setback  
13 shall be 15 feet. The minimum garage setback shall be at least 18 feet.

14 C. The maximum building height shall be 35 feet.

15 D. The maximum lot coverage shall be 60% for single story buildings and 50% for  
16 two story buildings. Lot coverage includes, but is not limited to, garages, covered porches,  
17 and balconies.

18 E. Encroachments for fireplaces, AC units and media centers shall not exceed more  
19 than 2 feet into the front, side, or rear setbacks. No AC units shall be permitted in front of  
20 the structure. Encroachments for balconies, porches, decks, and attached patio  
21 covers shall not exceed 10 feet into the front or rear setback. The side yard with gate  
22 access shall at all times maintain a 5 feet clearance regardless of encroachments.

23 F. All playground equipment shall be shaded in accordance with the Shade  
24 Standards described in Section IV.E.3 of Specific Plan No. 265.

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

27 h. Planning Areas 15 and 16.

Comment [RB16]: 0

28 (1) The uses permitted in Planning Areas 15 and 16 of Specific Plan No. 265 shall be the

1 same as those uses permitted in Article VII, Section 7.1 of Ordinance No. 348, except that the uses  
2 permitted pursuant to Section 7.1. a.(2), (3), (4), (10), (11), (12); Section 7.1.b.(3), (5), (6), and (7);  
3 and Section 7.1.c. ( 1 ) and (2) shall not be permitted. In addition, the uses permitted under Section  
4 7.1.b shall include private recreational parks/areas.

5 (2) Planning Area 15 of Specific Plan No. 265 shall be developed with paired Z-lot homes.  
6 The development standards for paired Z-lot homes of Specific Plan No. 265 shall be the same as  
7 those standards identified in Article VII of Ordinance 348, except that the development standards set  
8 forth in Section 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall be  
9 deleted and replaced with the following:

10 A. The minimum lot size shall be 3,780 square feet. The minimum lot width shall be  
11 42 feet and minimum frontage on cul-de-sac shall be 22'.

12 B. The minimum front facing street setback shall be 10 feet. The minimum front  
13 entry garage setback shall be 20 feet and side entry garage setback shall be 15 feet. Street  
14 side setbacks shall be 10 feet and interior side setbacks shall be 5 feet. The rear setback shall  
15 be 10 feet when building element is 20' in width or less otherwise it shall be 15 feet.

16 C. There shall be a minimum 20 feet separation between the second stories of  
17 adjacent buildings.

18 D. Encroachments for balconies, porches, decks, and attached patio covers shall not  
19 exceed 5 feet into the rear setback.

20 E. Any driveway shall be less than 3 feet in length or at least 18 feet in length;  
21 driveway lengths between 3 feet and 18 feet are not permitted.

22 F. Except as provided above, all other zoning requirements shall be the same as those  
23 requirements identified in Article VII of Ordinance No. 348.

24 (3) Planning Area 16 of Specific Plan No. 265 shall be developed with paired Z-lot homes.  
25 The development standards for paired Z-lot homes of Specific Plan No. 265 shall be the same as  
26 those standards identified in Article VII of Ordinance 348, except that the development standards set  
27 forth in Section 7.2, 7.3, 7.4, 7.5, 7.6, 7.7, 7.8, 7.9, 7.10, and 7.11 of Ordinance No. 348 shall be  
28 deleted and replaced with the following:



1 Ordinance No. 348, except that the uses permitted pursuant to Section 8.100.a. and b. shall not be  
2 permitted. In addition, the permitted uses identified under Section 8.100. a. shall also include natural open  
3 space and trails.

4 (2) The development standards for those portions of Planning Areas 18, 19, 20, 21, and 23 of  
5 Specific Plan No. 265 not within an agricultural preserve or under a Williamson Act contract shall be the  
6 same as those standards identified in Article VIIIe of Ordinance No. 348. The development standards for  
7 those portions of Planning Areas 18, 19, 20, 21, and 23 of Specific Plan No. 265 that are within an  
8 agricultural preserve or under a Williamson Act contract shall be the same as those standards identified in  
9 Article XIII, Section 13.2 of Ordinance No. 348 except that the development standard set forth in Article  
10 XIII, Section 13.2.a. shall be deleted and replaced by the following:

11 A. Lot size shall not be less than ten (10) acres, with a minimum average lot width of two  
12 hundred feet (200') and minimum average lot depth of five hundred feet (500'). Upon expiration  
13 of the Williamson Act contract and total diminishment of the agricultural preserve within  
14 Planning Areas 18, 19, 20, 21, and 23 of Specific Plan No. 265, all development standards for  
15 Planning Areas 18, 19, 20, 21, and 23 shall be the same as those standards identified in Article  
16 VIIIe of Ordinance No. 348.

17 (3) Except as provided above, all other zoning requirements for those portions of Planning Areas  
18 18, 19, 20, 21, and 23 of Specific Plan No. 265 not within an agricultural preserve or under a Williamson  
19 Act contract shall be the same as those requirements identified in Article VIIIe of Ordinance No.  
20 348. Except as provided above, all other zoning requirements for those portions of Planning Areas 18, 20,  
21 and 23 of Specific Plan No. 265 that are within an agricultural preserve or under Williamson Act contract  
22 shall be the same as those requirements identified in Article XIII of Ordinance No. 348. Upon expiration  
23 of the Williamson Act contract and total diminishment of the agricultural preserve within Planning Areas  
24 18, 19, 20, 21, and 23 of Specific Plan No. 265, all other zoning requirements shall be the same as those  
25 requirements identified in Article VIIIe of Ordinance No. 348.

26 g. Planning Area 22.

Comment [RB22]: 0

27 (1) The uses permitted in Planning Area 22 of Specific Plan No. 265 shall include parks, turf  
28 recreation areas, tot lot pay areas, trails, and other recreational appurtenances.

1 Section 3. This ordinance shall take effect 30 days after its adoption.

2

3

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

4

By: \_\_\_\_\_

5

Chairman, Board of Supervisors

6

7

8

9 ATTEST:

10 CLERK OF THE BOARD

11

12 By

Deputy

13

(SEAL)

14

15

16 APPROVED AS TO FORM

17

18

19

20

21 By: \_\_\_\_\_

22

23

24

25

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28 28 G:\Property\PamGrove\KWB\SPECIFIC PLAN ZONE ORDINANCES\SP 265.090309.doc



# 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m. and by appointment on Friday, June 27 from 8:30 a.m. to 5:00 p.m.

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

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DATE OF HEARING: July 10, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1055FV13 – Agate Real Estate C/O Cornerstone Communities (Representative: MDMG, Larry Markham) - County Case Nos. SP00265A1 (Specific Plan Amendment), CZ07806 (Change of Zone), GPA01123 (General Plan Amendment), and TR36546 (Tentative Tract Map). The Specific Plan Amendment proposes to primarily amend the land use designations and boundaries for the proposed Tentative Tract Map to add Medium Density Residential (2-5 dwelling units per acre) and Medium High Density Residential (5-8 dwelling units per acre) land use designations to the Specific Plan for a total of 269 dwelling units. In addition, the Specific Plan Amendment proposes to adjust the boundaries of the Specific Plan to remove areas annexed into the City of Murrieta and purchased for the French Valley Airport, revise the alignment of Borel Road within the Plan boundaries and update Planning Area acreages per more accurate data. The Change of Zone proposes to amend the Specific Plan Zoning ordinance to comply with the proposed Specific Plan Amendment. The General Plan Amendment proposes to revise the boundaries of the Specific Plan area and designate the area removed from the Specific Plan within the jurisdiction of the County of Riverside as Public Facility (PF). The Tentative Tract Map proposes to subdivide 161.89 gross acres located westerly of Leon Road, southerly of Borel Road, northerly of McGowans Pass, and generally easterly of existing Calistoga Road into 269 residential lots, 2 open space lots, 10 water quality lots, 8 HOA lots, and 4 park lots. (Zones A, B1, B2, C, and D of 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 Mr. Matt Straite of the County of Riverside Planning Department, at (951) 955-8631.

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

ALUC Identification No.

ZAP1055FV13

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application September 26, 2013  
 Property Owner Agate Real Estate C/o Cornerstone Communities Phone Number 858 458-9700 x 120  
 Mailing Address 4365 Executive Drive, Suite 600  
San Diego, CA 92121  
 Attn: Jack Robson

Agent (if any) Markham DMG, Inc. Phone Number 951.296.3466.207  
 Mailing Address Larry Markham  
41635 Enterprise Circle No., Suite B  
Temecula, Ca 92590

**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. 957-320-005 957-320-006 Parcel Size 161.33 acres  
 Subdivision Name \_\_\_\_\_ Zoning Classification SP  
 Lot Number 1 - 253

**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) CR

Proposed Land Use (describe) MDR - SFD

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 253 SFR lots  
 For Other Land Uses Hours of Use \_\_\_\_\_  
 (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) 35 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site Lot 20-1, 363.5 msl 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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

FV  
 B1  
 B2  
 C





**RIVERSIDE COUNTY  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**ADMINISTRATIVE ITEMS**

- 4.1 Director's Approvals. As authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Ed Cooper has reviewed one legislative case and issued a consistency letter based on the project having no possibility of being inconsistent with the land use planning guidelines contained in the applicable Airport Land Use Compatibility Plans. The specific project (City of Riverside Case No. P14-0356) is an amendment to the text of the City of Riverside Zoning Code relating to on-site noticing requirements for discretionary and legislative actions requiring a public hearing. Staff is attaching a copy of the approval letter and background information.
- 4.2 Compatibility Plan Status Update. Staff, Counsel, and CEQA Counsel joined forces in June to prepare a timetable for remaining work on the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and Environmental Impact Report (EIR). A copy of the timetable is attached. If this schedule can be maintained, this Commission would consider the EIR at its October and November meetings.
- At the time of this writing, staff and CEQA Counsel are continuing review of the consultant's revisions to the first screencheck copy of the EIR.
- 4.3 Solar Glare Hazard Analysis Tool. The Solar Glare Hazard Analysis Tool developed by Sandia Laboratories has been accepted by the Federal Aviation Administration as the method for addressing glare from on-airport solar installations. (See staff report packet for Item 3.3 on today's agenda.) ALUC Contract Planner Russell Brady will provide an oral presentation and moderate discussion, as appropriate.

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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

4.1

June 23, 2014

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

**STAFF**

**Director**  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

County Administrative Center  
4080 Lennon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

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

Mr. David Murray, Senior Planner  
City of Riverside Planning Department  
3900 Main Street  
Riverside, CA 92522

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1013RG14  
Related File No.: P14-0356 (Zoning Text Amendment)  
APN: N/A, Citywide

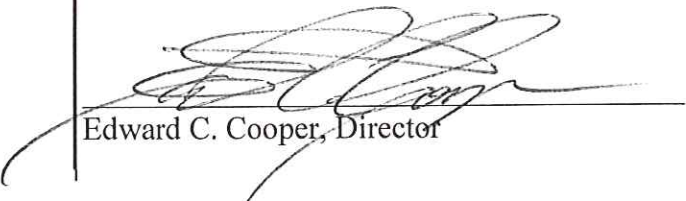
Dear Mr. Murray:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case No. P14-0356, an amendment to the text of the City's Zoning Code, and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the Airport Influence Areas (AIAs) of Flabob Airport, Riverside Municipal Airport, and March Air Reserve Base; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 1984 Riverside County Airport Land Use Plan (as applied to March Air Reserve Base), the 2004 Flabob Airport Land Use Compatibility Plan, and the 2005 Riverside Municipal Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within these AIAs or on the long-term viability of operations at these airports.

Therefore, I hereby find the above-referenced project, a proposal to amend the zoning code with regard to on-site noticing requirements for discretionary and legislative actions requiring a public hearing, **CONSISTENT** with the 2005 Riverside Municipal Airport Land Use Compatibility Plan, the 1984 Riverside County Airport Land Use Plan (as applied to the March Air Reserve Base Airport Influence Area), and the 2004 Flabob Airport Land Use Compatibility Plan.

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

cc: Manager, Riverside Municipal Airport  
Gary Gosliga, March Inland Port Airport Authority  
Dan Fairbanks, March Joint Powers Authority  
Denise Hauser, March Air Reserve Base  
Sonia Pierce, March Air Reserve Base  
Beth Larock, Flabob Airport

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## Chapter 19.670

## PUBLIC HEARINGS AND NOTICE REQUIREMENTS

- 19.670.010 Generally.
- 19.670.020 Notice Requirements for Administrative Discretionary Permits with No Public Hearing.
- 19.670.030 Notice of Hearing for Discretionary Actions Requiring a Public Hearing.
- 19.670.040 Notice of Hearing for Legislative Actions.
- 19.670.050 Traffic Pattern Modification Measures and Street, Alley, and Walkway Vacations.
- 19.670.060 Content of Notice.
- 19.670.080 Failure to Receive Notice.
- 19.670.090 Hearing Procedure.
- 19.670.100 Notice and Hearings for Appeals and Referrals.
- 19.670.105 On-Site Public Noticing Requirements.
- 19.670.110 Drive-thru Facilities.
- 19.670.120 Cemeteries.

## 19.670.010 Generally.

The following procedures implement State Planning and Zoning Law under Government Code Sections 65090 through 65096 and govern the public hearing and notice requirements for consideration of a land use or development permit or action. Section 19.640.040 B-D (Discretionary Permits and Actions) and Table 19.650.020 (Approving and Appeal Authority), identify where public hearing and notice is required for all types of action authorized by the Zoning Code. In general, public hearings and public notice shall be required for certain discretionary and all legislative actions. Public hearings are not required for administrative discretionary actions, although public notice may be required. Where required, the hearing(s) shall be held before the designated Approving or Appeal Authority pursuant to Table 19.650.020 (Approving and Appeal Authority). (Ord. 6966 §1, 2007)

## 19.670.020 Notice Requirements for Administrative Discretionary Permits with No Public Hearing.

## A. Minor Conditional Use Permit and Variance

1. Public notice of the consideration of a proposed minor conditional use permit in all zones shall be provided by the Zoning Administrator by mailing such notice to the property owners within three hundred feet of the exterior boundaries of the property under consideration;
2. Public notice of the consideration of a proposed variance in any zone shall be provided by the Zoning Administrator by mailing such notice to the property owners adjacent to the boundaries of the property under consideration. When the variance request is regarding a corner lot and will pertain to a rear or side yard setback, such notice shall be given to the owners of property directly across each street from the proposed side or rear yard encroachment as well as to the owners of abutting property.
3. For mailing purposes, the last known name and address of such owners as are shown on the latest available equalized assessment roll of the County Assessor

shall be used. Such notices shall identify the property under consideration and indicate the nature of the proposed permit.

4. The public notice shall:
  - a. be sent no later than fourteen days after acceptance of a complete and accurate application;
  - b. invite interested persons to notify in writing the Planning Division of any concerns, comments or to make a request to be further notified of actions relating to the proposed variance or minor conditional use permit during a fifteen-day comment and review period commencing with the date of the notice;
  - c. specify that only those specifically requesting to be further notified of actions relating to the application will be so notified of decisions, appeals or requests for City Council review; and
  - d. specify that at the end of the fifteen day comment and review period, the Zoning Administrator's final report and recommendations will be issued, initiating a ten-day appeal period during which time any interested person may request that the Zoning Administrator's decision be reviewed by the City Council.
5. For variances in any zone where the applicant has obtained the written approval of the adjacent property owners, no public notices, comment period or appeal period is required. The Zoning Administrator's decision is final, except that the applicant may appeal the Zoning Administrator's decision within ten days of the mailing of written notice of decision.
6. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.

**B. All other Administrative, Discretionary Permits**

1. No notice is required for other administrative, discretionary actions without a public hearing, unless specified. (Ord. 6966 §1, 2007)

**19.670.030 Notice of Hearing for Discretionary Actions Requiring a Public Hearing.**  
Notice of the hearing shall be given in all of the following ways:

- A. Notice of the hearing shall be mailed or delivered at least ten days prior to the hearing to:
  1. The owner of the subject real property or the owner's duly authorized agent, and the project applicant.
  2. Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.



3. All owners of real property on the latest records of the County Assessor within 300 feet of the real property. If the number of owners to whom notice would be mailed or delivered is greater than 1,000, the City may, in lieu of mailing or delivering the notice, provide notice by placing an advertisement of a least one-eighth page in at least one newspaper of general circulation within the City at least 10 days prior to the hearing.

~~3.4. Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.~~

- B. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- C. Notice of the public hearing shall be posted on-site pursuant to Section 19.670.105.
- D. ~~Noticing distance requirements for individual uses may vary. Refer to Article VII, Specific Land Use Provisions.~~

**19.670.040 Notice of Hearing for Legislative Actions.**

- A. General Plan Amendments, Specific Plan Amendments, Zoning Code Text/Map Amendments and Zone Changes Not Affecting the Permitted Uses or Intensity of Uses of Real Property.
  1. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- B. General Plan Amendments, Specific Plans and Specific Plan Amendments, Zoning Code Amendments and Zone Changes Affecting the Permitted Uses or Intensity of Uses of Real Property and All Development Agreements.
  1. Notice of the hearing shall be given in all of the following ways:
    - a. Notice of the hearing shall be mailed or delivered at least ten days prior to the hearing to:
      - (1) The owner of the subject real property or the owner's duly authorized agent, and the project applicant.
      - (2) Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.
      - (3) All owners of real property on the latest records of the County Assessor within 300 feet of the real property. If the number of owners to whom notice would be mailed or delivered is greater than 1,000, the City may, in lieu of mailing or delivering the notice, provide notice by placing an advertisement of a least one-eighth page in at least one newspaper of general circulation within the City at least ten days prior to the hearing.

2. The notice shall be published in at least one newspaper of general circulation within the City at least ten days prior to the hearing.
- 4.3. Notice of the public hearing shall be posted on-site pursuant to Section 19.670.105.

C. Annexations

Notice of the hearing to adopt a resolution of application to annex shall be published in all of the following ways:

1. The notice shall be published in at least one newspaper of general circulation with the City at least -20 days prior to the hearing.
2. Notice of the hearing shall be mailed or delivered at least -20 days prior to the hearing to:
  - a. The owner of the subject real property(ies) and the project applicant, if other than the City.
  - b. Each local agency expected to provide water, sewage, streets, roads, schools or other essential facilities or services to the project.
  - c. All owners of real property on the latest records of the County Assessor within 300 feet of the real property(ies).
3. The notice shall be posted at the site where the public hearing will occur at least 20 days prior to the hearing and continue to the time of the hearing. (Ord. 6966 §1, 2007)

D. Environmental Impact Reports (EIR) and Projects Deemed Significant.

- ~~3.1.~~ Notwithstanding the noticing requirements identified above, or as otherwise required by law, projects that require an Environmental Impact Report or are of significance to the public, as determined by the Community Development Director or his/her designee, shall post a public hearing notice on-site pursuant to Section 19.670.105.

**19.670.050 Traffic Pattern Modification Measures and Street, Alley, and Walkway Vacations.**

Traffic Pattern Modification Measures and Street, Alley, and Walkway Vacations require two actions at the City Council - adoption of a resolution of intent to hold a public hearing and a public hearing. Pursuant to the California Streets and Highways Code (Section 8310 et seq.), the public hearing will not be held less than 15 days after the adoption of the resolution of intent to hold a public hearing. Notice of the public hearing shall be published for at least two successive weeks prior to the public hearing. (Ord. 7118 §2, 2011)

**19.670.060 Content of Notice.**

Notices given pursuant to Section 19.670.020 (Notice Requirements for Administrative Discretionary Permits with No Public Hearing), 19.670.030 (Notice of Hearing for Discretionary



actions Requiring a Public Hearing) and 19.670.040 (Notice of Hearing for Legislative Actions) shall at a minimum include the date, time and place of the public hearing, the identity of the hearing body, a general explanation of the matter to be considered and a general description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing. (Ord. 6966 §1, 2007)

**19.670.070 Requests for Notification.**

Any person who requests inclusion on a mailing list for notice of hearing for a development project or projects shall submit such request in writing to the Planning Division where the request is for notice of hearing before the Planning Commission and to the City Clerk where the request is for notice of hearing before the City Council. The City may impose a reasonable fee for the purpose of recovering the cost of such notification. (Ord. 6966 §1, 2007)

**19.670.080 Failure to Receive Notice.**

Pursuant to California Government Code Section 65093, failure of any person or entity to receive notice required by law of any hearing as required by the Zoning Code shall not constitute grounds for any court to invalidate the actions of a designated Approving or Appeal Authority for which the notice was given. (Ord. 6966 §1, 2007)

**19.670.090 Hearing Procedure.**

- A. Hearings as provided for in this Chapter shall be held at the date, time, and place for that notice has been given as required in this Chapter. The designated Approving or Appeal Authority shall conduct the public hearing and hear testimony.
- B. The summary minutes shall be prepared and made part of the permanent file of the case.
- C. Any hearing may be continued, and no further public notice shall be required unless the hearing is not continued to a specific date/time, in which instance the hearing shall be re-noticed. (Ord. 6966 §1, 2007)

**19.670.100 Notice and Hearings for Appeals and Referrals.**

- A. Upon appeal or referral of a discretionary action with a public hearing or a legislative action, notice of a public hearing before the appeal authority (See Table 19.650.020) shall be given in the same manner as for the original public hearing, except that in all cases the period of time for publishing or mailing the notice prior to the appeal hearing is not more than ten (10) days. Proposed adoption of a negative declaration by the appeal authority does not extend the time beyond ten (10) days.
- B. Upon appeal or referral of an administrative discretionary action, notice of the appeal or referral shall be mailed to the applicant and all interested persons requesting such notice at least ten days in advance of consideration of the referral or appeal on the appeal or referral authority's discussion calendar agenda. (Ord. 6966 §1, 2007)

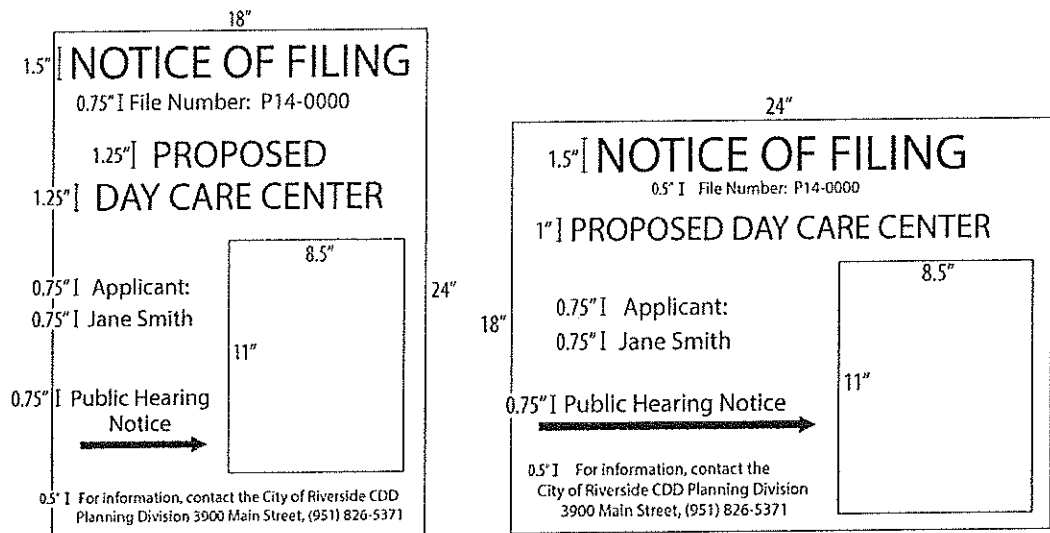
**19.670.105 On-Site Public Noticing Requirements**

In order to provide greater public transparency regarding development projects that have the potential to change land use intensities and/or neighborhood character, on-site noticing shall be required for project entitlement requests, as per Sections 19.670.030 and 19.670.040. The project applicant shall be responsible for construction, posting, maintenance and removal of the on-site noticing signs, and any costs associated with such activities. The on-site noticing shall

be in addition to other forms of notification required by this chapter or by law, shall not apply to City initiated proposals, and shall be subject to the following:

- A. A cash deposit in an amount determined by the Community Development Director shall be posted by the project proponent. The amount shall be adequate to ensure compliance with the supplemental notification requirements, including the maintenance and removal of the sign(s) by the City. Within thirty (30) days following the removal of the on-site signs and upon a written request for a refund by the proponent, the cash deposits shall be refunded to the proponent who had deposited the funds with the City.
- B. Sign Size and Design Specifications:
  - 1. Discretionary Actions without Construction. Where an on-site public notice is required for a discretionary action per Section 19.670.030 wherein there is only a change of use in an existing facility and construction is not required to accommodate the use, a minimum eighteen (18) inch by twenty-four (24) inch sign shall be posted. The sign shall be designed to the specifications of Figure 19.670.105 B-1. The specific project information text on the sign, including project case number, project description, and City contact, shall be provided by the Planning Division.

Figure 19.670.105 B-1 – Design of Small On-Site Public Noticing Sign



- 2. Discretionary Actions with Construction or Subdivisions. Where an on-site public notice is required for a discretionary action per Section 19.670.030 wherein construction accommodates an expansion of use, or there is a land subdivision, a four (4) feet by eight (8) feet sign shall be posted, and shall be designed pursuant to the specifications of Figure 19.670.105 B-2. The specific project information text on the sign, including project case number, project description, and City contact, shall be provided by the Planning Division.

Figure 19.670.105 B-2 – Design of Large On-Site Public Noticing Sign



8'



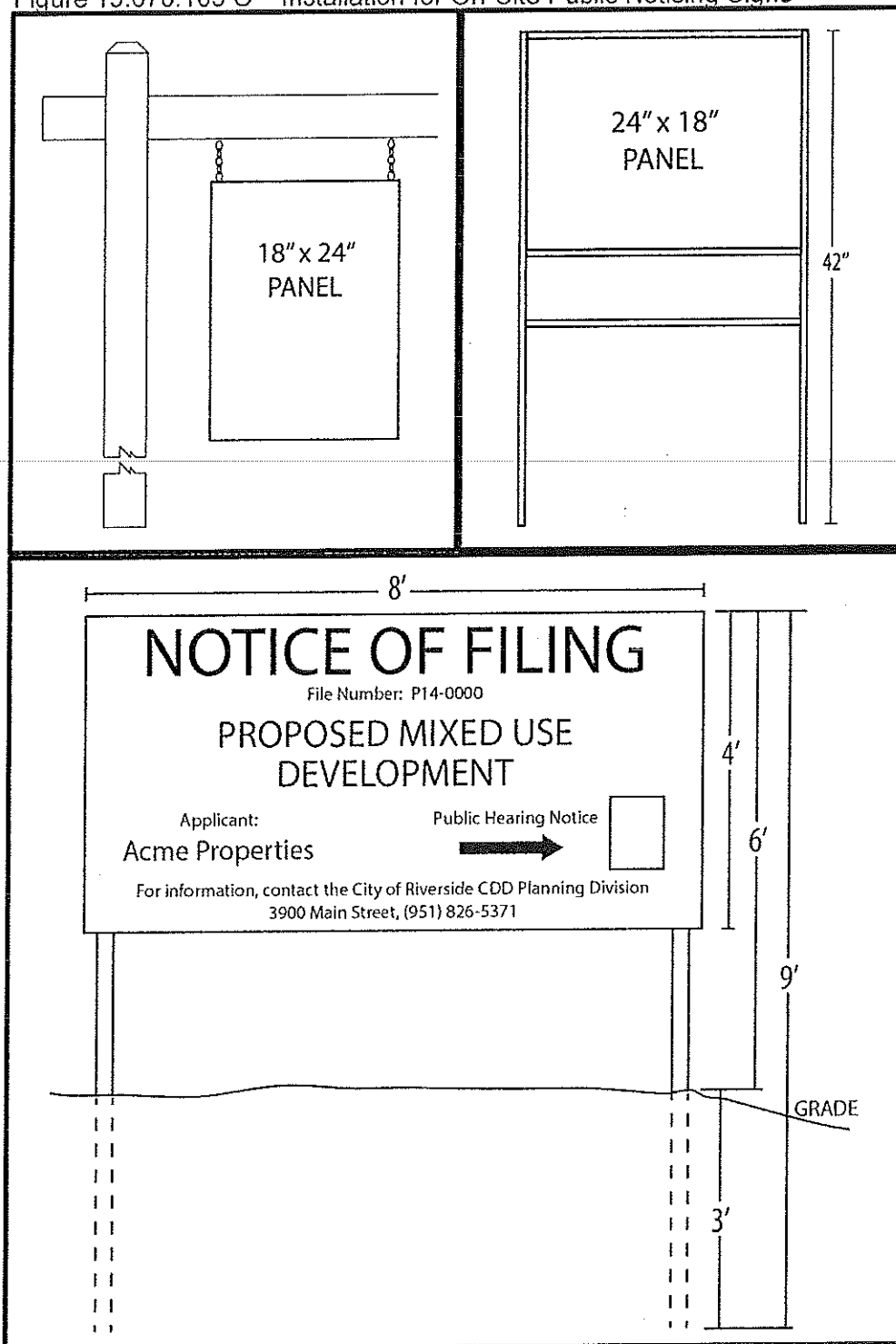
3. Legislative actions. Where an on-site notice is required for a legislative action per Section 19.670.040, a four (4) feet by eight (8) feet sign shall be posted, and shall be designed pursuant to the specifications of Figure 19.670.105 B-2. The specific project information text on the sign, including project case number, project description, and City contact, shall be provided by the Planning Division.

C. Location and Installation Standards:

1. On-site public notice signs shall be posted along the project's street frontage. For projects with multiple street frontages, or with a street frontage in excess of four hundred (400) lineal feet, the Community Development Director or his/her designee may require additional signs. The number and location of the signs shall be determined by the Community Development Director based on public visibility, prominence, and safety. However, no two signs shall to be placed within three hundred (300) lineal feet of each other along the same street frontage.

On-site public notice signs shall be installed according to the specifications of Figure 19.670.105 C below.

Figure 19.670.105 C – Installation for On-Site Public Noticing Signs



- D. Timing. The City shall not schedule any discretionary hearings for a project until the on-site public notice sign(s) required for the project have been installed by the applicant in accordance with the above criteria, and the Planning Division has deemed the project application complete.



- E. Sign Removal and Maintenance. All notification signs must be kept adequately maintained and remain in place until the final decision on the application has been made, or the application is withdrawn. All notification signs shall be removed by the applicant within fourteen (14) days following the final decision or date of withdrawal. Failure to remove the sign within the prescribed period may result in forfeiture of the cash deposit and removal of the sign by the City.
- F. Construction Permits. The applicant shall be responsible for obtaining all required construction permits for on-site public notice signs, as necessary to comply with health and safety codes, including but not limited to Building Codes, as well as other regulatory agency permits. All required construction permits shall be obtained prior to the installation of the sign(s).

**19.670.110 Drive-thru Facilities.**

Whenever a hearing is held regarding a discretionary permit or a legislative action for a drive-thru facility, notice shall also be provided to representatives on a list maintained by the Planning Division of the blind, aged and disabled communities. (Ord. 6966 §1, 2007)

**19.670.120 Cemeteries.**

Notice for any action that would permit all or any part of a cemetery, as defined by Section 8100 of the State Health and Safety Code, to be used for other than cemetery purposes, shall be provided pursuant Section 19.670.030 (Notice of Hearing for Discretionary Actions Requiring a Public Hearing). (Ord. 6966 §1, 2007)

## P14-0356, Exhibit 3

**19.620.230 Temporary Signs.**

- A. All paper signs, banners, balloons, streamers, placards, pennants or portable signs that direct, promote, attract, service or that are otherwise designed to attract attention are prohibited, except that the following temporary signs may be displayed ~~in all non-residential zones~~ subject to the stated rules. Any calculations of sign measurements may be subject to review of the Planning Division, and the Planning Division may add conditions to address matters of public safety and welfare.
1. **Grand Opening Banners.** In non-residential zones, One banner not exceeding 60 square feet shall be allowed for a period not exceeding 30 consecutive days for newly opened or reopened establishments at the site where the banner is to be displayed. The banner shall be stretched and secured flat against the building surface and shall not extend higher than the building eave or the building parapet wall.
  2. **Temporary Commercial Event Signs.** In non-residential zones, No more than three (3) temporary signs not exceeding a combined twenty-five (25%) percent of the total window area, or a combined area of forty (40) square feet, whichever area is less, may be displayed in the window area of each building frontage throughout the duration of an event. Such signs may be painted directly onto the window in water soluble paints or constructed of paper, wood, fabric, plastic, vinyl or similar materials and securely adhered to, or oriented toward the street or public right-of-way. All paper signs must be mechanically printed. Such signs must remain in good condition and shall be removed within 7 days of the conclusion of the event. There is no limit on the number of colors that can be used in these signs, however, fluorescent colors, as defined in Article X (Definitions), are prohibited.
  3. **Construction Signs.** In all zones, unlighted freestanding or wall signs are allowed. All such signs shall be displayed only on the lot or parcel on which the construction is occurring and only during the construction period. Such signs and support structures and fasteners shall be totally removed prior to release for occupancy. Signs shall not exceed 32 square feet in area.
  4. **Subdivision Signs.** In all zones, a maximum of 3 unlighted double-faced temporary subdivision signs, not exceeding 40 square feet in area per display face and 15 feet in overall height, may be erected and maintained with a subdivision during sale of the lots. Such signs shall be located within the subdivision and shall be a minimum distance of 300 feet apart from each other. All signs shall be removed at the close of escrow of the model complex houses.
  5. **Protected Non-commercial Message Signs on Residential Uses.** On residential uses, non-illuminated temporary signs displaying protected non-commercial messages, maximum 4 feet in height, totaling no more than 6 square feet in area; may be displayed at any time. However, during the period of time beginning 60 days before a general, special, primary or runoff election, and ending 15 days after such election, the amount of display area may be doubled. Flags do not count toward the signage allowed under this provision.
  6. **Protected Non-commercial Message Signs on Commercial, Business, Industrial and Manufacturing Uses.** On commercial, business, industrial, and



manufacturing uses, non-illuminated temporary signs displaying protected non-commercial messages, maximum six-feet in height, totaling no more than twenty-five-square-feet in area; may be displayed at any time. However, during the period of time beginning 60 days before a general, special, primary, or runoff election, and ending 15 days after such election, the amount of display area may be doubled. Flags do not count toward the signage allowed under this provision.

- 6.7. **On-Site Public Noticing Signs.** In any Zone where required per Section 19.670 - Public Hearings and Notice Requirements, a sign or signs detailing a proposed discretionary or legislative action shall be permitted on the project site subject to the standards of Section 19.670.105. (Ord. 7184 §4, 2012; Ord. 6966 §1, 2007)

**MARCH EIR – SCHEDULE FOR  
COMPLETION AND CERTIFICATION OF FINAL EIR AND  
APPROVAL OF AIRPORT LAND USE COMPATIBILITY PLAN**

TASK	PARTY TO COMPLETE TASK	DATE OF COMPLETION
Complete Second Administrative Draft EIR	ESA; ALUC Staff; counsel	July 7
30-day jurisdiction review of Second Administrative Draft EIR	City of Moreno Valley; City of Perris; City of Riverside; March Joint Powers Authority	July 8 – August 6
Incorporate jurisdictions' feedback (if appropriate) and prepare publication-ready Draft EIR	ESA; ALUC Staff; counsel	August 6 – 13
Last day to provide Notice of Availability to local newspapers for publication; also provide NOA to agencies, interested parties, NOP respondents, and inner zone property owners	ALUC staff; counsel	August 13 (newspapers) August 14 (mail out)
Receipt of Draft EIR by State Clearinghouse; post Notice of Availability with County Clerk; begin 45-day comment period	ESA; ALUC Staff; counsel	August 18
Optional public workshop on Draft EIR and Proposed ALUCP	ESA; Mead & Hunt; ALUC staff; counsel	September 11 or special meeting date
Close of 45-day comment period		October 2
Present Draft EIR for discussion to ALUC	ESA; Mead & Hunt; ALUC staff; counsel	October 9
Prepare responses to comments and Final EIR	ESA; Mead & Hunt; ALUC staff; counsel	October 3 – November 6
Last day to complete certification and approval documents (resolution(s); CEQA Findings; etc.)	ALUC staff; counsel	November 3
Last day to provide proposed written responses to public agencies that commented on the Draft EIR (PRC §21092.5(a))	ESA; Mead & Hunt; ALUC staff; counsel	November 3
Present Final EIR for certification and Plan for adoption by ALUC	ESA; Mead & Hunt; ALUC staff; counsel	November 13
Note: All time periods move forward in Rows 1 through 7, if the Second Administrative Draft EIR is completed prior to July 7.		