

**FRENCH VALLEY AIRPORT
LAND USE COMPATIBILITY PLAN INITIAL STUDY
AND MITIGATED NEGATIVE DECLARATION**

Prepared for:

Riverside County

Airport Land Use Commission

Riverside County Administrative Center

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September 2007

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[PROPOSED] MITIGATED NEGATIVE DECLARATION

Project Name: 2007 French Valley Airport Land Use Compatibility Plan ("2007 Compatibility Plan" or "Compatibility Plan").

Lead Agency/Project Proponent: The Riverside County Airport Land Use Commission ("Commission" or "ALUC").

Brief Project Description: The proposed project is the adoption of the 2007 Compatibility Plan for the French Valley Airport by the Commission. The previous plan was the 2004 French Valley Airport Land Use Compatibility Plan ("2004 Compatibility Plan"), which was the subject of a legal action in *Silverhawk Land & Acquisitions, LLC v. Riverside County Airport Land Use Commission* (Riverside County Superior Court, Case No. RIC 431176). As a result of this action, the trial court issued a decision setting aside the prior categorical exemption for the 2004 Compatibility Plan pursuant to the California Environmental Quality Act ("CEQA"), and stayed further implementation of that plan until the Commission had taken action to bring its approval of the plan into compliance with CEQA. Subsequently, the Commission has elected to abandon the prior 2004 Compatibility Plan, and to consider adoption of the new 2007 Compatibility Plan. The new Compatibility Plan is comprised of the 2004 Compatibility Plan and may include, at the Commission's discretion, one or more of the proposed Mitigation Measures described in this Initial Study/Mitigated Negative Declaration.

The Compatibility Plan establishes policies for determining consistency between development projects within the Airport Influence Area, and the objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5). Those objectives call for the Commission 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. (Pub. Util. Code §21670, subd. (a)(2).)

Project Location: French Valley Airport is located in southwestern, unincorporated Riverside County, adjacent to the communities of Temecula, Murrieta, and Winchester. It is located on Winchester Road (Highway 79), southwesterly of its intersection with Keller Road and northeasterly of Promenade Mall; easterly of Interstate 215; and westerly of Washington Street. Major east-west roads in the area include Los Alamos, Clinton Keith, Thompson, Benton, Auld, Murrieta Hot Springs, and Nicholas Roads. The Airport Influence Area includes land around the airport, within the County of Riverside (unincorporated areas) and the cities of Murrieta and Temecula and extends approximately 2.6 miles beyond the airport property line.

Initial Study: An Initial Study of the proposed project was prepared in accordance with CEQA to ascertain whether the proposed project may have a significant effect on the environment. A copy of the Initial Study is attached to this proposed Mitigated Negative Declaration and is incorporated by this reference.

Proposed Finding: The Commission finds that, on the basis of the whole record before it, there is no substantial evidence showing that the proposed project may have a significant effect on the environment, with or without incorporation of one or more of the Mitigation Measures set forth herein. This Initial Study/Mitigated Negative Declaration reflects the Commission's independent judgment and analysis.

Date: September 14, 2007

John J. G. Guerin
John J. G. Guerin
Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL CHECKLIST: INITIAL STUDY
Environmental Assessment Number ZAPEA01 FV06

1. PROJECT TITLE

2007 French Valley Airport Land Use Compatibility Plan ("Compatibility Plan").

2. LEAD AGENCY NAME AND ADDRESS

Riverside County Airport Land Use Commission ("Commission").

Riverside County Administrative Center
4080 Lemon Street, 9th Floor
Riverside, CA 92501

The Commission was established pursuant to Public Utilities Code Section 21670, *et seq.*, which directs each county containing a public airport to establish an airport land use commission in order to achieve the purpose set forth in Section 21670, which is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses."

3. CONTACT PERSON AND PHONE NUMBER

John J. G. Guerin, Principal Planner
(951) 955-0982

4. FRENCH VALLEY AIRPORT DESCRIPTION AND LOCATION

The Compatibility Plan designates an Airport Influence Area for French Valley Airport, within which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The Compatibility Plan addresses the type and density of development within the Airport Influence Area. Pursuant to the Compatibility Plan, certain land use actions within the Airport Influence Area are subject to review by the Commission.

French Valley Airport is a county-owned public-use airport located in southwestern Riverside County. French Valley Airport covers an area of approximately 261 acres, with a single, 6,000-foot long, 75-foot wide, runway. For the 12-month period ending March 31, 2006, French Valley Airport had 98,185 aircraft operations, an average of 269 per day, all of which were general aviation. There are 311 aircraft based at the airport: 91 percent single engine, four percent multi-engine, two percent jet aircraft, two percent helicopters, and one percent ultralights. According to Mr. Chad Davies, Riverside County Economic Development Agency, Aviation Division, as of August 8, 2007,

county, state, and federal governments have expended \$15 million in capital improvements for establishment of the French Valley Airport.

French Valley Airport is located in the unincorporated southwestern Riverside County community of French Valley, which is bordered by the City of Murrieta on the west, the City of Temecula on the east, and the unincorporated community of Winchester on the north. The Airport Influence Area includes land around the airport, within the County of Riverside (unincorporated areas) and the cities of Murrieta and Temecula, and extends approximately 2.6 miles beyond the airport property line (see **Figure 1**). The Airport Influence Area is centered on the airport and on Winchester Road (Highway 79), southwesterly of its intersection with Keller Road and northeasterly of Promenade Mall; easterly of Interstate 215; and westerly of Washington Street. Major east-west roads in the area include Los Alamos, Clinton Keith, Thompson, Benton, Auld, Murrieta Hot Springs, and Nicholas Roads.

The project area includes all or portions of the Assessor Parcel Numbers located in the following County of Riverside Assessor's Books: 392, 467, 480, 920, 957, 963, and 964.

The project area includes all or portions of the following Riverside County Section, Townships, and Ranges: Township 6 South, Range 2 West, Sections 28 through 33; Township 6 South, Range 3 West, Sections 25, 35, and 36; Township 7 South, Range 2 West, Sections 4 through 9, 16 through 21, and 29 through 32; Township 7 South, Range 3 West, Sections 1, 2, 11 through 14, 23 through 26, 35, and 36.

5. PROJECT SPONSOR'S NAME AND ADDRESS

Riverside County Airport Land Use Commission ("Commission")
Riverside County Administrative Center
4080 Lemon Street, 9th Floor
Riverside, CA 92501

6. GENERAL PLAN/COMMUNITY PLAN DESIGNATION

Applicable General Plans include the Riverside County General Plan, Southwest Area Plan; the City of Murrieta General Plan; and the City of Temecula General Plan. In addition, the City of Murrieta Master Plan Overlay is applicable in some areas of the City of Murrieta. Further, the Highway 79 Policy Area restricts residential densities in the unincorporated area of the County of Riverside. Adopted Specific Plans in the vicinity of the French Valley Airport include the following: No. 106 (Dutch Village), No. 184 (Rancho Bella Vista), No. 213 (Winchester Properties/Silverhawk), No. 238 (Crown Valley Village), No. 265 (Borel Air Park), No. 284 (Quinta Do Lago), No. 286 (Winchester 1800), No. 312 (French Valley), and No. 309 (Murrieta Springs in the City of Murrieta).

Figure 2 depicts the General Plan land use designations within unincorporated Riverside County, the City of Murrieta, and the City of Temecula.

7. ZONING

Zoning within the Airport Influence Area varies.

8. RELEVANT BACKGROUND/HISTORY

In 1967, the California Legislature established requirements for the creation of airport land use commissions ("ALUCs") in each county containing a public airport, as codified in the State Aeronautics Act (Pub. Util. Code §21670 *et seq.*). The legislative findings and declarations set forth in Section 21670 of the Public Utilities Code declare that "[i]t 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 . . . and to prevent the creation of new noise and safety problems." (Pub. Util. Code §21670, subd. (a)(1).)

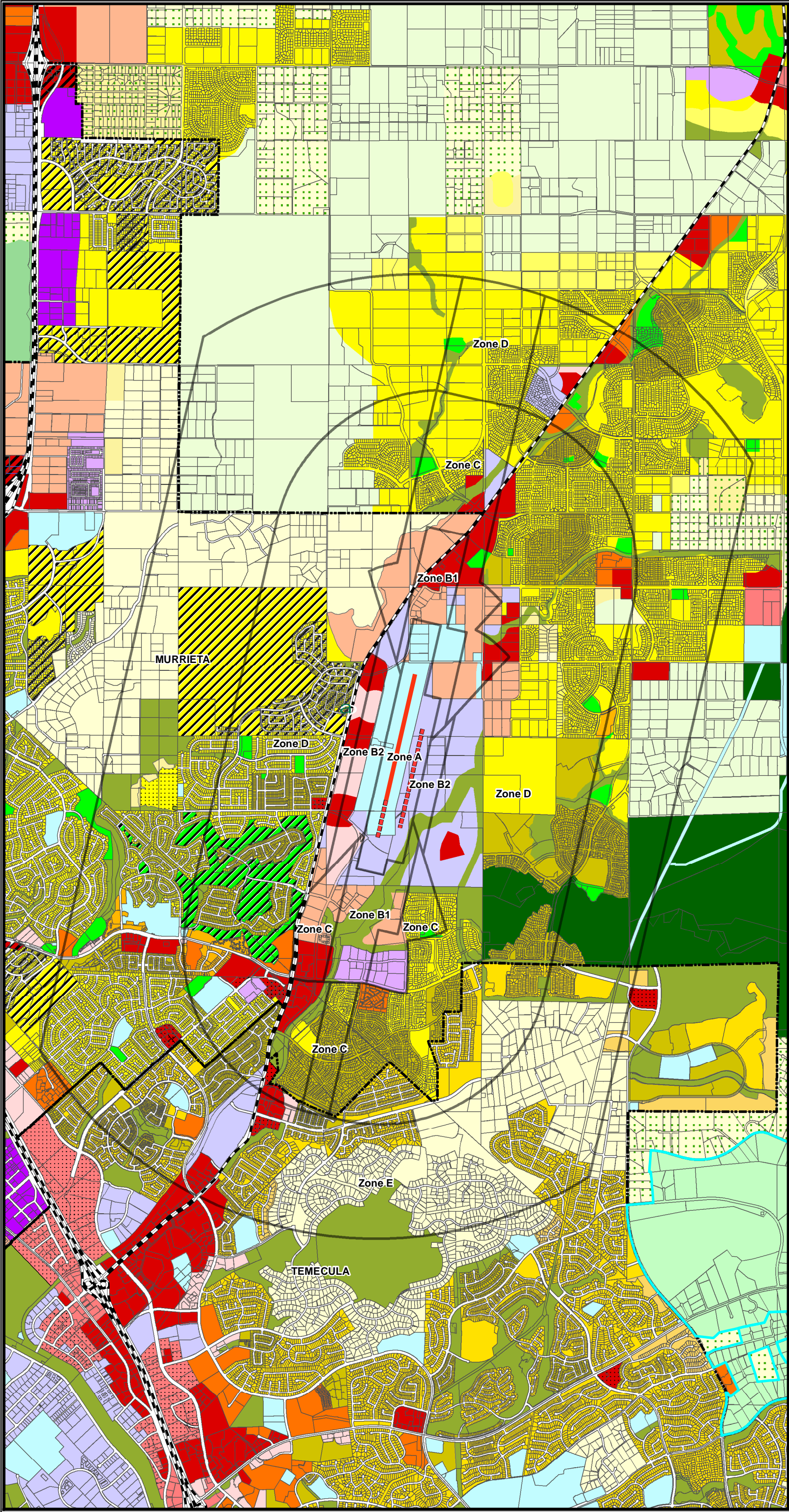
In addition, Section 21670 defines the purpose of the statutory scheme, which is "to protect public health, safety, and welfare by ensuring the orderly expansion of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses." (Pub. Util. Code §21670, subd. (a)(2).) In order to accomplish this objective, ALUCs are vested with certain powers and duties, including to:

- (a) assist local agencies in ensuring compatible land uses . . . 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;
- (b) coordinate planning at the state, regional, and local levels so as to provide for the orderly development of air transportation, while at the same time protecting the public health, safety, and welfare;
- (c) prepare and adopt an airport land use compatibility plan ("ALUCP"); and
- (d) review the plans, regulations, and other actions of local agencies and airport operators for consistency with that plan. (Pub. Util. Code §21674, subds. (a)-(d).)

However, ALUCs have no authority over "existing land uses" (Pub. Util. Code §21674, subd. (a)) or the operation of airports (Pub. Util. Code §21674, subd. (e)).

General Plan
Land Use Designations
French Valley Airport

- Riverside County Land Use**
- Estate Residential
 - EDR-RC
 - Very Low Density Residential
 - VLDR-RC
 - Low Density Residential
 - LDR-RC
 - Medium Density Residential
 - Medium High Density Residential
 - High Density Residential
 - Highest Density Residential
 - Very High Density Residential
 - Commercial Retail
 - Commercial Tourist
 - Commercial Office
 - Community Center
 - Light Industrial
 - High Industrial
 - Business Park
 - Public Facilities
 - Mixed Use Policy Area
 - Rural Residential
 - Rural Mountainous
 - Rural Desert
 - Agriculture
 - Conservation
 - Conservation Habitat
 - Open Space Recreation
 - Open Space Rural
 - Water
 - Mineral Resources
 - Indian Lands
 - CITY
 - Freeway
 - SP
- Murrieta Land Use ZONING**
- Business Park
 - Civic/Institutional
 - Community Commercial
 - Estate Residential 1
 - Estate Residential 2
 - Estate Residential 3
 - General Industrial
 - Multi-Family 1, Residential
 - Multi-Family 2, Residential
 - Multiple Use, Area 1
 - Multiple Use, Area 2
 - Multiple Use, Area 3
 - Neighborhood Commercial
 - Open Space
 - Parks & Recreation
 - Private Recreation
 - Professional Commercial
 - Recreational/Resort Commercial
 - Regional Commercial
 - Rural Residential
 - Single-Family 1, Residential
 - Single-Family 2, Residential
 - Special Industrial
 - Specific Plan
- Temecula Land Use GPDESCRPT**
- Community Commercial
 - High Residential (13-20 Du/Ac Max)
 - Highway Tourist Commercial
 - Hillside Residential (0-0.1 Du/Ac Max)
 - Industrial Park
 - Low Medium Residential (3-6 Du/Ac Max)
 - Low Residential (0.5-2 Du/Ac Max)
 - Medium Residential (7-12 Du/Ac Max)
 - Neighborhood Commercial
 - Open Space
 - Professional Office
 - Public Institutional Facilities
 - Rural Residential (0-0.2 Du/Ac Max)
 - Service Commercial
 - Tribal Trust Lands
 - Very Low Residential (0.2-0.4 Du/Ac Max)
 - Vineyards/Agricultural



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McKay 20060 U:\Map\Airport\FrenchValleyBases\11x17.mxd

To assist ALUCs in the performance of their duties, the California Department of Transportation prepared the California Airport Land Use Planning Handbook ("Handbook"). Pursuant to Public Utilities Code Section 21674.7, subd. (a), an ALUC that formulates, adopts, or amends a Compatibility Plan "shall be guided by" information in the Handbook. The Handbook's purpose is to support and amplify the statewide requirements for airport land use compatibility planning, and is discussed further below.

An ALUC's adoption or amendment of an ALUCP triggers action by a local agency. For example, a local agency must either make their general plan, and any applicable specific plan, "consistent" with the ALUCP within 180 days (Gov. Code §65302.3, subds. (a) and (b)), or take the steps necessary to "overrule" the ALUC, including the adoption of required findings (Gov. Code §65302.3, subd. (c)).

A local agency general plan or specific plan that includes areas covered by an adopted ALUCP must submit its general plan or specific plan (or any amendments thereto) to the ALUC for a consistency determination. (Pub. Util. Code §21676, subds. (a) and (b).) If the general plan or specific plan is considered inconsistent with the ALUCP, the local agency's governing body may "overrule" the ALUC's inconsistency determination after a hearing by a two-thirds vote. (Pub. Util. Code §21676, subds. (a) and (b).) In overruling the ALUC's determination, the local agency's governing body must make findings that its general plan or specific plan is consistent with the purposes of the State Aeronautics Act, as stated in Public Utilities Code §21670. (Pub. Util. Code §21676, subds. (a) and (b).)

The Riverside County Airport Land Use Commission was first established in 1971, pursuant to the State Aeronautics Act (Pub. Util. Code §21001, et seq.), for the purposes of ensuring the orderly expansion of airports and promulgating appropriate land use measures surrounding airports in Riverside County (Pub. Util. Code §21670, subd. (a)(2)). Pursuant to the directives of the State Aeronautics Act, the Commission drafted ALUCPs for the public-use airports in Riverside County at various times from 1974 through 1998. Specific to the French Valley Airport, a Comprehensive Land Use Plan ("1996 CLUP") -- the previous name for an ALUCP -- was adopted in December 1996, to provide for compatible land use planning in the Airport Influence Area surrounding the airport. The 1996 CLUP provided an exemption for adopted Specific Plans. However, on July 22, 2004, the California Attorney General concluded that an ALUC cannot exempt a Specific Plan adopted by a city or county from compliance with an ALUC's compatibility criteria for land in the vicinity of a public use airport. (*See* 87 Ops. Cal. Atty. Gen. 102 (2004).)

The ALUC noted the need to update compatibility plans for the public-use airports in Riverside County, and, in April 2004, a draft ALUCP was prepared and published. The 2004 Riverside County Airport Land Use Compatibility Plan includes both County-wide policies and airport-specific policies. The 2004 French Valley Airport Land Use Compatibility Plan ("2004 Compatibility Plan") was adopted by the Commission on December 9, 2004.

9. CALIFORNIA AIRPORT LAND USE PLANNING HANDBOOK

The California Airport Land Use Planning Handbook provides guidance for establishing the airport influence area and designating airport zones, and includes suggested methods for establishing safety compatibility zones for general aviation runways. The Handbook points out that the choice of safety criteria appropriate for a particular zone is largely a function of risk acceptability; the potentially severe consequences of aircraft accidents are the driving concern in setting safety compatibility criteria. For example, land uses that, for a given proximity to the airport, are determined to represent intolerable risks usually must be prohibited; where risks of a particular land use are considered significant but tolerable, establishment of restrictions may reduce the risk to an acceptable level; and uses that are intrinsically acceptable generally require no limitations.

The Handbook provides examples of different safety zone configurations and recommends that the airport vicinity be divided into the following six safety zones (in addition to the immediate runway environs):

- 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; and
- Zone 6: Traffic Pattern Zone.

The intent of these zones is that risk levels be relatively uniform across each zone, but distinct from the other zones. The shapes and sizes of the zones are largely based upon accident data and analyses presented in the Handbook; however, the Handbook advises that the local ALUC also consider the flight paths of aircraft approaching and departing the runway in delineating safety zone boundaries. The Handbook further recommends that the following factors be considered when defining safety zones: airport area topography, existing urban development, and location of boundaries based on geographic features,

In the case of a general aviation runway 6,000 feet or more in length, such as French Valley Airport, the Handbook (see Figure 9K of the Handbook) recommends that the Inner Approach/Departure Zone extend 6,000 feet from the end of the runway with a width of 1,500 feet (750 feet on either side of the extended runway centerline), while the Outer Approach/Departure Zone is recommended to extend an additional 4,000 feet beyond the runway end, but with a width of 1,000 feet (500 feet on either side of the extended runway centerline).

Pursuant to the Handbook (see Table 9C of the Handbook), the maximum residential density in the Inner Approach/Departure Zone should not exceed 1.0 dwelling unit per 10 to 20 acres and the maximum residential density in the Outer Approach/Departure Zone

should not exceed 1.0 dwelling unit per 2 to 5 acres, with "infill at up to average of surrounding residential area" in heavily developed urban settings.

Proposed Zone C of French Valley Airport is recommended to include the Outer Approach/Departure Zone as well as other areas in the vicinity of the airport.¹

Pursuant to Handbook (see Table 9C of the Handbook), at distances greater than 6,000 feet from the end of the runway, land located more than 500 feet from the extended runway centerline is recommended to be in the Traffic Pattern Zone. Additionally, any land more than 1,000 feet from either the runway centerline or its extension, measured laterally, is recommended to be in the Traffic Pattern Zone. The Handbook does not suggest limits on residential densities in the Traffic Pattern Zone, although it does suggest a limit of 150 persons per acre (average) for non-residential development in that zone except in heavily developed urban areas. Based on this provision, it may be stated that there is no statewide mandate or requirement for restriction of residential densities in the Traffic Pattern Zone, other than restriction of extremely high residential densities that would be the equivalent of 150 persons per acre. However, given the nature of residential uses, and the likelihood of vulnerable populations, a lower number of persons per acre may be established by the local ALUC.

10. PROJECT DESCRIPTION

The proposed project is the Commission's adoption of the 2007 Compatibility Plan for the French Valley Airport. As noted above, the previous plan was the 2004 Compatibility Plan, which was the subject of a legal action in *Silverhawk Land & Acquisitions, LLC v. Riverside County Airport Land Use Commission* (Riverside County Superior Court, Case No. RIC 431176). As a result of this action, the trial court issued a decision setting aside the prior categorical exemption for the 2004 Compatibility Plan pursuant to CEQA, and stayed further implementation of that plan until the Commission had taken action to bring its approval of the plan into compliance with CEQA. Subsequently, the Commission has elected to abandon the prior 2004 Compatibility Plan, and to consider adoption of the new 2007 Compatibility Plan. The new Compatibility Plan is comprised of the 2004 Compatibility Plan and may include, at the Commission's discretion, one or more of the proposed Mitigation Measures described in this Initial Study/Mitigated Negative Declaration.

The Compatibility Plan establishes policies for determining consistency between development projects within the Airport Influence Area, and the objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5). Those objectives call for the Commission to protect public health, safety, and welfare by ensuring the orderly

¹ As discussed further below, to the extent that Mitigation Measure 1 would allow for densities of 1.0-3.0 dwelling units per acre within the Inner Approach/Departure Zone, the Inner Turning Zone, and the Outer Approach/Departure Zone, it may be inconsistent with the guidance provided in the Handbook. Mitigation Measure 4 addresses this concern by restricting these densities to areas that would be considered to be in the Traffic Pattern Zone pursuant to standard safety zone geometrics.

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. (Pub. Util. Code §21670, subd. (a)(2).)

The project's proposed Mitigation Measures are intended to reduce potential displacement of residential and non-residential land uses within the Airport Influence Area that may otherwise result from implementation of the Compatibility Plan without mitigation:

- Mitigation Measures 1, 2, 3, or 4 are mutually exclusive such that only one of the four may be adopted.
- Mitigation Measure 3B may be adopted on its own or with Mitigation Measures 1, 2, or 4 (however, as described further below, the usefulness of Mitigation Measure 3B in combination with Mitigation Measures 1, 2, or 4 is limited; therefore, the combination of Mitigation Measures 3B with Mitigation Measures 1, 2, or 4 is not likely); Mitigation Measure 3B may not be adopted with Mitigation Measure 3 (because Mitigation Measure 3B is already included in Mitigation Measure 3).
- Mitigation Measures 5 and 6 are "add-ons" that can be adopted in addition to any other Mitigation Measure.

Each of the proposed Mitigation Measures is described in detail in *Mitigation Measures*, located at the end of this Initial Study. In addition, the impact that the Compatibility Plan and each of the Mitigation Measures has on potential displacement of development is analyzed under the *Land Use and Planning* and *Population and Housing* sections of this Initial Study. The overall potential for displacement of development, or displaced development, is also assessed below.

11. DISPLACED DEVELOPMENT

The phrase "potential for displaced development" is defined in this section to assist the Commission, local land use agencies, and all other interested parties in understanding how the potential for displaced development may arise in the context of formulating and adopting an ALUCP. The potential for displaced development refers to placing certain land use density or intensity restrictions on development in an Airport Influence Area to ensure the orderly expansion of airports, and to minimize the public's exposure to excessive noise and safety hazards within certain areas surrounding public airports, which may have the consequence, notwithstanding existing General Plan designations and zoning, of displacing development to other areas outside the Airport Influence Area.

As defined, adoption of the 2007 Compatibility Plan has the potential to displace development that would otherwise occur within the Plan's Airport Influence Area.² This displaced development would have the potential to result in physical environmental impacts to other areas outside French Valley's Airport Influence Area.

The types of potential environmental effects generally include changes in the distribution and concentration of population, and the use of land, in other areas surrounding the airport. By restricting development in the airport environs, there is the potential for increased pressure for growth and development in areas outside the Plan's Airport Influence Area. These indirect impacts could result in construction of additional commercial and residential development in the surrounding environment. This development, if it occurs, would necessarily result in traffic and associated air quality and noise impacts. Such development also could impact sensitive visual, biological, cultural, paleontological, historic, and other resources.

However, any such future development would be dependent on what the affected local land use jurisdictions (Riverside County and the cities of Murrieta and Temecula) would permit. Moreover, those project-specific impacts would necessarily be considered in later environmental documents prepared in compliance with CEQA. As a result, there is no potential that such impacts would escape appropriate, further environmental review at the project-level. Although not determinative, the fact that potential shifts in population and future development will require further environmental analysis at the project level is an important and relevant consideration.

In addition, the Commission believes that by conducting an analysis of the environmental effects of population and development shifts in the region surrounding the French Valley Airport, the Commission will have informed the affected jurisdictions (Riverside County and neighboring cities, Murrieta and Temecula) of the potential for displaced development, and the associated consequences, before possible population and development pressure mounts in areas outside the Plan's Airport Influence Area.

After having disclosed the potential for displaced population/development due to adoption of the 2007 Compatibility Plan, and having analyzed and quantified that potential for displaced development (*see* this Initial Study, *Land Use and Planning* and *Population and Housing* sections, below), it is equally important to acknowledge that whether actual population and development shifts will, in fact, occur in surrounding areas in any particular case necessarily depends on a multitude of factors, including, but not limited to, the rate, timing, location, and extent of development, economic and market conditions, the nature and type of the project or projects, and the contemplated project-level impacts on the environment.

² The Airport Influence Area is the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may affect land uses or necessitate restrictions on those uses. It also constitutes the area within which certain land use actions are subject to ALUC review. The term Airport Influence Area is synonymous with the term "airport referral area" as well as to the term "planning area" as referred to in Public Utilities Code Section 21675. The Airport Influence Area boundary for French Valley Airport is depicted in Figure 1.

At this time, the Commission is unable to accurately forecast the actual effects such future shifts in population/development, if they do occur, will have on the physical environment. The Commission also finds that any attempt to forecast such eventualities, including predictions about the significance of any environmental effects, is both impracticable and potentially misleading at this time. It is impracticable because such impacts are too uncertain, and it is potentially misleading because the "science" of assessing impacts, and their significance, does not permit an accurate assessment at this time. Rather than speculate, the Commission has determined that the uncertainties justify its finding that population/development shifts, if they do occur, cannot reasonably be characterized as significant at this time and that if such shifts occur in the future, they will not escape project-level environmental review under CEQA.

The Commission further finds, after a thorough investigation, that particular environmental impacts resulting from the potential for displaced population/development are too speculative for any evaluation beyond this analysis and that found, below, in the *Land Use and Planning* and *Population and Housing* sections; accordingly, the Commission's assessment is appropriately concluded (see CEQA Guidelines §15145).

12. PROJECT OBJECTIVES

The principal project objectives include the following: (i) to meet the California Legislative mandate to prepare and adopt an ALUCP for French Valley Airport, pursuant to the requirements of the State Aeronautics Act (Pub. Util. Code §§21670.3 and 21675); and (ii) to adopt an ALUCP for French Valley Airport that will provide for the orderly growth of French Valley Airport and the area surrounding French Valley Airport, and which will safeguard the public health, safety, and general welfare of the inhabitants within the vicinity of the airport and the public in general, consistent with the requirements of the State Aeronautics Act (Pub. Util. Code §21675).

13. SURROUNDING LAND USES AND SETTING

Existing environmental setting and land uses of the airport and surrounding lands include the unincorporated community of French Valley and portions of the cities of Murrieta and Temecula. As recently as the early 1980s, the area consisted of a collection of small towns and sparsely populated countryside and agricultural lands. However, the historical land use of dryland farming has given way to residential development in large portions of the area. For instance, by early 2003, over 130,000 people resided in the cities of Murrieta and Temecula, with many more living in the surrounding unincorporated Riverside County area. Maintenance of compatibility between French Valley Airport and this rapidly growing urban area has proved challenging. **Figure 2** depicts existing General Plan land use designations.

14. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED

Input and comments from other agencies, including the County of Riverside and the cities of Murrieta and Temecula will be considered. In addition, a copy of the Compatibility

Plan must be submitted to the California Division of Aeronautics, pursuant to Public Utilities Code Section 21675, subdivision (d). However, the Commission can adopt the Compatibility Plan without approval of any other agency, either state or local.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

None of the environmental topics below would be potentially affected by the proposed project, because none of the impacts are considered a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | |
|--|---|
| <input type="checkbox"/> Aesthetics/Visual Quality | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Agricultural Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Air Quality | <input type="checkbox"/> Population and Housing |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Transportation and Traffic |
| <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Utilities and Service System |
| <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Mandatory Findings of Significance |
| <input type="checkbox"/> Land Use and Planning | |

ENVIRONMENTAL DETERMINATION

On the basis of this evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project could not have a significant effect on the environment, but, nonetheless, one or more of the mitigation measures described in this document have been recommended for inclusion into the proposed project. Therefore, a MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, there WILL NOT be a significant effect in this case because all potentially significant effects (a) have been analyzed adequately in an earlier EIR pursuant to applicable standards; and (b) have been avoided or mitigated pursuant to that earlier EIR, including revisions or mitigation measures that are imposed upon the proposed project.

By:

John J. G. Guerin
John J. G. Guerin, Principal Planner
Riverside County Airport Land Use Commission

ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with CEQA, this Initial Study has been prepared to analyze the proposed project to determine whether any potential significant impacts upon the environment would result from implementation of the proposed project. In accordance with the CEQA Guidelines Section 15063, this Initial Study is a preliminary analysis prepared by the lead agency, the Riverside County Airport Land Use Commission, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (*e.g.*, the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (*e.g.*, the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines Section 15063(c)(3)(D).) In this case, a brief discussion should identify the following:
 - (a) *Earlier Analysis Used.* Identify and state where they are available for review.
 - (b) *Impacts Adequately Addressed.* Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to

applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- (c) *Mitigation Measures*. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6. Supporting Information Sources: References to information sources for potential impacts have been incorporated into the analysis. A source list is provided following the checklist. Other sources used or individuals contacted have been cited in the respective discussions.
- 7. The following environmental analysis checklist is based on Appendix G of the CEQA Guidelines and was prepared to identify the potential environmental effects of the proposed project. After each environment topic is assessed, an analysis of the basis for the assessment is provided.
- 8. The explanation of each issue should identify:
 - (a) the significance criteria or threshold, if any, used to evaluate each question; and
 - (b) the mitigation measure identified, if any, to reduce the impact to a level less than significant.

ENVIRONMENTAL ANALYSIS CHECKLIST

AESTHETICS				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect on a scenic vista?			✓	
(b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓	
(c) Substantially degrade the existing visual character or quality of the site and its surroundings?			✓	
(d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?			✓	

ANALYSIS:

Thresholds (a) - (d): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not affect a scenic vista, damage scenic resources, degrade the existing visual character or quality of the site or its surroundings, or create a new source of light or glare (or interfere with nighttime use of the Mt. Palomar Observatory), and, as such, would not directly impact the environment or result in any direct impacts to aesthetics.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of aesthetic impacts that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant aesthetic impacts. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant aesthetic impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on aesthetics. Moreover, with respect to the creation of new sources of light or glare, which would adversely affect day or nighttime views in the area (which might interfere with nighttime use of the Mt. Palomar Observatory), any proposed development within the area would be subject to standard conditions from the Commission, the County, or the cities of Murrieta or Temecula restricting lighting that could interfere with the safe operation of aircraft, and would be subject to Ordinance No. 655, if within unincorporated Riverside County.

(Sources: Riverside County General Plan (October 2003) ("County General Plan"), Southwest Area Plan, Figure 9 "Scenic Highways" and Figure 6 "Mt. Palomar Nighttime Lighting Policy"; Riverside County General Plan Final Program Environmental Impact Report (Environmental Impact Report No. 441, State Clearinghouse No. 2002051143, October 2003) ("County EIR No. 441"); City of Murrieta General Plan Final Environmental Impact Report (State Clearinghouse No. 92072047, June 1994) ("Murrieta EIR"), Table 3-1; City of Temecula General Plan Update Final Environmental Impact Report (State Clearinghouse No. 2003061041, March 2005) ("Temecula EIR").

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to aesthetics through compliance with Mitigation Measures 4.4.1A, 4.4.2A, 4.4.2B, 4.4.2C, 4.4.2D, and 4.4.2E, as specified in the County EIR No. 441. In addition, any development within a 45-mile radius of Mt. Palomar Observatory must comply with the lighting restrictions imposed by Ordinance No. 655.

The City of Murrieta already has committed to mitigate development-related impacts to aesthetics through compliance with Mitigation Measures 4.12-1(a), 4.12-1(b), 4.12-1(c), and 4.13-1(a), as specified in the Murrieta EIR.

The City of Temecula already has committed to mitigate development-related impacts to aesthetics through compliance with Mitigation Measure A-1, as specified in the Temecula EIR

In addition, as specified in the County General Plan (Southwest Area Plan, Table 4); and pursuant to the standards that the Commission applies in evaluating projects, the following uses shall be prohibited throughout the portion of the planning area subject to the jurisdiction of the County of Riverside and in those projects within the cities of Murrieta and Temecula submitted to the Commission for review:

- (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.

AGRICULTURE RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<hr/> Would the project:				
(a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?			✓	
(b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓	
(c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?			✓	

ANALYSIS:

Thresholds (a) - (c): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Additionally, the Compatibility Plan would not conflict with existing zoning for agricultural use, nor would it conflict with a Williamson Act contract. Based on the information in the Riverside County Land Information System (August 2007), and the Agricultural Resources Map included in the County

EIR No. 441, the French Valley Airport Influence Area includes substantial Farmland of Local Importance and Grazing Land; however, there is no Prime Farmland, Farmland of Statewide Importance, or Unique Farmland in the French Valley Airport Influence Area. Therefore, the Compatibility Plan would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance ("Farmland") to non-agricultural use. The Compatibility Plan also does not conflict with existing zoning for agricultural use, or a Williamson Act contract, and does not involve other changes in the existing environment that could result in conversion of Farmland, to non-agricultural use, and, as such, would not directly impact the environment or result in any direct impacts to agricultural resources.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to agricultural resources that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to agricultural resources. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to agricultural resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan

level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on agricultural resources.

(Sources: County EIR No. 441, Figure 4.2.2, "Agricultural Resources"; Riverside County Land Information System, August 2007; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The City of Temecula already has committed to mitigate development-related impacts to agricultural resources through compliance with Mitigation Measure AG-1, as specified in the Temecula EIR.

AIR QUALITY				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Conflict with or obstruct implementation of the applicable air quality plan?			✓	
(b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			✓	
(c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			✓	
(d) Expose sensitive receptors to substantial pollutant concentrations?			✓	
(e) Create objectionable odors affecting a substantial number of people?			✓	

ANALYSIS:

Thresholds (a) - (e): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental

effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not conflict with or obstruct implementation of the applicable air quality plan; violate any air quality standard or contribute substantially to an existing or projected air quality violation; result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard; expose sensitive receptors to substantial pollutant concentrations; or create objectionable odors affecting a substantial number of people; and, as such, would not directly impact the environment or result in any direct impacts to air quality.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of air quality impacts that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant air quality impacts. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant air quality impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area

above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on air quality.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to air quality through compliance with Mitigation Measures 4.5.1A, 4.5.1B, and 4.5.1C, as specified in the County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to air quality through compliance with applicable General Plan policies in the Air Quality Element.

The City of Temecula already has committed to mitigate development-related impacts to air quality through compliance with Mitigation Measures AQ-1 through AQ-18, as specified in the Temecula EIR.

BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
(b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓	
(c) Have a substantial adverse effect on federally-protected wetlands, as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, <i>etc.</i>)			✓	

BIOLOGICAL RESOURCES

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
through direct removal, filling, hydrological interruption, or other means?				
(d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓	
(e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
(f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓	

ANALYSIS:

Thresholds (a) - (f): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not impact biological resources or their habitat, or conflict with applicable policies protecting biological resources or an adopted or approved habitat conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to biological resources.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to biological resources that would be associated with it. One possibility is that land uses in much of the airport environs would remain

unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to biological resources. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to biological resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on biological resources.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to biological resources through compliance with Mitigation Measures 4.6.1A, 4.6.1B, 4.6.1C, 4.6.2A, 4.6.3A, 4.6.4A, 4.6.4B, 4.6.5A, 4.6.5B, 4.6.6A, 4.6.6B, 4.6.7A, 4.6.7B, 4.6.7C, 4.6.7D, and 4.6.7E, as specified in the County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to biological resources through compliance with Mitigation Measures 4.4-1(a), 4.4-1(b), 4.4-2(a), 4.4-2(b), 4.4-2(c), 4.4-2(d), 4.4-2(e), 4.4-2(f), 4.4-3(a), 4.4-3(b), 4.4-3(c), 4.4-3(d), 4.4-3(e), 4.4-4, 4.4-5(a), 4.4-5(c), 4.4-5(d), 4.4-6(a), and 4.4-6(b), as specified in the Murrieta EIR.

The City of Temecula already has committed to mitigate development-related impacts to biological resources through compliance with Mitigation Measures B-1 through B-11, as specified in the Temecula EIR.

CULTURAL RESOURCES				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			✓	
(b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?			✓	
(c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?			✓	
(d) Disturb any human remains, including those interred outside of formal cemeteries?			✓	

ANALYSIS:

Thresholds (a) - (d): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not cause a substantial adverse change in the significance of a historical resource or an archaeological resource; directly or indirectly destroy a unique paleontological resource or site or unique geologic feature; or disturb any human remains, including those interred outside of formal cemeteries, and, as such, would not directly impact the environment or result in any direct impacts to cultural resources.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific

characteristics of any development or the types of impacts to cultural resources that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to cultural resources. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to cultural resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on cultural resources.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to cultural resources through compliance with Mitigation Measures 4.7.1A, 4.7.1B, and 4.7.1C, as specified in the County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to cultural resources through compliance with applicable General Plan policies in the Conservation and Open Space Element, as required by Mitigation Measures 4.14-1, 4.14-2, and 4.14-3, as specified in the Murrieta EIR.

The City of Temecula already has committed to mitigate development-related impacts to cultural resources through compliance with Mitigation Measures CR-1, CR-2, CR-3, and CR-4, as specified in the Temecula EIR.

GEOLOGY AND SOILS				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
(i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?			✓	
(ii) Strong seismic ground shaking?			✓ ✓	
(iii) Seismic-related ground failure, including liquefaction?			✓	
(iv) Landslides?				
(b) Result in substantial soil erosion or the loss of topsoil?			✓	
(c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?			✓	
(d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
(e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?			✓	

ANALYSIS:

Thresholds (a) - (e): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. The project will not change topography or ground surface relief features, will not create cut or fill slopes, and involves no grading. The project does not involve land disturbance and, therefore, will not result in a change in deposition, siltation, or erosion, or in an increase in wind erosion or blowsand. Therefore, the Compatibility Plan would not expose people or structures to potential substantial adverse effects involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, liquefaction, or landslides; result in substantial soil erosion or the loss of topsoil; be located on a geologic unit or soil that is unstable, potentially resulting in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; be located on expansive soil; or have soils incapable of adequately supporting the use of septic tanks; and, as such, would not directly impact the environment or result in any direct impacts to geology and soils.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to geology and soils that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to geology and soils. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may

result in potentially significant impacts to geology and soils. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on geology and soils.

(Sources: County General Plan, Southwest Area Plan, Figure 12, "Seismic Hazards," Figure 13, "Steep Slope," and Figure 14, "Slope Instability"; County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to geology and soils through compliance with Mitigation Measures 4.10.1A, 4.10.2A, 4.10.2B, 4.10.2C, 4.10.3A, 4.10.3B, 4.10.7A, 4.10.8A, 4.10.9A, 4.10.9B, and 4.10.9C, as specified in County EIR No. 441, and applicable General Plan Safety Element policies.

The City of Murrieta already has committed to mitigate development-related impacts to geology and soils through compliance with Mitigation Measures 4.2-1(a), 4.2-1(b), 4.2-2(a), 4.2-2(b), 4.2-2(c), 4.2-2(d), 4.2-3, and 4.2-4, as specified in the Murrieta EIR, and applicable General Plan Safety Element policies.

The City of Temecula already has committed to mitigate development-related impacts to geology and soils through compliance with Mitigation Measures GS-1, GS-2, and GS-3, as specified in the Temecula EIR.

HAZARDS AND HAZARDOUS MATERIALS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
(b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
(c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
(d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of the public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?			✓	
(f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?			✓	
(g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
(h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?			✓	

ANALYSIS:

Thresholds (a) - (h): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Moreover, the Compatibility Plan does not involve the transport, use, or disposal of hazardous materials, the emission or handling of hazardous or acutely hazardous materials, substances, or waste, or the location of a building, structure, or public facility on a hazardous materials site compiled by the State of California pursuant to Government Code Section 65962.5. Airports are industrial uses and have the potential to create safety hazards related to aircraft activity. Pursuant to the State Aeronautics Act, the Compatibility Plan establishes the criteria by which safety hazards relating to aircraft activity would be evaluated. These criteria are intended to reduce the risk of exposure to the hazards of an off-airport aircraft accident by limiting residential densities and concentrations of people in locations near French Valley Airport. The risks of aircraft accident occurrence are reduced by policies limiting the height of structures, trees, and other objects that might penetrate airport airspace as defined by Federal Aviation Regulations, Part 77. The Compatibility Plan also seeks to minimize the consequences of an off-airport aircraft accident by requiring a percentage of the land area in critical locations near the airport to remain open and reasonably suitable for a survivable emergency aircraft landing.

The Compatibility Plan addresses safety hazards for people residing and working in the airport vicinity by establishing zones where density of residential development and intensity/occupancy of non-residential development are specified.

Therefore, the Compatibility Plan would not affect the incidence of hazardous material safety hazards in the area, result in hazardous emissions within one-quarter mile of an existing or proposed school, affect any sites included on a list of hazardous materials sites, or create a significant hazard to the public or the environment. Additionally, the Compatibility Plan would decrease airport-related safety hazards by limiting development within the Airport Influence Area, and it would not affect emergency response plans or the incidence of wildland fires in the area and, as such, would not directly impact the environment or result in any direct impacts relating to hazards and hazardous materials. Indeed, the Compatibility Plan, if adopted, would result in a beneficial impact by reducing the exposure of people to airport-related safety hazards, including aircraft accidents, consistent with the objectives of the State Aeronautics Act.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations (thereby indirectly resulting in increased exposure to safety hazards, such as risk of loss, injury, or death from aircraft crashes) and constraining development at other locations (thereby possibly diverting growth to areas outside the Airport Influence Area). However, any potential indirect effect that may arise

is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to hazards or hazardous materials that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to hazards or hazardous materials. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to hazards or hazardous materials. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on hazards or hazardous materials.

On an overall basis, the Compatibility Plan may result in a reduction of the potential build-out population of the Airport Influence Area in relation to the levels that may be expected pursuant to the General Plans of the affected local jurisdictions. This reduction would occur in the event that the County of Riverside and the City of Murrieta amend their General Plans in order to make the General Plan land use designations consistent with the Compatibility Plan. In addition, this reduction, if it occurs, is intended to achieve the objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5), which call for the Commission 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. (Pub. Util. Code §21670, subd. (a)(2).)

(Sources: California Airport Land Use Planning Handbook (January 2002), California Division of Aeronautics, pages 9-37 through 9-48; County General Plan, Southwest Area Plan, Figure 11, "Wildfire Susceptibility"; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: In addition to the other applicable/adopted mitigation measures cited above under Aesthetics, related to lighting and glare, as specified in the County General Plan (Southwest Area Plan, Table 4); and pursuant to the standards that the Commission applies in evaluating projects, any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited throughout the portion of the planning area subject to the jurisdiction of the County of Riverside and for those projects in the City of Murrieta or the City of Temecula subject to Commission review.

The City of Murrieta already has committed to mitigate development-related impacts to hazards and hazardous materials through compliance with Mitigation Measure 4.11-1, as specified in the Murrieta EIR, and compliance with applicable General Plan Safety Element policies.

The City of Temecula already has committed to mitigate development-related impacts to hazards and hazardous materials through compliance with applicable General Plan Public Safety Element policies.

HYDROLOGY AND WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
<hr/> Would the project:				
(a) Violate any water quality standards or waste discharge requirements?			✓	
(b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (<i>e.g.</i> , the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
(c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a			✓	

HYDROLOGY AND WATER QUALITY

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
manner which would result in substantial erosion or siltation on- or off-site?				
(d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
(e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
(f) Otherwise substantially degrade water quality?			✓	
(g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			✓	
(h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?			✓	
(i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
(j) Inundation by seiche, tsunami, or mudflow?			✓	

ANALYSIS:

Thresholds (a) - (j): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Although some portions of the Airport Influence Area are located in 100-year floodplains or flood hazard areas and large portions of the area are within dam inundation areas in the event of dam failure at Lake Skinner, because the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment, it would not place housing or structures in a 100-year flood hazard area. Therefore, the Compatibility Plan would not violate any water quality standards; affect groundwater supplies; substantially alter drainage patterns; or expose people or structures to a significant risk involving flooding, seiche, tsunami or mudflow; and, as such, would not directly impact the environment or result in any direct impacts to hydrology and water quality.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to hydrology and water quality that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to hydrology and water quality. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to hydrology and water quality. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the

environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on hydrology and water quality.

(Sources: County General Plan, Southwest Area Plan, Figure 10, "Flood Hazards"; County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to hydrology and water quality through compliance with Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, 4.9.2D, 4.17.2A, 4.17.3A, 4.17.4A, 4.17.4B, 4.17.4C, 4.17.5A, 4.17.5B, 4.17.5C, 4.17.5D, and 4.17.5E, as specified in County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to hydrology and water quality through compliance with Mitigation Measures 4.3-1 through 4.3-6, as specified in the Murrieta EIR, and with applicable General Plan Safety Element policies.

The City of Temecula already has committed to mitigate development-related impacts to hydrology and water quality through compliance with Mitigation Measures HW-2, HW-5, HW-6, and HW-7, as specified in the Temecula EIR.

LAND USE AND PLANNING				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Physically divide an established community?			✓	
(b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
(c) Conflict with any applicable habitat conservation plan or natural community conservation plan?			✓	

ANALYSIS:

Thresholds (a) and (c): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not physically divide an established community or conflict with any applicable habitat conservation plan or natural community conservation plan, and, as such, would not directly impact the environment or result in any direct impacts to land use and planning, with respect to thresholds (a) and (c).

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analysis below and analysis under *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant land use and planning impacts. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant land use and planning impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on land use and planning.

Threshold (b): The Compatibility Plan does not directly or indirectly conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect, for the reasons discussed above. However, to the extent that the Compatibility Plan conflicts with other General Plan land use plans, policies, or regulations (*i.e.*, those not adopted for the purpose of avoiding or mitigating an environmental effect), it may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations; thus, the Compatibility Plan has the potential to shift future development to areas outside the Airport Influence Area. The Compatibility Plan, if adopted, also would constrain the allowable land use designations found in the County General Plan (Southwest Area Plan), the City of Murrieta General Plan, and, to some extent, the City of Temecula General Plan.

As a result of adoption of the Compatibility Plan, and to the extent that such adoption would result in conflicts between the Compatibility Plan and the local jurisdictions' General Plans, such conflict would necessitate either an amendment to the local jurisdictions' General Plan or an overrule by the applicable local jurisdiction.

It is important to note that the County of Riverside and the cities of Murrieta and Temecula may, consistent with Government Code Section 65302.3, alleviate any perceived land use conflict that exists between the Compatibility Plan and their respective General Plans, and any applicable Specific Plans, by taking steps necessary to amend such plans, as necessary, within 180 days of the adoption of the Compatibility Plan. Alternatively, if the County of Riverside and the cities of Murrieta and Temecula do not concur with any provision of the Compatibility Plan, they may take steps to overrule the Commission by adopting findings pursuant to Section 21676 of the Public Utilities Code. Such actions are within the responsibility and jurisdiction of the County of Riverside and the cities of Murrieta and Temecula, and not the Commission, and the Commission finds that such actions can and should be taken by the County of Riverside and the cities of Murrieta and Temecula if, in their discretion, the actions are warranted.

The following analysis addresses potential inconsistencies between the Compatibility Plan and the existing General Plans with respect to non-residential land uses, and quantifies the potential worst-case scenario displacement of non-residential land uses.³

³ For an analysis of the potential worst-case scenario displacement of residential uses, due to potential inconsistencies between the Compatibility Plan and existing General Plans, please see the analysis under Population and Housing.

Based upon an evaluation of the existing General Plans' land use designations, including Specific Plan designations, within the Airport Influence Area, there are inconsistencies between existing General Plan land use designations and the allowable intensities provided under the Compatibility Plan. **Figure 2** depicts the existing General Plan land use designations for the areas lying within the Airport Influence Area.

Specifically, the Compatibility Plan would conflict with existing land use designations by applying non-residential intensity limitations to properties designated for commercial and industrial development. In Airport Zone A, development would be prohibited. In Airport Zone B1, non-residential intensity would be limited to 25 persons per acre; the limit would be 100 persons per acre in Airport Zone B2, 75 persons per acre in Airport Zone C, and 100 persons per acre in Airport Zone D absent adoption of one or more of the Mitigation Measures described below. These limitations serve as new constraints on development located within the Airport Influence Area that otherwise would be allowed under the land use designations of existing General Plans.

Potential Future Non-Residential Displacement Under the Compatibility Plan Without Mitigation:

The methodology described below was used to determine the potential non-residential displacement that may occur in unincorporated Riverside County, and the incorporated cities of Murrieta and Temecula.

In order to estimate projected commercial and industrial displacement, it is necessary to make certain assumptions as to how land would be developed if these restrictions were not present, based on the development permitted under the General Plans of the three applicable jurisdictions.⁴ Based upon floor-area ratios (square footage of building area divided by square footage of net site area) identified in each jurisdiction's respective General Plans, staff calculated the maximum square footage that could be accommodated per acre in each existing non-residential land use designation.

Within each of these designations, staff determined the "Affected Acreage" located within each Airport Zone by calculating the total area of land within each land use designation and Airport Zone and then excluding properties owned by the County (including on-airport properties), County Flood Control District, Valley Wide Recreation and Park District, Eastern Municipal Water District, and Rancho California Water District, and existing rights-of-way/roadways. (It should be noted that with respect to the areas in unincorporated Riverside County, although the analysis in the Riverside County General Plan assumed that 25 percent of gross area in most designations would be utilized for roadways and that 20 percent of gross area in Light Industrial designations would be utilized for roadways, because this analysis does not include existing rights-of-way, this assumption was not followed.)⁵

⁴ For a detailed narrative of the calculations discussed herein and contained in the Tables, in order to supplement this discussion, please see Appendix A of this Initial Study.

⁵ For a detailed description of the parcels located in the Airport Influence Area, please see Appendix A of this Initial Study.

Staff did not exclude any existing development or parcels currently built-out; it was assumed that all land within the Airport Influence Area was vacant. In this way, staff could determine a worst-case potential full build-out amount. As a result, the amount of displacement is considered significantly overstated in that it does not adjust for existing development located within the Airport Influence Area, which development would not be impacted by implementation of the Compatibility Plan.

Staff then multiplied "Affected Acreage" by "Square Feet/Acre" permitted under the General Plan (as determined by the floor-area ratio) to determine the "Maximum Build-Out" permitted under the General Plan.

Staff then determined the "Maximum Build-Out" permitted under the Compatibility Plan without mitigation by calculating the maximum square footage allowed per acre within each Airport Zone and each land use designation (which is calculated by multiplying "people per acre" allowable under each Airport Zone by the maximum square footage per person allowable for each land use designation) and multiplying the maximum square footage by the "Affected Acreage."

The difference between the "Maximum Build-Out" permitted under the General Plan and the "Maximum Build-Out" permitted under the Compatibility Plan is the potential non-residential displacement that may occur with implementation of the Compatibility Plan without mitigation ("Potential Displaced Build-Out").

Table 1 presents the potential non-residential displacement that may occur under the Compatibility Plan without mitigation in the portions of the Airport Influence Area located within unincorporated Riverside County, and the incorporated cities of Murrieta and Temecula.

**Table 1: Potential Non-Residential Displacement
Under the Compatibility Plan, Without Mitigation**

Jurisdiction	General Plan Designation	Airport Zone ¹	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Maximum Build-Out (Sq Ft)	Sq Ft / Acre ²	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
County of Riverside	Commercial Retail ³	B1	30.77	10,019	308,285	1,500	46,155	262,130	
		B2	50.81	10,019	509,065	6,000	304,860	204,205	
		C	86.02	10,019	861,834	4,500	387,090	474,744	
		D	130.73	10,019	1,309,784	6,000	784,380	525,404	
		Total	298.33	10,019	2,988,968	N/A	1,522,485	1,466,483	49%
	Commercial Office ⁴	A	.01	15,246	152	N/A	0	152	
		B1	1.3	15,246	19,820	5,000	6,500	13,320	
		B2	48.86	15,246	744,920	20,000	977,200	N/A ⁵	
		C	11.3	15,246	172,280	15,000	169,500	2780	
		D	30.28	15,246	461,649	20,000	605,600	N/A	
		Total	91.75	15,246	1,398,821	N/A	1,758,800	16,252	1%
	Business Park ⁶	A	2.64	13,068	34,500	N/A	0	34,500	
		B1	72.82	13,068	951,612	5,000	364,100	587,512	
		C	104.30	13,068	1,362,992	15,000	1,564,500	N/A	
		D	77.24	13,068	1,009,372	20,000	1,544,800	N/A	
		Total	257	13,068	3,358,476	N/A	3,473,400	622,012	19%
	Light Industrial ⁷ (1:2 office/ manufacturing split)	A	84.49	16,553	1,398,563	N/A	0	1,398,563	
		B1	52.39	16,553	867,212	7,500	392,925	474,287	
		B2	67.35	16,553	1,114,845	30,000	2,020,500	N/A	
		C	61.67	16,553	1,020,824	22,500	1,387,575	N/A	
		D	173.17	16,553	2,866,483	30,000	5,195,100	N/A	
		Total	439.07	16,553	7,267,926	N/A	8,996,100	1,872,850	26%
	OR (90/10 warehousing/ office split)	A	84.49	26,136	2,208,231	N/A	0	2,208,231	
		B1	52.39	26,136	1,369,265	18,000	943,020	426,245	
		B2	67.35	26,136	1,760,260	72,000	4,849,200	N/A	
		C	61.67	26,136	1,611,807	54,000	3,330,180	N/A	
		D	173.17	26,136	4,525,971	72,000	12,468,240	N/A	
		Total	439.07	26,136	11,475,534	N/A	21,590,640	2,634,476	23%

**Table 1: Potential Non-Residential Displacement
Under the Compatibility Plan, Without Mitigation**

Jurisdiction	General Plan Designation	Airport Zone ¹	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Maximum Build-Out (Sq Ft)	Sq Ft / Acre ²	Maximum Build-Out (Sq Ft)	(Sq Ft)	%
	Mixed Use Planning Area ⁸	B1	25.74	10,019	257,889	1,500	38,610	219,279	
		C	32.44	10,019	325,016	4,500	145,980	179,036	
		Total	58.18	10,019	582,905	N/A	184,590	398,315	68%
	TOTAL - County of Riverside				15,597,096 OR 19,804,703			4,375,912 OR 5,137,538	28.1% OR 25.9%
City of Murrieta	Community Commercial ⁹	D	39.25	11,761	461,619	6,000	235,500	226,119	49%
	Neighborhood Commercial ¹⁰	D	13.8	10,890	150,282	6,000	82,800	67,482	45%
	Multiple Use ³¹¹	D	8.44	10,890	91,912	6,000	50,640	41,272	45%
	Professional Commercial ¹²	D	.36	21,780	7,841	20,000	7,200	641	8%
	Business Park ¹³	B1	30.89	17,424	538,227	5,000	154,450	383,777	
		B2	.01	17,424	174	20,000	200	N/A	
		C	80.19	17,424	1,397,231	15,000	1,202,850	194,381	
		D	55.24	17,424	962,502	20,000	1,104,800	N/A	
	Total		166.33	17,424	2,898,134	N/A	2,462,300	578,158	20%
	TOTAL - City of Murrieta				3,609,788			913,672	25.3%
City of Temecula	Community Commercial or Service Commercial ¹⁴	D	12.74	13,068	166,486	6,000	76,440	90,046	54%
	Professional Office ¹⁵	D	5.77	15,246	87,969	20,000	115,400	N/A	0%
	TOTAL - City of Temecula				254,455			90,046	35.4%
	TOTAL - Potential Displacement Under Compatibility Plan Without Mitigation				19,461,339 OR 23,668,946			5,379,630 OR 6,141,256	27.6% OR 25.9%

¹ Under the Compatibility Plan, Zone A does not permit any commercial/industrial uses, and is therefore limited to 0 people per acre; Zone B1 is limited to 25 people per acre; Zone B2 is limited to 100 people per acre; Zone C is limited to 75 people per acre; and Zone D is limited to 100 people per acre.

² Maximum square footage per acre under the Compatibility Plan is calculated by multiplying "people per acre" allowable under each Zone times the maximum square footage per person allowable for each use. (E.g., Under the Compatibility Plan, Zone B1 is limited to 25 people per acre. Based on the compatibility criteria limiting building intensity for Commercial Retail to one person per 30 square

**Table 1: Potential Non-Residential Displacement
Under the Compatibility Plan, Without Mitigation**

Jurisdiction	General Plan Designation	Airport Zone ¹	Affected Acreage	Maximum Build-Out Under General Plan		Maximum Build-Out Under Compatibility Plan		Potential Displaced Build-Out	
				Sq Ft / Acre	Maximum Build-Out (Sq Ft)	Sq Ft / Acre ²	Maximum Build-Out (Sq Ft)	(Sq Ft)	%

feet, with a 50 percent reduction, the maximum building intensity for Commercial Retail is one person per 60 square feet. Therefore, in Zone B1, 1,500 square feet is the maximum building size that will accommodate 25 people.)

³ *Under the Compatibility Plan, one person would be accommodated for each 60 square feet of Commercial Retail uses.*

⁴ *Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Commercial Office uses.*

⁵ *The maximum permissible intensity of offices in Airport Zone B2 and D permits a greater build-out than under the General Plan; therefore, there is no displacement.*

⁶ *Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Business Park uses.*

⁷ *Under the Compatibility Plan, approximately one person would be accommodated for each 300 square feet of Light Industrial uses (assumes that Light Industrial would be developed as one-third office and two-thirds manufacturing, with office uses at one person per 200 square feet and manufacturing areas at one person per 400 square feet, with the 50 percent reduction). Alternatively, if Light Industrial was developed as 90/10 warehousing/office, approximately one person would be accommodated for each 720 square feet (with 90 percent developed as warehousing at one person per 500 square feet, and 10 percent developed as office space at one person per 100 square feet, with the 50 percent reduction).*

⁸ *For purposes of this analysis, it was assumed that the Mixed Use Planning Area, which designation is only applicable to properties in Specific Plan No. 213 addressing Planning Area 9 and which includes both General Commercial and Industrial Park uses, would be developable as Commercial Retail under the Compatibility Plan. Therefore, under the Compatibility Plan, one person would be accommodated for each 60 square feet of Commercial Retail uses.*

⁹ *Under the Compatibility Plan, one person would be accommodated for each 60 square feet of Community Commercial uses.*

¹⁰ *Under the Compatibility Plan, one person would be accommodated for each 60 square feet of Neighborhood Commercial uses.*

¹¹ *Under the Compatibility Plan, one person would be accommodated for each 60 square feet of Multiple Use 3 uses.*

¹² *Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Professional Commercial uses.*

¹³ *Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Business Park uses.*

¹⁴ *Under the Compatibility Plan, one person would be accommodated for each 60 square feet of Community Commercial or Service Commercial uses.*

¹⁵ *Under the Compatibility Plan, one person would be accommodated for each 200 square feet of Professional Office uses.*

Riverside County:

Within the portions of the Airport Influence Area located in unincorporated Riverside County, the following floor-area ratios (square footage of building area divided by square footage of net site area) were assumed by staff, pursuant to the Riverside County General Plan. Based on the following floor-area ratio assumptions, staff calculated the maximum square feet that could be accommodated per acre in each land use designation, as follows:

General Plan Land Use Designation	Floor-Area Ratio	Sq Ft / Acre Under General Plan
Commercial Retail	0.23	10,019
Mixed Use Planning Area	0.23	10,019
Business Park	0.30	13,068
Commercial Office	0.35	15,246
Light Industrial (1:2 office/ manufacturing split)	0.38	16,553
OR		
(90/10 warehousing/ office split)	0.60	26,136

In the case of Mixed Use Planning Area, a floor-area ratio is not specified in the General Plan; therefore, a worst-case scenario of Commercial Retail was assumed. In the case of Light Industrial, in order to determine worst-case scenario displacement, staff assumed that the area would be developed as 1:2 office/manufacturing uses (which results in the worst-case percentage of displacement); and, alternatively, staff calculated displacement if the area was developed as 90/10 warehousing/office uses (which results in the worst-case square-foot displacement).

As presented in **Table 1**, the total expected build-out for non-residential uses in the Riverside County portions of the Airport Influence Area, as permitted under the General Plan, is 15,597,096 square feet (assuming a 1:2 office/manufacturing split for Light Industrial) or 19,804,703 square feet (assuming a 90/10 warehousing/office split for Light Industrial). The total potential non-residential displacement that may result from implementation of the Compatibility Plan without mitigation is 4,375,912 square feet or 28.1 percent (assuming a 1:2 office/manufacturing split); or 5,137,538 square feet or 25.9 percent (assuming a 90/10 warehousing/office split).

City of Murrieta:

Within the portions of the Airport Influence Area located in the City of Murrieta, the following floor-area ratios (square footage of building area divided by square footage of net site area) were assumed by staff, pursuant to the City of Murrieta General Plan. Based on the following floor-area ratio assumptions, staff calculated the maximum square feet that could be accommodated per acre in each land use designation, as follows:

General Plan Land Use Designation	Floor-Area Ratio	Sq Ft / Acre Under General Plan
Community Commercial	0.27	11,761
Neighborhood Commercial	0.25	10,890
Professional Commercial	0.5	21,780
Multiple Use 3	0.25	10,890
Business Park	0.4	17,424

In the case of Multiple Use 3, a floor-area ratio was not specified in the General Plan. Therefore, a worst-case scenario of Neighborhood Commercial was assumed. Staff then calculated the maximum build-out under the General Plan and compared it to the maximum build-out under the Compatibility Plan without mitigation, to determine the maximum potential non-residential displacement that may occur with implementation of the Compatibility Plan without mitigation.

As presented in **Table 1**, the total expected build-out for non-residential uses in the City of Murrieta portions of the Airport Influence Area, as permitted under the General Plan, is 3,609,788 square feet. The total potential non-residential displacement that may result from implementation of the Compatibility Plan without mitigation is 913,672 square feet or 25.3 percent.

City of Temecula:

Within the portions of the Airport Influence Area located in the City of Temecula, the following floor-area ratios (square footage of building area divided by square footage of net site area) were assumed by staff, pursuant to the City of Temecula General Plan. Based on the following floor-area ratio assumptions, staff calculated the maximum square feet that could be accommodated per acre in each land use designation, as follows:

General Plan Land Use Designation	Floor-Area Ratio	Sq Ft / Acre Under General Plan
Community Commercial	0.30	13,068
Service Commercial	0.30	13,068
Professional Office	0.35	15,246

Staff then calculated the maximum build-out under the General Plan and compared it to the maximum build-out under the Compatibility Plan without mitigation, to determine the maximum potential non-residential displacement that might occur with implementation of the Compatibility Plan without mitigation.

As presented in **Table 1**, the total expected build-out for non-residential uses in the City of Temecula portions of the Airport Influence Area, as permitted under the General Plan, is 254,455 square feet. The total potential non-residential displacement that may result from implementation of the Compatibility Plan without mitigation is 90,046 square feet or 35.4 percent.

Summary of Potential Future Non-Residential Displacement Under the Compatibility Plan Without Mitigation:

Based on the above, and as presented in **Table 1**, the total expected build-out for non-residential uses in the Airport Influence Area, as permitted under the local jurisdictions' respective General Plans, is 19,461,339 square feet (assuming a 1:2 office/manufacturing split for Light Industrial in the County of Riverside) or 23,668,946 square feet (assuming a 90/10 warehousing/office split for Light Industrial in the County of Riverside). The total potential non-residential displacement that may result from implementation of the Compatibility Plan without mitigation is 5,379,630

square feet or 27.6 percent (assuming a 1:2 office/manufacturing split); or 6,141,256 square feet or 25.9 percent (assuming a 90/10 warehousing/office split).

As noted above, these calculations are considered significantly overstated in that they have not accounted for the existing development or land uses that would otherwise qualify as existing uses under the Compatibility Plan. This analysis also assumed that the affected acreage was vacant in order to determine the maximum potential build-out that would be permitted under each jurisdiction's respective General Plans. Nevertheless, a potential maximum future displacement of non-residential uses within the Airport Influence Area of approximately 27.6 percent of the maximum build-out allowable under the respective General Plans is possible. However, many of these uses could be accommodated within the Airport Influence Area in other Airport Zones that allow higher intensities, or in surrounding areas. Moreover, because the timing, location, and type of any future development is unknown at this time, it is speculative to estimate the physical impacts that any such development would have on land use and planning in the respective jurisdictions. In addition, although adoption of the Compatibility Plan, without mitigation, may facilitate development in certain locations and constrain development in other locations, which may conflict with applicable General Plan land use designations, such designations were not adopted for the purpose of avoiding or mitigating an environmental effect, but rather to facilitate development of a wide-range of non-residential uses. As a result, any potential physical environmental impacts associated with the Compatibility Plan's conflict with existing General Plan land use designations are considered less than significant, uncertain, and speculative.

Such conflicts also are considered less than significant under CEQA because state law (Gov. Code §65302.3) requires that the General Plan, and any applicable Specific Plan, be consistent with an adopted Compatibility Plan, and, in the event of an inconsistency, the General Plan, and any applicable Specific Plan, must be promptly amended (or go through the special process required to overrule the Commission pursuant to Section 21676 of the Public Utilities Code). The Commission finds that, even by adopting the Compatibility Plan, any such land use conflicts can be avoided or substantially lessened by the County of Riverside and the cities of Murrieta and Temecula taking prompt action to amend their respective General Plan land use designations, so that they are consistent with the adopted Compatibility Plan. The Commission further finds that such amendments are within the responsibility and jurisdiction of the County of Riverside and the cities of Murrieta and Temecula and not the Commission. Finally, the Commission finds that such amendments can and should be adopted by such land use jurisdictions consistent with Section 65302.3 of the Government Code.

Further, in order to understand the scope and context of potential displacement, it is important to consider the potential displacement in the context of the "market area." The General Plans for Riverside County, and the cities of Murrieta and Temecula indicate potential non-residential square footage (excluding Public/Institutional uses) as follows: in Riverside County (unincorporated Southwest Area), 19,611,464 square feet of non-residential uses would be permitted; in the City of Murrieta, 62,696,740 square feet of non-residential uses would be permitted; and in the City of Temecula, 39,561,000 square feet of non-residential uses would be permitted.

Therefore, a total of 121,869,204 square feet of non-residential uses would be permitted in the "market area." As noted above, the "worst-case" potential non-residential displacement that may result with implementation of the Compatibility Plan without mitigation is 6,141,256 square feet or 5.03 percent of the "market area." This is not considered a significant impact.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code Section 21670, *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the California Airport Land Use Planning Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the California Airport Land Use Planning Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the Airport Influence Area. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

Nonetheless, to further reduce the potential non-residential displacement that may result from implementation of the Compatibility Plan, mitigation is proposed (but not required), and may be adopted at the Commission's discretion.⁶

Potential Future Non-Residential Displacement Under the Compatibility Plan With Mitigation:

The following Mitigation Measures are proposed to reduce the potential non-residential displacement that may otherwise result from implementation of the Compatibility Plan without mitigation.

Mitigation Measures 1, 2, 3, or 4:

Mitigation Measures 1, 2, 3, and 4 are intended to be mutually exclusive in that only one of the four may be adopted. Mitigation Measures 1, 2, 3, and 4 each propose additional compatibility policies that would allow for non-residential intensities of 40 persons per acre average and 80 persons per single acre with clustering in Zone B1 (rather than 25 and 50, respectively) and non-residential intensities of 80 persons per acre average and 160 persons per single acre with clustering in Zone C (rather than 75 and 150, respectively), and both zones would allow additional intensities provided that the amount of qualifying open land is increased. Therefore, each of the four Mitigation Measures would result in the same impact on non-residential intensities and would result in the same amount of mitigation with respect to non-residential displacement.

As presented in **Table 2**, adoption of Mitigation Measure 1, 2, 3, or 4 would result in a total potential non-residential displacement of 3,752,430 square feet or 24.1 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 4,323,566 square feet or 21.8 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport

⁶ The Mitigation Measures are described in detail, under *Mitigation Measures*, at the end of this Initial Study.

Influence Area when compared to the maximum build-out anticipated for that area, as described above.

Table 2: Potential Non-Residential Displacement Under the Compatibility Plan, With and Without Mitigation

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Compatibility Plan Without Mitigation	Riverside County				
		Commercial Retail	2,988,968	1,466,483	49%
		Commercial Office	1,398,821	16,252	1%
		Business Park	3,358,476	622,012	19%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926 11,475,533	1,872,850 2,634,476	26% 23%
		Mixed-Use Planning Area	582,905	398,315	68%
			15,597,096	4,375,912	28.1%
		Total	OR 19,804,703	OR 5,137,538	OR 25.9%
	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	334,873	48%
		Professional Commercial	7,841	641	8%
		Business Park	2,898,134	578,158	20%
		Total	3,609,788	913,672	25.3%
	City of Temecula				
		Community/Service Commercial	166,486	90,046	54%
		Professional Office	87,969	0	0%
		Total	254,455	90,046	35.4%
	Total Potential Non-Residential Displacement Under the Compatibility Plan Without Mitigation		19,461,339 OR 23,668,946	5,379,630 OR 6,141,256	27.6% OR 25.9%
Mitigation Measures 1, 2, 3, or 4	Riverside County				
		Commercial Retail	2,988,968	1,412,984	47%
		Commercial Office	1,398,821	9,572	<1%
		Business Park	3,358,476	403,552	12%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926 11,475,533	1,637,095 2,208,231	23% 19%
		Mixed-Use Planning Area	582,905	289,227	50%
			15,597,096	3,752,430	24.1%
		Total	OR 19,804,703	OR 4,323,566	OR 21.8%

**Table 2: Potential Non-Residential Displacement Under
the Compatibility Plan, With and Without Mitigation**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Mitigation Measure 5	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	334,873	48%
		Professional Commercial	7,841	641	8%
		Business Park	2,898,134	405,298	14%
		Total	3,609,788	740,812	20.5%
	City of Temecula				
		Community/Service Commercial	166,486	90,046	54%
		Professional Office	87,969	0	0%
		Total	254,455	90,046	35.4%
	Total Potential Non-Residential Displacement Under Mitigation Measures 1, 2, 3, or 4		19,461,339 OR 23,668,946	4,583,288 OR 5,154,424	23.6% OR 21.8%
	Riverside County				
		Commercial Retail	2,988,968	1,074,293	36%
		Commercial Office	1,398,821	16,252	1%
		Business Park	3,358,476	622,012	19%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926	1,872,850	26%
		Mixed-Use Planning Area	582,905	398,315	68%
		Total	15,597,096 OR 19,804,703	3,983,722 OR 4,745,348	25.5% OR 24.0%
	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	150,403	21%
		Professional Commercial	7,841	0	0%
		Business Park	2,898,134	578,158	20%
		Total	3,609,788	728,561	20%
	City of Temecula				
		Community/Service Commercial	166,486	51,826	31%
		Professional Office	87,969	0	0%
		Total	254,455	51,826	20%
	Total Potential Non-Residential Displacement Under Mitigation Measure 5		19,461,339 OR 23,668,946	4,764,109 OR 5,525,735	24.5% OR 23.3%

**Table 2: Potential Non-Residential Displacement Under
the Compatibility Plan, With and Without Mitigation**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Mitigation Measure 6	Riverside County				
		Commercial Retail	2,988,968	226,178	8%
		Commercial Office	1,398,821	16,252	1%
		Business Park	3,358,476	622,012	19%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926	1,872,850	26%
		Mixed-Use Planning Area	582,905	172,678	30%
		Total	15,597,096 OR 19,804,703	2,909,970 OR 3,671,596	18.7% OR 18.5%
	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	3,073	<1%
		Professional Commercial	7,841	641	8%
		Business Park	2,898,134	578,158	20%
		Total	3,609,788	581,872	16%
	City of Temecula				
		Community/Service Commercial	166,486	5,993	4%
		Professional Office	87,969	0	0%
		Total	254,455	5,993	2%
	Total Potential Non-Residential Displacement Under Mitigation Measure 6		19,461,339 OR 23,668,946	3,497,835 OR 4,259,461	18%
Mitigation Measures 1,2,3, or 4, plus 5	Riverside County				
		Commercial Retail	2,988,968	1,020,794	34%
		Commercial Office	1,398,821	9,572	<1%
		Business Park	3,358,476	403,552	12%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926	1,637,095	23%
		Mixed-Use Planning Area	582,905	289,227	50%
		Total	15,597,096 OR 19,804,703	3,360,240 OR 3,931,376	21.5% OR 19.9%
	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	150,403	21%
		Professional Commercial	7,841	0	0%
		Business Park	2,898,134	405,298	14%
		Total	3,609,788	555,701	15%

**Table 2: Potential Non-Residential Displacement Under
the Compatibility Plan, With and Without Mitigation**

	Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
Mitigation Measures 1, 2, 3, or 4, plus 6	City of Temecula				
		Community/Service Commercial	166,486	51,826	31%
		Professional Office	87,969	0	0%
		Total	254,455	51,826	20%
	Total Potential Non-Residential Displacement Under Mitigation Measures 1, 2, 3, or 4, plus 5		19,461,339 OR 23,668,946	3,967,767 OR 4,538,903	20.4% OR 19.2%
	Riverside County				
		Commercial Retail	2,988,968	140,492	5%
		Commercial Office	1,398,821	9,572	<1%
		Business Park	3,358,476	403,552	12%
		Light Industrial (1:2 office/ manufacturing split) OR (90/10 warehousing/ office split)	7,267,926	1,637,095	23%
Mitigation Measures 1, 2, 3, or 4, plus 5 and 6		Mixed-Use Planning Area	11,475,533	2,208,231	19%
		Total	582,905 OR 15,597,096 19,804,703	107,816 OR 2,298,527 2,869,663	18% OR 14.7% 14.5%
	City of Murrieta				
		Community and Neighborhood Commercial and Multiple Use 3	703,813	3,073	<1%
		Professional Commercial	7,841	641	8%
		Business Park	2,898,134	405,298	14%
		Total	3,609,788	409,012	11%
	City of Temecula				
		Community/Service Commercial	166,486	5,993	4%
		Professional Office	87,969	0	0%
		Total	254,455	5,993	2%
	Total Potential Non-Residential Displacement Under Mitigation Measures 1, 2, 3, or 4, plus 6		19,461,339 OR 23,668,946	2,713,532 OR 3,284,668	13.9%
	Riverside County				
		Commercial Retail	2,988,968	140,492	5%
		Commercial Office	1,398,821	9,572	<1%
		Business Park	3,358,476	403,552	12%
		Light Industrial (1:2 office/ manufacturing split) OR	7,267,926	1,637,095	23%

**Table 2: Potential Non-Residential Displacement Under
the Compatibility Plan, With and Without Mitigation**

Jurisdiction	Land Use	Expected Build-Out Under General Plan (Sq Ft)	Displacement (Sq Ft)	Displacement as Percentage of Build-Out
	(90/10 warehousing/ office split)	11,475,533	2,208,231	19%
	Mixed-Use Planning Area	582,905	107,816	18%
	Total	15,597,096 OR 19,804,703	2,298,527 OR 2,869,663	14.7% OR 14.5%
City of Murrieta				
	Community and Neighborhood Commercial and Multiple Use 3	703,813	0	0%
	Professional Commercial	7,841	0	0%
	Business Park	2,898,134	405,298	14%
	Total	3,609,788	405,298	11%
City of Temecula				
	Community/Service Commercial	166,486	0	0%
	Professional Office	87,969	0	0%
	Total	254,455	0	0%
Total Potential Non-Residential Displacement Under Mitigation Measures 1, 2, 3, or 4, plus 5 and 6		19,461,339 OR 23,668,946	2,703,825 OR 3,274,961	13.9% OR 13.8%

In the City of Murrieta, adoption of Mitigation Measure 1, 2, 3, or 4 would result in a total potential non-residential displacement of 740,812 square feet or 20.5 percent. In the City of Temecula, total potential non-residential displacement would be 90,046 square feet or 35.4 percent.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measure 1, 2, 3, or 4 is 4,583,288 square feet or 23.6 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 5,154,424 square feet or 21.8 percent (assuming a 90/10 warehousing/office split).

Mitigation Measure 5:

Mitigation Measure 5 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement in Airport Zone D resulting from the non-residential intensity criteria, and would allow for an average non-residential intensity of 150 persons per acre and a maximum single-acre intensity of 450 persons within any given acre, prior to

application of any bonuses. This would constitute a 50 percent increase in allowable intensity, relative to the adopted criteria, but would still be consistent with the California Airport Land Use Planning Handbook Table 9C, which recommends a standard of 150 persons per acre (with a single-acre multiplier of 3.0) in the Traffic Pattern Zone.

As presented in **Table 2**, adoption of Mitigation Measure 5 would result in a total potential non-residential displacement of 3,983,722 square feet or 25.5 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 4,745,348 square feet or 24 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport Influence Area when compared to the maximum build-out anticipated for that area, as described above.

In the City of Murrieta, adoption of Mitigation Measure 5 would result in a total potential non-residential displacement of 728,561 square feet or 20 percent. In the City of Temecula, total potential non-residential displacement would be 51,826 square feet or 20 percent.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measure 5 is 4,764,109 square feet or 24.5 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 5,525,735 square feet or 23.3 percent (assuming a 90/10 warehousing/office split).

Mitigation Measure 6:

Mitigation Measure 6 may either be adopted on its own or combined with other Mitigation Measures at the discretion of the Commission. Mitigation Measure 6 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement resulting from the non-residential intensity criteria, and would establish new intensity criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings including restaurants or food service facilities and one person per 170 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings without restaurants or food service facilities.

As presented in **Table 2**, adoption of Mitigation Measure 6 would result in a total potential non-residential displacement of 2,909,970 square feet or 18.7 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 3,671,596 square feet or 18.5 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport Influence Area when compared to the maximum build-out anticipated for that area, as described above.

In the City of Murrieta, adoption of Mitigation Measure 6 would result in a total potential non-residential displacement of 581,872 square feet or 16 percent. In the City of Temecula, total potential non-residential displacement would be 5,993 square feet or two percent.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measure 6 is 3,497,835 square feet or 18 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 4,259,461 square feet or 18 percent (assuming a 90/10 warehousing/office split).

Mitigation Measures 1, 2, 3, or 4, PLUS 5:

Combining Mitigation Measures 1, 2, 3, or 4, plus 5, would result less non-residential displacement than adoption of Mitigation Measure 5 alone.

As presented in **Table 2**, adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 would result in a total potential non-residential displacement of 3,360,240 square feet or 21.5 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 3,931,376 square feet or 19.9 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport Influence Area when compared to the maximum build-out anticipated for that area, as described above.

In the City of Murrieta, adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 would result in a total potential non-residential displacement of 555,701 square feet or 15 percent. In the City of Temecula, total potential non-residential displacement would be 51,826 square feet or 20 percent.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 is 3,967,767 square feet or 20.4 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 4,538,903 square feet or 19.2 percent (assuming a 90/10 warehousing/office split).

Mitigation Measures 1, 2, 3, or 4, PLUS 6:

Combining Mitigation Measures 1, 2, 3, or 4, plus 6, would result less non-residential displacement than adoption of Mitigation Measure 6 alone.

As presented in **Table 2**, adoption of Mitigation Measures 1, 2, 3, or 4, plus 6 would result in a total potential non-residential displacement of 2,298,527 square feet or 14.7 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 2,869,663 square feet or 14.5 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport Influence Area when compared to the maximum build-out anticipated for that area, as described above.

In the City of Murrieta, adoption of Mitigation Measures 1, 2, 3, or 4, plus 6 would result in a total potential non-residential displacement of 409,012 square feet or 11 percent. In the City of Temecula, total potential non-residential displacement would be 5,993 square feet or two percent.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measures 1, 2, 3, or 4, plus 6 is 2,713,532 square feet or 13.9 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 3,284,668 square feet or 13.9 percent (assuming a 90/10 warehousing/office split).

Mitigation Measures 1, 2, 3, or 4, PLUS 5 and 6:

Combining Mitigation Measures 1, 2, 3, or 4, plus 5 and 6, would result in the least amount of potential non-residential displacement.

As presented in **Table 2**, adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6 would result in a total potential non-residential displacement of 2,298,527 square feet or 14.7 percent (assuming a 1:2 office/manufacturing split in Light Industrial); or 2,869,663 square feet or 14.5 percent (assuming a 90/10 warehousing/office split) in the County of Riverside portion of the Airport Influence Area when compared to the maximum build-out anticipated for that area, as described above.

In the City of Murrieta, adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6 would result in a total potential non-residential displacement of 405,298 square feet or 11 percent. In the City of Temecula, there would be no potential for non-residential displacement with the adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6.

Therefore, the total potential non-residential displacement that may result from implementation of the Compatibility Plan with adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6 is 2,703,825 square feet or 13.9 percent (assuming a 1:2 office/manufacturing split in Light Industrial in the County of Riverside); or 3,274,961 square feet or 13.8 percent (assuming a 90/10 warehousing/office split).

Summary of Potential Future Non-Residential Displacement Under the Compatibility Plan With Mitigation:

In sum, as presented in **Table 2**, adoption of the Compatibility Plan, without mitigation, may result in the potential worst-case scenario non-residential displacement of 27.6 percent of expected build-out within the Airport Influence Area. However, as noted above, when viewed in the context of the overall "market area," the displacement is only 5.03 percent.

Adoption of Mitigation Measures 1, 2, 3, or 4 would decrease the potential displacement to 23.6 percent. Adoption of Mitigation Measure 5 alone would decrease potential displacement to 24.5 percent. Adoption of Mitigation Measure 6 alone would decrease potential displacement to 18 percent. Adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 would decrease potential displacement to 20.4 percent. Adoption of Mitigation Measures 1, 2, 3, or 4, plus 6 would decrease potential displacement to 13.9 percent. Adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6 would result in the largest decrease in potential displacement, in terms of square feet; the percentage reduction would be the same as with adoption of Mitigation Measures 1, 2, 3, or 4, plus 6, at approximately 13.9 percent.

Although adoption of the Compatibility Plan, without mitigation, would not result in significant impacts to land use and planning, especially when viewed in the context of the market area, adoption of any of the Mitigation Measures would further reduce the worst-case scenario displacement under the Compatibility Plan without mitigation. As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is

speculative to anticipate the specific characteristics of any development or the types of land use and planning impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible displacement due to implementation of the Compatibility Plan, with or without mitigation, are considered less than significant for the reasons described in the *Summary of Potential Future Non-Residential Displacement Under the Compatibility Plan Without Mitigation*.

(Sources: County General Plan, Southwest Area Plan; City of Murrieta General Plan Land Use/Zoning Map; City of Temecula General Plan Land Use Policy Map.)

PLAN MITIGATION: As discussed above, adoption of one or more of the proposed Mitigation Measures would decrease the potential non-residential displacement.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

MINERAL RESOURCES				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?			✓	
(b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?			✓	

ANALYSIS:

Thresholds (a) and (b): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or result in the loss of availability of a locally-important mineral resource recovery site, and, as such, would not directly impact the environment or result in any direct impacts to mineral resources.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to mineral resources that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to mineral resources. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to mineral resources. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on mineral resources.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

NOISE				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
(a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
(b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
(c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
(d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
(e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			✓	
(f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?			✓	

ANALYSIS:

Thresholds (a) - (f): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment and does not include any changes in aircraft or airport operations that would generate additional noise. Moreover, the Compatibility Plan would reduce exposure to airport-related noise by limiting development

within the Airport Influence Area. Airports are industrial uses and have the potential to create airport-related noise. Pursuant to the State Aeronautics Act, the Compatibility Plan establishes the criteria by which the public's exposure to airport-related noise would be evaluated. These criteria are intended to reduce the public's exposure to noise by limiting residential densities and concentrations of people in locations near French Valley Airport. Therefore, the Compatibility Plan would not result in the exposure of people to increased noise or vibration levels, and, as such, would not directly impact the environment or result in any direct impacts related to noise. Indeed, the Compatibility Plan, if adopted, would result in a beneficial impact by reducing the exposure of people to increased noise levels, which is an important objective of the State Aeronautics Act.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to noise that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts related to noise. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts related to noise. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan

level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts related to noise.

On an overall basis, the Compatibility Plan may result in a reduction of the potential build-out population of the Airport Influence Area in relation to the levels that may be expected pursuant to the General Plans of the affected local jurisdictions. This reduction would occur in the event that the County of Riverside and the City of Murrieta amend their General Plans in order to make the General Plan land use designations consistent with the Compatibility Plan. In addition, this reduction, if it occurs, is intended to achieve the objectives set forth in the State Aeronautics Act (Pub. Util. Code §§21670-21679.5), which call for the Commission 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. (Pub. Util. Code §21670, subd. (a)(2).)

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: The Compatibility Plan reduces impacts from aircraft and airport noise. Pursuant to either the Compatibility Plan or any of the Mitigation Measures, residential projects subject to review by the Commission and its staff within the ultimate 55 dB CNEL contour at French Valley Airport shall be subject to a condition requiring that noise attenuation measures be incorporated into residential construction to ensure that interior noise levels from aircraft operations are at or below 45 dB CNEL. (In most cases, mitigation to 45 dB CNEL may be achieved with standard construction if the exterior aircraft noise level is at or below 60 dB CNEL.) Residential projects subject to outdoor noise levels less than 55 dB CNEL are not considered to be impacted. The Compatibility Plan does not propose new residential development within areas subject to noise levels in excess of 60 dB CNEL.

Riverside County already has committed to mitigate development-related impacts to noise through compliance with Mitigation Measures 4.13.1A, 4.13.1B, 4.13.2A, 4.13.2B, 4.13.2C, 4.13.2D, 4.13.3A, 4.13.3B, and 4.13.3C, as specified in County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to noise through compliance with applicable General Plan Noise Element policies.

The City of Temecula already has committed to mitigate development-related impacts to noise through compliance with Mitigation Measures N-1, N-2, N-3, N-4, and N-5, as specified in the Temecula EIR.

POPULATION AND HOUSING

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
(b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
(c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

ANALYSIS:

Thresholds (b) and (c): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not displace substantial numbers of existing housing or displace substantial numbers of people, and, as such, would not directly impact the environment or result in any direct impacts to population and housing, with respect to thresholds (b) and (c).

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to population and housing that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not

considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analysis below and analysis for *Land Use and Planning*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to population and housing. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to population and housing. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on population and housing.

Threshold (a): The Compatibility Plan would not directly or indirectly induce population growth, for the reasons discussed above. However, to the extent that the Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations, the Compatibility Plan has the potential to result in shifting future development and, therefore, has the potential to impact population growth.

An analysis was conducted to determine the amount of developable residential acreage, and the number of dwelling units that would be precluded from development if the local jurisdictions (the County of Riverside, the City of Murrieta, and the City of Temecula) were to amend their General Plans and applicable Specific Plans to establish designations consistent with the Compatibility Plan. The results of the analysis are discussed below.⁷ The analysis was performed with the assistance of data provided by the Geographic Information Systems section of the Riverside County Transportation and Land Management Agency, the City of Murrieta Planning Department, and the City of Temecula Planning Department.

⁷ For a detailed narrative of the calculations discussed herein and contained in the Tables, in order to supplement this discussion, please see Appendix A of this Initial Study.

Based upon an evaluation of the existing General Plans' land use designations, including Specific Plan designations, within the Airport Influence Area, there are inconsistencies between existing General Plan land use designations and the allowable densities provided under the Compatibility Plan.

Specifically, the Compatibility Plan would conflict with existing land use designations by applying residential density limitations to residential properties in the Airport Influence Area. In Airport Zone A, development would be prohibited. In Airport Zone B1, residential density would be limited to .05 dwelling units per acre; the limit would be 0.1 dwelling units per acre in Airport Zone B2; 0.2 dwelling units per acre in Airport Zone C; and ≤ 0.2 (average parcel sizes ≥ 5.0 acres) or ≥ 5.0 (average parcel size ≤ 0.2 acre) in Airport Zone D, absent adoption of one or more of the Mitigation Measures described below. These limitations serve as new constraints on development located within the Airport Influence Area that otherwise would be allowed under the land use designations of existing General Plans.

Potential Future Residential Displacement Under the Compatibility Plan Without Mitigation:

The methodology described below was used to determine the potential residential displacement that may occur in unincorporated Riverside County, and the incorporated cities of Murrieta and Temecula.

Within each land use designation specified in each jurisdiction's General Plan, in order to determine the "Net Affected Acreage" -- the amount of acreage in each General Plan designation that is designated for a density inconsistent with the residential policies in the Compatibility Plan -- staff excluded parcels smaller than 0.2 acres in size and developed residential parcels that could not be further divided based on their existing land use designations^{8,9} (see **Table 3**).

The "Net Affected Acreage" for each General Plan designation was then multiplied by the density presently allowable pursuant to each jurisdiction's General Plan ("Allowable Density") to determine the total potential number of developable units¹⁰ allowed under the existing General Plan ("Developable Units Under Existing General Plan").

Staff then calculated the potential developable units under the Compatibility Plan ("Developable Units Under Compatibility Plan") by multiplying the "Net Affected Acreage" by the density permitted under the Compatibility Plan ("Allowable Density Under Compatibility Plan"). The difference between the "Developable Units Under Existing General Plan" and "Developable

⁸ For a detailed description of the parcels located in the Airport Influence Area, please see Appendix A of this Initial Study.

⁹ The displacement analysis relates to properties in specific areas where conflicts or potential conflicts between Compatibility Plan (Airport Zone) designations and General Plan land use designations may occur. No attempt was made to analyze areas where conflicts do not occur (e.g., in Zone E, where there is no limit on residential densities).

¹⁰ The term "developable unit" does not include existing dwelling units or vacant lots within recorded urban/suburban subdivisions.

Units Under Compatibility Plan" is the amount of residential dwelling units that are potentially displaced ("Potentially Displaced Units").

**Table 3: Potentially Displaced Residential Units
Under the Compatibility Plan, Without Mitigation**

Jurisdiction	Airport Zone	General Plan Designation	Net Affected Acreage	Existing General Plan Allowable Density (DU/Acre)	Existing General Plan Developable Units	Compatibility Plan Allowable Density (DU/Acre)	Compatibility Plan Developable Units	Potentially Displaced Units
County of Riverside								
	C	MDR (2.0-5.0)	103.77	3.19	331	0.2	21	310
	Total C		103.77	3.19	331	0.2	21	310
	D	MDR (2.0-5.0)	576.56	3.19	1839	0.2	115	1,724
	D	LDR (1.0-2.0)	5.84	2.0	12	0.2	1	11
	D	VLDR (0.5-1.0)	12.4	1.0	12	0.2	2	10
	D	EDR (0.2-0.5)	0.05	0.5	0	0.2	0	0
	Total D		594.85	N/A	1,863	0.2	118	1,745
	Total Zones C & D		698.6	N/A	2,194	N/A	139	2,055
City of Murrieta								
	C	RR (up to 0.4)	24.94	0.4	10	.2	5	5
	Total C		24.94	0.4	10	.2	5	5
	D	SF 1 (2.0-5.0)	174.85	5.0	874	0.2	35	839
	D	RR (up to 0.4)	217.63	0.4	87	0.2	44	43
	Total D		392.48	N/A	961	N/A	79	882
	Total Zones C & D		417.42	N/A	971	N/A	84	887
City of Temecula								
	D	VLR (0.2 - 0.4)	74.24	0.4	30	0.2	15	15
	D	LDR to MDR (3.0-6.0)	81.23	5.0	406	0.2	16	390
	Total D		155.47	N/A	436	N/A	31	405
	Total Zones C & D		155.47	N/A	436	N/A	31	405
TOTAL			1,500.25	N/A	3,754	N/A	265	3,347

LDR - Low Density Residential
VLDR - Very Low Density Residential
MDR - Medium Density Residential
EDR - Estate Density Residential
RR - Rural Residential
SF - Single Family

Riverside County:

Within unincorporated Riverside County, potentially affected developable residential units would be located in Airport Zones C and D. In the absence of an overrule by the County of Riverside or the adoption of one or more Mitigation Measures, the following land use designations in the County General Plan would be impacted:

Airport Zone	General Plan Land Use Designation	Dwelling Units / Acre
C	Medium High Density Residential	5-8
C	Medium Density Residential	2-5
D	Medium Density Residential	2-5
D	Low Density Residential	1-2
D	Very Low Density Residential	0.5-1
D	Estate Density Residential	0.2-0.5

For the "urban" designation categories (allowing more than two dwelling units per acre), the allowable number of dwelling units per acre was assumed to be affected by the Highway 79 Policy Area requirements limiting density to a level nine percent below the level assumed in the traffic study for the County EIR No. 441. Thus, it was assumed that areas designated Medium Density Residential would be developed at a density of 3.19 dwelling units per acre (the midpoint of the two to five range of dwelling units per acre category, less nine percent).¹¹ It is likely that the stringent nature of the Highway 79 Policy Area traffic-based development restrictions might be limited to urban projects. Therefore, this analysis assumed that the areas designated for development at densities not exceeding two dwelling units per acre would be developed consistent with the maximum allowable density in their designations: 2.0 dwelling units per acre for Low Density Residential, 1.0 dwelling unit per acre for Very Low Density Residential, and 0.5 dwelling unit per acre (*i.e.*, one dwelling unit per two acres) for Estate Density Residential.

As presented in **Table 3**, the maximum developable units in the County of Riverside portion of the Airport Influence Area, as permitted under the General Plan, is 2,194. Under the Compatibility Plan, without mitigation, 139 developable units would be permitted. Therefore, the total "Potentially Displaced Units" for the unincorporated Riverside County portion of the Airport Influence Area is 2,055. This number may be further reduced to 1,297 if tentatively approved but unrecorded tract maps are excluded in the calculation (see **Table 4**).

¹¹ With respect to Medium High Density Residential in Zone C, there is no affected acreage as all residential parcels are fully developed.

Table 4: Potential Residential Displacement Under the Compatibility Plan, With and Without Mitigation

	County of Riverside			City of Murrieta			City of Temecula			Potentially Displaced Units		
	Zone C	Zone D	Total	Zone C	Zone D	Total	Zone C	Zone D	Total	Zone C	Zone D	Total
Compatibility Plan	310	1,745	2,055	5	882	887	0	405	405	315	3,032	3,347
Tentatively Approved Tracts Excluded	178	1,119	1,297	N/A	N/A	N/A	N/A	N/A	N/A	183	2,406	2,589
Mitigation Measure 1	35	12	47	5	1	6	0	0	0	40	13	53
Tentatively Approved Tracts Excluded	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mitigation Measure 2	310	12	322	5	1	6	0	0	0	315	13	328
Tentatively Approved Tracts Excluded	178	N/A	190	N/A	N/A	N/A	N/A	N/A	N/A	183	N/A	196
Mitigation Measure 3	310	1,745	2,055	5	882	887	0	405	405	315	3,032	3,347
Tentatively Approved Tracts Excluded	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mitigation Measure 4	238	12	250	5	1	6	0	0	0	243	13	256
Tentatively Approved Tracts Excluded	178	N/A	190	N/A	N/A	N/A	N/A	N/A	N/A	183	N/A	196

Note: Mitigation Measures 5 and 6 would not impact residential displacement; therefore they are not included in this table.

In some areas, the "potentially displaced" development could be relocated to lands in Airport Zone E (where residential densities are not restricted) or to areas outside the Airport Influence Area. However, this is an unlikely possibility for the County of Riverside, in that the entire area is subject to the Highway 79 Policy Area, which serves to limit densities and makes General Plan amendments and zone changes increasing density highly unlikely.

City of Murrieta:

Staff conducted the same analysis for residential areas within the City of Murrieta, except that the City is not tied to the provisions of the Highway 79 Policy Area. Within the City of Murrieta, potentially affected developable residential units would be located in Airport Zones C and D. In the absence of an overrule by the City of Murrieta or the adoption of one or more Mitigation Measures, the following land use designations in the City's General Plan would be impacted:

Airport Zone	General Plan Land Use Designation	Dwelling Units / Acre
C	Rural Residential	0.4
D	Single Family 1	2-5
D	Rural Residential	0.4

As presented in **Table 3**, the maximum developable units in the City of Murrieta portion of the Airport Influence Area, as permitted under the General Plan, is 971. Under the Compatibility Plan, without mitigation, 84 developable units would be permitted. Therefore, the total "Potentially Displaced Units" for the City of Murrieta portion of the Airport Influence Area is 887. This number may be overstated in that it does not take into account the number of dwelling units in tentatively approved, but unrecorded, tract maps.

City of Temecula:

Within the City of Temecula, potentially affected developable residential units would only be located in Airport Zone D. It does not appear that any changes in land use designations would be necessary because the range of densities included in the two land use designations in Airport Zone D (Very Low Density Residential [0.2 to 0.4 dwelling units per acre] and Low to Medium Density Residential [3.0 to 6.0 dwelling units per acre]) include densities that would be consistent with the Compatibility Plan's density criteria for Airport Zone D. However, assuming a worst-case scenario, since these designations include density ranges (the high end of the range of Very Low Density Residential and the low end of the range of Low to Medium Density Residential) that are not consistent with the Compatibility Plan's policies, staff analyzed potential worst-case displacement in these categories following the same analysis as was conducted for both the unincorporated Riverside County portions and City of Murrieta portions of the Airport Influence Area.

As presented in **Table 3**, the maximum developable units in the City of Temecula portion of the Airport Influence Area, as permitted under the General Plan, is 436. Under the Compatibility Plan, without mitigation, 31 developable units would be permitted. Therefore, the total "Potentially Displaced Units" for the City of Temecula portion of the Airport Influence Area is 405. This number may be overstated in that it does not take into account the number of dwelling units in tentatively approved, but unrecorded, tract maps.

Summary of Potential Future Residential Displacement Under the Compatibility Plan Without Mitigation:

Based on the above, and as presented in **Table 3**, the total number of developable units within the Airport Influence Area, as permitted under the local jurisdictions' respective General Plans, is 3,754. Under the Compatibility Plan, without mitigation, 265 developable units would be permitted. Therefore, the total "Potentially Displaced Units" for the Airport Influence Area is 3,347. This number may be further reduced to a number not exceeding 2,589 if tentatively approved but unrecorded tract maps are excluded in the calculation. (See **Table 4**.)

In addition, Murrieta Hot Springs Agricultural Preserve No. 3 (consisting of Assessor's Parcel Numbers 964-080-001, -002, and -003) is located entirely in Zone D and is designated Medium Density Residential (2.0 to 5.0 dwelling units per acre) on the County's Southwest Area Plan. As such, this area has been included in the displacement analysis. However, the area consists of 159.3 acres and accounts for 476 dwelling units within the displacement calculations for Zone D, that may or may not be developed in the future, based on their current location in an agricultural preserve.

Nonetheless, the Compatibility Plan, if adopted, would result in a potential maximum future displacement of 3,347 dwelling units from within the Airport Influence Area. Some of these dwelling units may be accommodated within the Airport Influence Area in other Airport Zones that allow higher densities, or in surrounding areas. Moreover, because the timing, location, and type of any future development is unknown at this time, it is speculative to estimate the physical impacts that any such development would have on population and housing in the respective jurisdictions. In addition, although adoption of the Compatibility Plan, without mitigation, may facilitate development in certain locations and constrain development in other locations, any such population growth cannot be accurately predicted at this time.

Further, in order to understand the scope of the potential displacement, it is important to consider the displacement in the context of the "market area." The General Plans for Riverside County and the cities of Murrieta and Temecula indicate potential numbers of future and existing residential dwelling units as follows: in Riverside County (unincorporated Southwest Area), 59,712 dwelling units would be permitted; in the City of Murrieta, 37,344 dwelling units would be permitted; and in the City of Temecula, 54,687 dwelling units would be permitted.

These numbers are not, strictly speaking, additive, because the cities have included their spheres of influence in their totals, resulting in "double counting" of some areas; and some of the areas that were located in unincorporated Riverside County have been annexed into the cities. However, for estimation purposes, the total amount of allowable residential development would be 151,823 dwelling units, and the "worst-case" potential displacement (3,347 dwelling units) would be 2.2 percent of the "market area." This is not considered a significant impact.

Moreover, it is important to note that the Compatibility Plan is being adopted, pursuant to Public Utilities Code Section 21670, *et seq.*, to protect public health, safety, and welfare, through the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards; and is guided by the California Airport Land Use Planning Handbook. As required by state law, the Compatibility Plan sets policies and criteria consistent with the State Aeronautics Act and within the parameters identified in the California Airport Land Use Planning Handbook. Therefore, by its nature and pursuant to state law, adoption of the Compatibility Plan may necessitate restrictions on land uses within the Airport Influence Area. These factors do not decrease the potential impact that the Compatibility Plan may have on future land uses and development, but they are nonetheless important considerations.

To further decrease the potential residential displacement that may result from implementation of the Compatibility Plan, the following mitigation is proposed, and may be adopted at the Commission's discretion.¹²

¹² The Mitigation Measures are described in detail, under *Mitigation Measures*, at the end of this Initial Study.

Potential Future Residential Displacement Under the Compatibility Plan With Mitigation:

The following Mitigation Measures may be incorporated into the Compatibility Plan to reduce the potential displacement of residential dwelling units that may otherwise result from implementation of the Compatibility Plan without mitigation.

Mitigation Measure 1:

Mitigation Measure 1 was proposed by the County of Riverside and the City of Murrieta to offset the potential displacement that may result from implementation of the Compatibility Plan without mitigation. It is the most effective at minimizing the net displacement of residential units. However, Mitigation Measure 1 is inconsistent, in part, with guidelines set forth in the California Airport Land Use Planning Handbook. (Mitigation Measure 4, discussed below, has been developed to avoid such inconsistency.)

Mitigation Measure 1 would provide for additional compatibility policies that would allow a higher intensity range of 1.0 to 3.0 dwelling units per acre in the portion of Zone C located westerly of Winchester Road, and eliminate restrictions on residential densities in Zone D areas outside the 55 dB CNEL contour. This Mitigation Measure proposes the greatest change from the Compatibility Plan.

As presented in **Table 4**, Mitigation Measure 1 reduces the potential displacement of 3,347 dwelling units, under the Compatibility Plan, to 53 dwelling units. Mitigation Measure 1, therefore, results in a 98 percent reduction in the potential net displacement identified above.

Mitigation Measure 2:

Mitigation Measure 2 is the same as Mitigation Measure 1 as to its effects in Zone D, but makes no changes to the Compatibility Plan's restrictions in Airport Zone C.

Mitigation Measure 2 would result in net "displacement" of 315 dwelling units from Zone C (310 units in unincorporated Riverside County and five units in the City of Murrieta) and 13 dwelling units from Zone D (12 units in unincorporated Riverside County and one unit in the City of Murrieta). Thus, as presented in **Table 4**, Mitigation Measure 2 reduces potential displacement from 3,347 dwelling units, under the Compatibility Plan, to 328 dwelling units. Mitigation Measure 2, therefore, results in a 90 percent reduction in the potential net displacement identified above. By excluding tentatively approved tract maps, this displacement is further reduced to 196 units.

Mitigation Measure 3/3B:

Mitigation Measure 3 primarily impacts non-residential criteria; however, Mitigation Measures 3 and 3B would allow residential densities in Zone D to be calculated on a "net" rather than "gross" basis. Mitigation Measures 3 and 3B would enable certain projects to comply with the Compatibility Plan's density requirements that otherwise may not do so; however, the reduction in displacement that may occur would only be able to be determined at the project-level. Thus,

for purposes of calculating the potential, worst-case scenario displacement, Mitigation Measures 3 and 3B would not reduce the potential displacement that would result from implementation of the Compatibility Plan without mitigation. Therefore, as presented in **Table 4**, implementation of Mitigation Measures 3 or 3B, without adoption of any other Mitigation Measures, would result in the potential displacement of 3,347 dwelling units, which is the same as would result under the Compatibility Plan.

Mitigation Measure 4:

Mitigation Measure 4 differs from Mitigation Measure 1 in that it limits the areas within Airport Zone C where densities of 1.0-3.0 dwelling units per acre would be permitted to those areas that are located at least 6,000 feet from the northerly end of the runway and at least 500 feet from the extended runway centerline. These are areas that would be considered to be outside the Outer Approach/Departure Zone for general aviation airports with long runways, as depicted in the California Airport Land Use Planning Handbook. The potential displacement in unincorporated Riverside County portions of Zone C, pursuant to Mitigation Measure 4, is 238 dwelling units. The potential displacement in Zones C and D in the City of Murrieta and in Zone D in the City of Temecula and unincorporated Riverside County would be consistent with the potential displacement identified in Mitigation Measures 1 and 2. Thus, as presented in **Table 4**, Mitigation Measure 4 reduces potential displacement from 3,347 dwelling units, under the Compatibility Plan, to 256 dwelling units. Mitigation Measure 4, therefore, results in a 92 percent reduction in the potential net displacement identified above. By excluding tentatively approved tract maps, this displacement is further reduced to 196 units.

Mitigation Measures 5 and 6:

Mitigation Measures 5 and 6 do not relate to residential densities and, therefore, do not impact potential residential displacement.

Summary of Potential Future Residential Displacement Under the Compatibility Plan With Mitigation:

As presented in **Tables 3 and 4**, adoption of the Compatibility Plan, without mitigation, may result in the potential worst-case scenario residential displacement of 3,347 dwelling units within the Airport Influence Area. However, as noted above, when viewed in the context of the overall "market area," the "worst-case" potential displacement of 3,347 dwelling units would only be 2.2 percent of the market area.

Adoption of Mitigation Measure 1 would decrease the potential displacement to 53 dwelling units. Adoption of Mitigation Measure 2 would decrease potential displacement to 328 dwelling units. Adoption of Mitigation Measures 3 or 3B would result in the same displacement as under the Compatibility Plan. Adoption of Mitigation Measure 4 would decrease potential displacement to 256 dwelling units. Adoption of Mitigation Measures 5 or 6 would not impact residential displacement. As noted above, the potential residential displacement would be further reduced by excluding tentatively approved tract maps in the calculations.

Although adoption of the Compatibility Plan, without mitigation, would not result in significant impacts to population and housing, especially when viewed in the context of the market area, adoption of one or more of the Mitigation Measures would further reduce the worst-case scenario displacement under the Compatibility Plan without mitigation. As discussed above, because the impacts of any such displacement are uncertain from a timing and location standpoint, it is speculative to anticipate the specific characteristics of any development or the types of population and housing impacts that would be associated with it. Therefore, any potential physical environmental impacts occurring from possible population and housing displacement due to implementation of the Compatibility Plan, with or without mitigation, are considered less than significant.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: As discussed above, adoption of one or more of the proposed Mitigation Measures would decrease the potential for residential displacement within the Airport Influence Area.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

PUBLIC SERVICES				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
(i) Fire protection?			✓	
(ii) Police protection?			✓	
(iii) Schools?			✓	
(iv) Parks?			✓	
(v) Other public facilities?			✓	

ANALYSIS:

Threshold (a): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, and would not induce substantial population growth in an area and, therefore, would not result in the need for new or physically altered governmental facilities and, as such, would not directly impact the environment or result in any direct impacts related to public services.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to public services that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to public services. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to public services. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on public services.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to public services through compliance with Mitigation Measures 4.13.2D, 4.15.2A, 4.15.2B, 4.15.2C, 4.15.2D, 4.15.6A, 4.15.7A, and 4.15.7B, as specified in County EIR No. 441, and applicable General Plan policies, especially policies in the Safety Element and Land Use Element.

The City of Murrieta already has committed to mitigate development-related impacts to public services through compliance with Mitigation Measure 4.7-3(b), as specified in the Murrieta EIR; applicable General Plan policies, specifically those in the Land Use Element, Conservation and Open Space Element, and Safety Element referenced in Mitigation Measures 4.7-1, 4.7-2, 4.7-3(a), 4.7-4, and 4.7-5(a), as specified in the Murrieta EIR; and the provisions of General Plan Land Use Element Policies LU-3.3e, LU-3.3f, and LU-3.3g, except to the extent that such provisions may have been preempted by provisions of subsequent State law.

The City of Temecula already has committed to mitigate development-related impacts to public services through compliance with Mitigation Measures PSR-1 through PSR-6, as specified in the Temecula EIR.

RECREATION				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			✓	
(b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			✓	

ANALYSIS:

Thresholds (a) and (b): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not increase the use of existing neighborhood and regional parks or other recreational facilities and does not require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment, and, as such, would not directly impact the environment or result in any direct impacts to recreation.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts related to recreation that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts related to recreation. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts related to recreation. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on recreation.

(Sources: County EIR No. 441; Murrieta EIR; County General Plan, Southwest Area Plan, Figure 8, "Trails and Bikeway System.")

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to recreation through compliance with applicable General Plan policies.

The City of Murrieta already has committed to mitigate development-related impacts to recreation through compliance with applicable General Plan policies, specifically those in the Conservation and Open Space Element referenced in Mitigation Measure 4.7-4, as specified in the Murrieta EIR.

The City of Temecula already has committed to mitigate development-related impacts to recreation through compliance with Mitigation Measures PSR-5, PSR-6, PSR-7, T-5, and T-9, as specified in the Temecula EIR.

TRANSPORTATION/TRAFFIC				
Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (<i>i.e.</i> , result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?			✓	
(b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?			✓	
(c) Result in a change in air traffic patterns, including either an increase in traffic levels or a			✓	

TRANSPORTATION/TRAFFIC

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
change in location that results in substantial safety risks?				
(d) Substantially increase hazards due to a design feature (<i>e.g.</i> , sharp curves or dangerous intersections) or incompatible uses (<i>e.g.</i> , farm equipment)?			✓	
(e) Result in inadequate emergency access?			✓	
(f) Result in inadequate parking capacity?			✓	
(g) Conflict with adopted policies, plans, or programs supporting alternative transportation (<i>e.g.</i> , bus turnouts, bicycle racks)?			✓	

ANALYSIS:

Thresholds (a) - (g): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not cause an increase in traffic, substantially increase design hazards, result in inadequate emergency access or parking capacity, or conflict with applicable alternative transportation plans, and, as such, would not directly impact the environment or result in any direct impacts related to traffic.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of traffic impacts that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be

accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant traffic impacts. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant traffic impacts. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on traffic.

(Sources: County General Plan, Southwest Area Plan, Figure 7, "Circulation"; County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to traffic through compliance with Mitigation Measures 4.16.1A, 4.16.1B, and 4.16.1C, as specified in County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to traffic through compliance with Mitigation Measure 4.8-1(b), as specified in the Murrieta EIR, and with applicable General Plan Circulation Element policies.

The City of Temecula already has committed to mitigate development-related impacts to traffic through compliance with Mitigation Measures T-1 through T-11, as specified in the Temecula EIR.

UTILITIES AND SERVICE SYSTEMS

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
(a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
(b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
(c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effect?			✓	
(d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
(e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demands in addition to the provider's existing commitments?			✓	
(f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
(g) Comply with federal, state, and local statutes and regulations related to solid waste?			✓	

ANALYSIS:

Thresholds (a) - (g): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan would not result in the construction of new wastewater or storm water facilities, and would not require additional water supplies, or wastewater or landfill capacity, and, as such, would not directly impact the environment or result in any direct impacts to utilities and service systems.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to utilities and service systems that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to utilities and service systems. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to utilities and service systems. Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on utilities and service systems.

(Sources: County EIR No. 441; Murrieta EIR; Temecula EIR.)

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: Riverside County already has committed to mitigate development-related impacts to utilities and service systems through compliance with Mitigation Measures 4.15.3A through 4.15.3F, 4.15.4A, 4.17.1A, 4.17.1B, 4.17.1C, 4.17.1D, 4.17.2A, 4.17.3A, 4.17.4A, 4.17.4B, 4.17.4C, 4.17.5A, 4.17.5B, 4.17.5C, 4.17.5D, and 4.17.5E, as specified in County EIR No. 441.

The City of Murrieta already has committed to mitigate development-related impacts to utilities and service systems through compliance with Mitigation Measures 4.6-3(a) and 4.6-3(b), as specified in Murrieta EIR, and with applicable General Plan policies, specifically those in the Conservation and Open Space Element and Land Use Element referenced in Mitigation Measures 4.6-4, and 4.6-5, as specified in the Murrieta EIR.

The City of Temecula already has committed to mitigate development-related impacts to utilities and service systems through compliance with Mitigation Measures HW-1 through HW-7, and USS-1 through USS-12, as specified in the Temecula EIR.

MANDATORY FINDINGS OF SIGNIFICANCE

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
(a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?			✓	
(b) Does the project have impacts that are individually limited, but cumulatively considerable?			✓	
(c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

ANALYSIS:

Thresholds (a) - (c): Neither the Compatibility Plan nor any of the proposed Mitigation Measures would increase the levels of development in unincorporated Riverside County or in the cities of Murrieta or Temecula above those projected for this area in the Riverside County General Plan (Southwest Area Plan) or in the cities' respective General Plans, the environmental effects of which were already adequately analyzed in the certified General Plan EIR for each jurisdiction.

In addition, the Compatibility Plan does not propose or entail any new development, construction, or physical changes to existing land uses or the environment. Therefore, the Compatibility Plan does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory; have impacts that are individually limited, but cumulatively considerable; or have environmental effects which will cause substantial adverse effects on human beings, and, as such, would not directly impact the environment or result in any direct impacts in this regard.

The Compatibility Plan may indirectly influence future land use development in the vicinity of French Valley Airport by facilitating development in some locations and constraining development at other locations. However, any potential indirect effect that may arise is uncertain from a timing and location standpoint, and it is speculative to anticipate the specific characteristics of any development or the types of impacts to wildlife, their habitats, important examples of California history, or human beings that would be associated with it. One possibility is that land uses in much of the airport environs would remain unchanged when compared to existing conditions. Another possibility is that the Compatibility Plan may indirectly result in shifting future housing, facilities, and infrastructure to other locations designated or zoned to allow for such uses. Because such shifts, if they do occur, cannot be accurately predicted, particularly as to rate, timing, location, and extent, it is not considered reasonable to conclude that such shifts, if any, will be significant. Accordingly, absent information to the contrary, any such shifts are reasonably considered less than significant. Nonetheless, Mitigation Measures are proposed, and the adoption of one or more of such measures would reduce the potential for displacement that may otherwise occur, as a result of such shifts, under the Compatibility Plan without mitigation (see analyses under *Land Use and Planning* and *Population and Housing*).

In addition, nothing in the Compatibility Plan or the Mitigation Measures would result in indirect impacts like, for example, the construction of housing or other uses, or the extension of roads or other infrastructure, all of which would necessitate an analysis of potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings. Moreover, nothing about the Compatibility Plan or the Mitigation Measures would result in the displacement of existing housing, structures, or people, necessitating the construction of replacement housing, facilities, or infrastructure, which may result in potentially significant impacts to wildlife, their habitats, important examples of California history, or human beings.

Therefore, any further analysis necessarily will occur if future shifts in development or construction result in a "project" subject to further CEQA compliance. All such projects will be required to comply with CEQA, necessitating preparation of a negative declaration, a mitigated negative declaration, or an EIR. This project-level environmental documentation ensures that if future shifts in development/construction indirectly result from the Compatibility Plan or its Mitigation Measures, these subsequent actions will not evade further project-level environmental review.

Further, as noted above, because implementation of the Compatibility Plan and/or any of the Mitigation Measures would not increase the levels of development in the Airport Influence Area above those projected in each of the local jurisdictions' respective General Plans, and because the environmental effects of such development were already adequately analyzed at the General Plan level, there is no substantial evidence that adoption of the Compatibility Plan would result in any significant indirect impacts on wildlife, their habitats, important examples of California history, or human beings.

Lastly, because the Compatibility Plan is regulatory in nature and will not result in any new development, construction, or physical changes to existing land uses or the environment, it has no potential to create cumulatively significant environmental impacts. Indeed, the Compatibility Plan serves as a mitigation plan designed to avoid certain noise and safety impacts that might otherwise be cumulatively significant.

PLAN MITIGATION: No mitigation necessary.

OTHER APPLICABLE/ADOPTED MITIGATION MEASURES: None required.

EARLIER ANALYSES

Earlier analyses may be used where, pursuant to tiering, program EIR, or other CEQA process, one or more effects have been adequately analyzed in an earlier EIR or negative declaration. (CEQA Guidelines, Section 15063, subd. (c)(3)(D).)

MITIGATION MEASURES

The mitigation measures set forth below are proposed for implementation into the proposed project, at the discretion of the Commission. In addition, see **Table 5**, presenting the Basic Compatibility Criteria from Table 2A of the 2004 Compatibility Plan, and compare with **Tables 6 - 11**, which depict how each of the Mitigation Measures would impact the compatibility criteria for the French Valley Airport, if adopted.¹³

¹³ **Tables 6 - 11** are included for illustrative purposes only in order to depict how each of the Mitigation Measures would impact the compatibility criteria for the French Valley Airport pursuant to Table 2A of the 2004 Compatibility Plan; they would not replace Table 2A.

Mitigation Measure 1

Mitigation Measure 1 was submitted for the Commission's consideration by the Riverside County Planning Department and the City of Murrieta as a means of mitigating the impact of the Compatibility Plan on the County's General Plan. Mitigation Measure 1 would reduce the need for amendments to the County's General Plan by allowing additional residential development in Airport Zone D and those portions of Airport Zone C located westerly of Winchester Road, and by allowing higher non-residential development intensities in Airport Zones B1 and C. However, Mitigation Measure 1 is inconsistent, in part, with guidelines set forth in the California Airport Land Use Planning Handbook.

Mitigation Measure 1 would provide for additional compatibility policies that would allow a higher intensity range of 1.0 to 3.0 dwelling units per acre in the portion of Zone C located westerly of Winchester Road, and eliminate restrictions on residential densities in Zone D areas outside the 55 dB CNEL contour. It would also allow non-residential intensities of 40 persons per acre average and 80 persons per single acre with clustering in Zone B1 (rather than 25 and 50, respectively) and non-residential intensities of 80 persons per acre average and 160 persons per single acre with clustering in Zone C (rather than 75 and 150, respectively), and both zones would allow additional intensities provided that the amount of qualifying open land is increased. This is the proposal offered by the Riverside County Planning Department (with concurrence from the City of Murrieta) in 2006. **Table 6** depicts how Mitigation Measure 1 would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 1 would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

- 2.2 *Zone C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in the portion of Zone C located westerly of Winchester Road shall either be kept to a rural density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 1.0 to 3.0 dwelling units per acre. In the event that the higher intensity of development is selected, the project shall be subject to a condition requiring that the interior noise levels reflect a noise level reduction of not less than 20 decibel ("dB") from exterior noise levels. The choice between these two options is at the discretion of the local land use jurisdiction. (Criteria for other residential areas within Zone C remain as indicated in Table 2A.) It is further noted that the intent of this policy is not to encourage any areas planned for commercial or industrial development (other than areas affected by circulation route realignments that would render commercial use impractical) to be converted to residential uses, but to enable the density of future developments to be similar to densities that have already been approved for most of this area through the tentative tract map process. In this regard, it is important to note that the residential density limit for the Extended Runway Centerline zone on

the previous edition of the French Valley Airport Land Use Plan (the zone whose location and shape most closely corresponds to Zone C on this Plan) was 3.0 dwelling units per net acre.

2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than 0.2 dwelling units per acre, but less than 5.0 dwelling units per acre, in addition to those densities permissible pursuant to the table, may be permitted in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours).

2.4 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) *In Compatibility Zone B1:*

- (1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) *In Compatibility Zone C:*

- (1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.

- (c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.
- (d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.

2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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 aircraft 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.

Mitigation Measure 2

Mitigation Measure 2 includes the same non-residential intensity provisions as Mitigation Measure 1, as well as the elimination of residential density restrictions in Zone D, but does not include the changes to residential density in Zone C. **Table 7** depicts how Mitigation Measure 2 would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 2 would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

2.2 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities shall not be limited in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours). The

criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) shall apply in those portions of Zone D located within the boundaries of the 55 dB CNEL contour for the year 2022 as cited above.

2.3 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

- (1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C*:

- (1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the

intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.

- 2.4 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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 aircraft 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.

Mitigation Measure 3

Mitigation Measure 3 includes the same non-residential intensity provisions as Mitigation Measure 1, but does not include the changes to residential density in Zone C and does not eliminate residential density restrictions in Zone D. However, it includes the Countywide provision allowing residential densities in Zone D to be calculated on a net basis. **Table 8** depicts how Mitigation Measure 3 would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 3 would amend the French Valley Airport Land Use Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

- 2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.
- 2.3 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) In *Compatibility Zone B1*:

- (1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) In *Compatibility Zone C*:

- (1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.

(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.

(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction (County of Riverside or City of Murrieta) and the project proponents and is not required by ALUC policy.

Mitigation Measure 3B

Mitigation Measure 3B includes only the Countywide provision allowing residential densities in Zone D to be calculated on a net basis. Mitigation Measure 3B would further

reduce potential displacement at the project level. The Commission previously adopted a provision allowing residential densities in Zone D to be calculated on a net basis in December 2005, in connection with the 2004 Compatibility Plan, before it was set aside. Mitigation Measure 3B may be adopted alone, or with Mitigation Measure 1, 2, or 4; but may not be adopted in conjunction with Mitigation Measure 3 because Mitigation Measure 3B is already included in Mitigation Measure 3. However, the usefulness of Mitigation Measure 3B in combination with Mitigation Measures 1, 2, or 4 is limited in that Mitigation Measures 1, 2, or 4 would eliminate the restrictions in Airport Zone D densities outside the 55 dB CNEL contour. The purpose of Mitigation Measure 3B is to allow projects that may have a gross density below 5 dwelling units per acre to be found consistent if the net density is at least 5 dwelling units per acre (once qualifying open space is excluded from the overall acreage). **Table 9** depicts how Mitigation Measure 3B would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 3B would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

- 2.2 *Calculation of Zone D Residential Densities:* Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

Mitigation Measure 4

As noted above, Mitigation Measure 4 is similar to Mitigation Measure 1, but, in order to address issues of consistency with the California Airport Land Use Planning Handbook standard safety zone diagrams, this measure restricts the allowance for higher residential densities in Zone C to those portions of Zone C located not less than 6,000 feet from the northerly end of the runway and not less than 500 feet from the extended runway centerline, (*i.e.*, areas that would be considered to be in the Traffic Pattern Zone pursuant to these State guidelines). **Table 10** depicts how Mitigation Measure 4 would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 4 would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

- 2.2 *Zone C Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in the "higher intensity range" of 1.0 to 3.0 dwelling units per acre, in addition to rural densities less than or equal to 0.2 units per acre, may be found consistent if located in the portion of Zone C westerly of Winchester Road at distances more than 6,000 feet from the northerly end of the runway and more than 500 feet from the extended runway centerline, provided that such higher intensity development is envisioned

pursuant to the local jurisdictions' General Plans. Any development within the "higher intensity range" of density shall be subject to a condition requiring that the interior noise levels reflect a noise level reduction of not less than 20dB from exterior noise levels. Noise attenuation measures shall be incorporated into all residential construction within Zone C as necessary to ensure that interior noise levels are at or below 45 dB CNEL. (Criteria for other residential areas within Zone C remain as indicated in Table 2A.) This additional compatibility policy relating to the "higher intensity range" is not applicable to any areas designated for commercial, industrial, or other non-residential uses or for a residential density of no more than 0.2 dwelling units per acre as of October 7, 2003, and is not applicable to areas within the boundaries of the ultimate 60 dB CNEL contour (as depicted on Map FV-3, Noise Compatibility Contours).

- 2.3 *Zone D Residential Densities:* The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than 0.2 dwelling units per acre, but less than 5.0 dwelling units per acre, in addition to those densities permissible pursuant to the table, may be permitted in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours).

- 2.4 *Industrial/Commercial Area:* The following usage intensity criteria shall apply:

(a) *In Compatibility Zone B1:*

- (1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.
- (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.

(b) *In Compatibility Zone C:*

- (1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.

- (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.
- (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.
- (c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.
- (d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.

2.5 *Expanded Buyer Awareness Measures:* In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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 aircraft 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.

Mitigation Measure 5

Mitigation Measure 5 may either be adopted on its own or in combination with other Mitigation Measures at the discretion of the Commission. Mitigation Measure 5 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement in Airport Zone D resulting from the non-residential intensity criteria, and would allow for an average non-residential intensity of 150 persons per acre and a

maximum single-acre intensity of 450 persons within any given acre, prior to application of any bonuses. This would constitute a 50 percent increase in allowable intensity, relative to the adopted criteria, but would still be consistent with the California Airport Land Use Planning Handbook Table 9C, which recommends a standard of 150 persons per acre (with a single-acre multiplier of 3.0) in the Traffic Pattern Zone. **Table 11** depicts how Mitigation Measure 5 would impact the compatibility criteria in Table 2A of the 2004 Compatibility Plan.

Specifically, Mitigation Measure 5 would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

(Policy numbering to be determined.)

Zone D Non-residential Intensities: The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.

Mitigation Measure 6

Mitigation Measure 6 may either be adopted on its own or in combination with other Mitigation Measures at the discretion of the Commission. Mitigation Measure 6 has been devised as a means of mitigating potential non-residential (primarily commercial) displacement resulting from the non-residential intensity criteria, and would establish new intensity criteria for retail sales, display, and showroom areas of one person per 115 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings including restaurants or food service facilities and one person per 170 square feet of gross floor area (without a 50 percent reduction) for such uses in buildings without restaurants or food service facilities.

Specifically, Mitigation Measure 6 would amend the Compatibility Plan by adding the following to the section entitled, FV.2 Additional Compatibility Policies:

(Policy numbering to be determined.)

Calculation of Concentration of People: The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1), excluding those in buildings including restaurants or food service facilities, shall be evaluated as having an intensity in persons per square foot of one person per 170 gross square feet of building area without eligibility for a 50 percent reduction. If the building includes restaurants or food service facilities, such retail and display areas or "showrooms" 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 percent reduction. In no case shall intensity of retail and display areas be evaluated in such a manner as to be less than 17 percent more intense than similar areas devoted to office uses. For the purpose of this paragraph, a food service facility includes any establishment that is subject to retail food service inspections by the Department of Environmental Health, including restaurants; grocery stores; ice cream, yogurt, and juice stores; coffee shops; concessionaires; food courts; and take-out only facilities.

Table 5: Basic Compatibility Criteria - 2004 Compatibility Plan (Table 2A)

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residen- tial (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Aver- age ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Aviation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

Table 6: Basic Compatibility Criteria - Mitigation Measure 1

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	**Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	› Aviation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.) or 1.0 - 3.0[◇]	80 90 100	160 180 200	208 234 260	20% 25% 30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	No Limit outside 55 CNEL contour⁺	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone			Not Applicable		Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adoption of Mitigation Measure 1 are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

◇ 1.0 - 3.0 dwelling units per acre only permissible westerly of Winchester Road, subject to required minimum noise level reduction of 20 dB.

** Special buyer awareness measures required, except in Zone E.

+ Within the 55 CNEL contour, density must be at least 5.0 dwelling units per acre or not more than 1.0 dwelling unit per five acres.

Table 7: Basic Compatibility Criteria - Mitigation Measure 2

Maximum Densities / Intensities							Additional Criteria	
Zone	Locations	Residen- tial (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	**Other Development Conditions ⁵
			Aver- age ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none">› All structures except ones with location set by aeronautical function› Assemblages of people› Objects exceeding FAR Part 77 height limits› Storage of hazardous materials› Hazards to flight ⁹	<ul style="list-style-type: none">› Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<ul style="list-style-type: none">› Children's schools, day care centers, libraries› Hospitals, nursing homes› Places of worship› Bldgs with >2 aboveground habitable floors› Highly noise-sensitive outdoor nonresidential uses ¹⁰› Aboveground bulk storage of hazardous materials ¹¹› Critical community infrastructure facilities ¹²› Hazards to flight ⁹	<ul style="list-style-type: none">› Locate structures maximum distance from extended runway centerline› Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³› Airspace review required for objects >35 feet tall ¹⁴› Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none">› Locate structures maximum distance from runway› Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³› Airspace review required for objects >35 feet tall ¹⁴› Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	80 90 100	160 180 200	208 234 260	20% 25% 30%	<ul style="list-style-type: none">› Children's schools, day care centers, libraries› Hospitals, nursing homes› Bldgs with >3 aboveground habitable floors› Highly noise-sensitive outdoor nonresidential uses ¹⁰› Hazards to flight ⁹	<ul style="list-style-type: none">› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³› Airspace review required for objects >70 feet tall ¹⁵› Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	No Limit outside 55 CNEL contour ⁺	100	300	390	10%	<ul style="list-style-type: none">› Highly noise-sensitive outdoor nonresidential uses ¹⁰› Hazards to flight ⁹	<ul style="list-style-type: none">› Airspace review required for objects >70 feet tall ¹⁵› Children's schools, hospitals, nursing homes discouraged ¹⁷› Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none">› Hazards to flight ⁹	<ul style="list-style-type: none">› Airspace review required for objects >100 feet tall ¹⁵› Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none">› Airspace review required for objects >35 feet tall ¹⁴› Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adoption of Mitigation Measure 2 are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

** Special buyer awareness measures required, except in Zone E.

⁺ Within the 55 CNEL contour, density must be at least 5.0 dwelling units per acre or not more than 1.0 dwelling unit per five acres.

Table 8: Basic Compatibility Criteria - Mitigation Measure 3

Maximum Densities / Intensities							Additional Criteria	
Zone	Locations	Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹	› Avigation easement dedication
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%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	80 90 100	160 180 200	208 234 260	20% 25% 30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 ^o (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹	› Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	› Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath rincepal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adoption of Mitigation Measure 3 are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

^o 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.

Table 9: Basic Compatibility Criteria - Mitigation Measure 3B

Maximum Densities / Intensities						Additional Criteria		
Zone	Locations	Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	› All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹	› Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹	› Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	› Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	› Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹	› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 ⁰ (average parcel size ≤0.2 ac.)	100	300	390	10%	› Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹	› Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	› Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	› Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adopting Mitigation Measure 3B are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

◇ 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.

Table 10: Basic Compatibility Criteria - Mitigation Measure 4

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	**Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Aviation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.) or 1.0 - 3.0[◇]	80 90 100	160 180 200	208 234 260	20% 25% 30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	No Limit outside 55 CNEL contour⁺	100	300	390	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	› Hazards to flight ⁹	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Aviation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adoption of Mitigation Measure 4 are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

◇ 1.0 - 3.0 dwelling units per acre only permissible westerly of Winchester Road at distances more than 6,000 feet from the northerly end of the runway and more than 500 feet from the extended runway centerline, where such intensities are envisioned pursuant to the local jurisdiction's General Plan. Not applicable within 60 CNEL contour.

** Special buyer awareness measures required, except in Zone E.

+ Within the 55 CNEL contour, density must be at least 5.0 dwelling units per acre or not more than 1.0 dwelling unit per five acres.

Table 11: Basic Compatibility Criteria - Mitigation Measure 5

Zone	Locations	Maximum Densities / Intensities					Additional Criteria	
		Residen- tial (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Aver- age ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> › All structures except ones with location set by aeronautical function › Assemblages of people › Objects exceeding FAR Part 77 height limits › Storage of hazardous materials › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Places of worship › Bldgs with >2 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Aboveground bulk storage of hazardous materials ¹¹ › Critical community infrastructure facilities ¹² › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Locate structures maximum distance from extended runway centerline › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> › Locate structures maximum distance from runway › Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> › Children's schools, day care centers, libraries › Hospitals, nursing homes › Bldgs with >3 aboveground habitable floors › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ › Airspace review required for objects >70 feet tall ¹⁵ › Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.)	150	450	585	10%	<ul style="list-style-type: none"> › Highly noise-sensitive outdoor nonresidential uses ¹⁰ › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >70 feet tall ¹⁵ › Children's schools, hospitals, nursing homes discouraged ¹⁷ › Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> › Hazards to flight ⁹ 	<ul style="list-style-type: none"> › Airspace review required for objects >100 feet tall ¹⁵ › Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> › Airspace review required for objects >35 feet tall ¹⁴ › Avigation easement dedication

See Chapter 3 for airport-specific additions or exceptions to these policies.

Notes: Compatibility criteria that would be different from Table 2A in the 2004 Compatibility Plan as a result of adoption of Mitigation Measure 5 are indicated in bold. Numbered notes referenced in this table refer to notes in Table 2A of the 2004 Compatibility Plan.

FISH AND GAME DETERMINATION

Based on the information presented in this Initial Study and the record as a whole, there is no substantial evidence before the Commission that the Compatibility Plan will have the potential to adversely affect, either individually or cumulatively, fish and wildlife resources or the habitat upon which each depends. Therefore, a finding of no effect pursuant to California Fish and Game Code Section 711.4(c)(2)(A) is appropriate. Additionally, because there is no substantial evidence that the proposed project will result in changes to the resources listed in California Code of Regulations, Title 14, Section 753.5(d)(1)(A) through (G), there is no presumption of adverse effect.

SOURCES

The following documents referenced in this Initial Study are incorporated by this reference and are available for public inspection and review, upon request to John J. G. Guerin, at the Riverside County Administrative Center, 4080 Lemon Street, 9th Floor, Riverside, California, 92501:

CALIFORNIA DEPARTMENT OF TRANSPORTATION, DIVISION OF AERONAUTICS. California Airport Land Use Planning Handbook, 2002. (Also available for review at www.dot.ca.gov/hq/planning/aeronaut/htmlfile/landuse.php.)

CITY OF MURRIETA, CALIFORNIA. City of Murrieta General Plan. June 1994.

CITY OF MURRIETA, CALIFORNIA. City of Murrieta General Plan Final Environmental Impact Report. (State Clearinghouse No. 92072047.) June 1994.

CITY OF TEMECULA, CALIFORNIA. City of Temecula General Plan Update. March 2005.

CITY OF TEMECULA, CALIFORNIA. City of Temecula General Plan Final Environmental Impact Report. (State Clearinghouse No. 2003061041.) March 2005.

COUNTY OF RIVERSIDE, CALIFORNIA. Riverside County General Plan, Southwest Area Plan. October 2003. (Also available for review at www.rctlma.org/generalplan/index.html.)

COUNTY OF RIVERSIDE, CALIFORNIA. Riverside County General Plan Final Program Environmental Impact Report (Environmental Impact Report No. 441, State Clearinghouse No. 2002051143). October 2003. (Also available for review at www.rctlma.org/generalplan/index.html.)

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION. Riverside County Airport Land Use Compatibility Plan (including the previously adopted 2004 Compatibility Plan for French Valley Airport). October 14, 2004. (Also available for review at www.rcaluc.org/plan_new.asp.)

APPENDIX A

STAFF'S DETAILED NARRATIVE OF POTENTIAL DISPLACEMENT ANALYSES

DESCRIPTION OF PARCELS LOCATED IN THE AIRPORT INFLUENCE AREA¹

Parcels in Zone A:

Eight parcels are located entirely in Zone A, and 22 parcels are located partially in Zone A and partially in less restrictive zones. None of these parcels is designated for residential use. Among the eight parcels entirely in Zone A, four are designated Public Facilities, three (all within Specific Plan No. 265) are designated Light Industrial, and one is designated Business Park. Among the 22 parcels partially in Zone A, 14 are located within Specific Plan No. 265. These include five parcels designated Light Industrial, four parcels designated Light Industrial and Open Space - Conservation, two parcels designated Light Industrial and Public Facilities, and one each designated Light Industrial and Commercial Retail, Light Industrial, Commercial Retail, and Open Space - Conservation, and Commercial Office. One parcel in Specific Plan No. 213 is designated Open Space - Recreation. Among the seven parcels outside Specific Plans, three are designated Public Facilities, three are designated Business Park, and one is designated Business Park and Public Facilities.

Parcels in Zone B1:

Thirty-three parcels are located entirely in Zone B1, and an additional 21 parcels are located partially in Zone B1 and partially in less restrictive zones (zones other than Zone A). None of these parcels is designated for residential use. Among the 33 parcels entirely in Zone B1, 19 are designated Business Park (including six in Specific Plan No. 213), eight are designated Mixed Use Planning Area (all in Specific Plan No. 213), four are designated Open Space - Conservation (all in Specific Plan No. 213), and two are designated Commercial Retail (both in Specific Plan No. 106). Among the 21 parcels located partially in Airport Zone B1 and partially in less restrictive zones, but not partially in Zone A, 17 are split between Zones B1 and C, and four are split among three or more zones. Among those split between Zones B1 and C, five are designated Business Park (including four in Specific Plan No. 213), five are designated Commercial Retail (three in Specific Plan No. 213 and two in Specific Plan No. 284), three are designated Mixed Use Planning Area (all in Specific Plan No. 213), two are designated Light Industrial (both in Specific Plan No. 265), one is designated Business Park and Open Space - Conservation (in Specific Plan No. 213), and one is designated Public Facilities. Two parcels are split among Zones B1, C, and D. One (in Specific Plan No. 106) is designated Commercial Retail. The other (not in a Specific Plan) is designated Business Park. One parcel split among Zones B1, C, B2, and D is designated Commercial Office and Commercial Retail and is within Specific Plan No. 265. One parcel split among Zones B1, B2, and D is designated Commercial Retail and Light Industrial and is within Specific Plan No. 265.

Parcels in Zone B2 - Riverside County:

Within the unincorporated Riverside County portion of the Airport Influence Area, one parcel is located entirely within Zone B2 and seven parcels are split between Zones B2 and D. All parcels entirely or partially within Zone B2 are located in Specific Plan No. 265. The parcel entirely within Zone B2 is designated Commercial Retail. The split parcels include three designated Commercial Retail and Commercial Office, two designated Light Industrial and Open Space -

¹ The analysis of parcels was conducted in 2006, based on then-existing parcel boundaries.

Conservation, one designated Commercial Retail, and one designated Light Industrial. (Additionally, and not included in the above, one parcel is split among Airport Zones B2, C, and D, and is further discussed in the section below addressing parcels in Airport Zone C.)

Parcels in Zone C - Riverside County:

Within the unincorporated Riverside County portions of the Airport Influence Area, 51 parcels are located entirely in Zone C and an additional 55 parcels are located partially in Zone C. Among the 51 parcels located entirely in Zone C, 27 are designated Business Park (including 26 within Specific Plan No. 213), nine are designated Mixed Use Planning Area (all in Specific Plan No. 213), six are designated Commercial Retail (including four within Specific Plan No. 213), and one each are designated Light Industrial, Public Facilities, and a combination of Commercial Retail and Open Space - Conservation. This leaves six parcels entirely in Zone C with conflicting residential designations in whole (four parcels) or in part (two parcels). All six residential parcels are located within Specific Plan No. 312 and were listed as being under the ownership of Spencer's Crossings as of early 2005. However, all but one of the six parcels was included (partially or wholly) within a tentatively approved tract map. Among the 55 parcels located partially in Airport Zone C, 28 are located partially within more restrictive zones and so have already been addressed in the discussions of Zones A and B1. One parcel is split among Zones C, B2, and D. That parcel is designated Business Park and is within Specific Plan No. 213. The other 26 parcels are located partially in Zone C and partially in Zone D, but not in more restrictive Zones A and B1. Among these parcels, eight are designated Business Park (including four in Specific Plan No. 284, one in Specific Plan No. 213, and three outside all Specific Plans), six are designated Commercial Retail (including three in Specific Plan No. 284, two in Specific Plan No. 106, and one outside all Specific Plans), one is designated Open Space - Recreation (in Specific Plan No. 284), and one each with the following combinations: Commercial Retail, Light Industrial, and Open Space Conservation and Light Industrial and Open Space - Conservation (both in Specific Plan No. 106). That leaves nine residential parcels partially or wholly within Airport Zone C. Among these, six parcels are designated Medium Density Residential and Open Space - Conservation (all in Specific Plan No. 312), one is designated Medium Density Residential, Open Space - Conservation, and Open Space - Recreation (also in Specific Plan No. 312), one is designated Medium High Density Residential, Open Space - Recreation, and Commercial Retail (in Specific Plan No. 284), and one is designated Medium Density Residential (in Specific Plan No. 106).

Parcels in Zone D - Riverside County:

Excluding lots smaller than 0.4 acre in size within recorded residential subdivisions, there are 218 parcels located wholly or partially within Airport Zone D in unincorporated Riverside County. Among these, 133 are designated for residential development at densities greater than one dwelling unit per five acres, but less than five dwelling units per acre. However, of these 133, 27 are included in approved tentative tract maps and 35 would not be eligible for further division pursuant to their 2003 General Plan designations. This leaves 71 parcels for which an amendment to the General Plan designation would be required in order to achieve consistency. Among these, 45 are designated Medium Density Residential, including 14 in Specific Plans (seven in Specific Plan No. 312, four in Specific Plan No. 106, and three in Specific Plan No.

213). An additional 21 are split between Medium Density Residential and other designations. These include seven designated Medium Density Residential and Low Density Residential within the Community Development Foundation Component (all within Specific Plan No. 238), five designated Medium Density Residential and Open Space - Conservation (including two in Specific Plan No. 106, 2 in Specific Plan No. 213, and one in Specific Plan No. 286), three designated Medium Density Residential and Open Space - Recreation (including one each in Specific Plan Nos. 284, 286, and 312), two designated Medium Density Residential and Rural Residential (neither in a Specific Plan), two designated Medium Density Residential, Open Space - Conservation, and Open Space - Recreation (both in Specific Plan No. 312), and one each designated Medium Density Residential and Light Industrial (in Specific Plan No. 106) and Medium Density Residential, High Density Residential, and Open Space - Recreation (in Specific Plan No. 238). The remaining five parcels include two designated Very Low Density Residential within the Community Development Foundation Component and Rural Residential (both within Specific Plan No. 106), two designated Very Low Density Residential within the Community Development Foundation Component and Open Space - Conservation (both within Specific Plan No. 106), and one designated Low Density Residential within the Community Development Foundation Component.

Thirty-four parcels located wholly or partially in Zone D are designated for densities less than or equal to one unit per five acres or five or more units per acre within areas designated for residential development. These include 15 parcels designated Rural Residential, 10 parcels designated Medium High Density Residential and Open Space - Conservation (including eight in Specific Plan No. 184 and two in Specific Plan No. 284), five parcels designated Medium High Density Residential (all in Specific Plan No. 284), and one parcel each designated Very High Density Residential and Commercial Retail (in Specific Plan No. 286), Very High Density Residential (in Specific Plan No. 286), Very High Density Residential and Open Space - Conservation (in Specific Plan No. 106), and Medium High Density Residential and Open Space - Recreation (in Specific Plan No. 284).

Fifty-one parcels located wholly or partially in Zone D are designated for non-residential uses. These include 20 parcels designated Commercial Retail, 11 parcels designated Business Park, three parcels designated Commercial Retail and Open Space - Conservation, and two parcels designated Light Industrial and Open Space - Conservation. The other 15 parcels are designated entirely within Open Space Foundation Component categories, including seven designated Open Space - Conservation Habitat, five designated Open Space - Conservation, and one each designated Open Space Recreation, Open Space - Recreation and Open Space - Conservation, and Open Space - Recreation and Open Space - Conservation Habitat.

Parcels in Zones B1, C, and D - City of Murrieta:

Portions of Airport Zones B1 and C, and a large area of Airport Zone D, are located within the corporate boundaries of the City of Murrieta. Almost all of the area in the City in Airport Zone B1 is designated Business Park. The area in Airport Zone C includes lands designated Business Park and Rural Residential. However, it should be noted that the City designation/zone of Rural Residential provides for a density of 0.4 dwelling units per acre, twice the density allowed in Zone C. It appears that portions of only five parcels are in this category. The Compatibility Plan

without mitigation prohibits intermediate residential densities in Zone D. Most of the undeveloped residentially designated land in the City of Murrieta portion of Zone D is either designated Rural Residential 0.4 dwelling units per acre or Single Family-1 Residential, which provides for a density of 2.1 - 5.0 dwelling units per acre. Much of the vacant land designated Single Family-1 Residential is located within Murrieta Springs, an adopted Specific Plan (originally Specific Plan No. 309 as processed by the County of Riverside; the site was annexed following the County's tentative approval of the project but prior to any final action on the General Plan Amendment by the County.)

POTENTIAL NON-RESIDENTIAL DISPLACEMENT CALCULATIONS

After parcels were identified, staff conducted the following analysis to determine potential non-residential displacement that might occur with implementation of the Compatibility Plan:

The Compatibility Plan without mitigation applies non-residential intensity limitations to properties designated for commercial and industrial development. The Compatibility Plan without mitigation would prohibit development in Airport Zone A and, unless the Commission adopts one or more Mitigation Measures, would limit non-residential intensity to 25 persons per acre in Airport Zone B1, 75 persons per acre in Airport Zone C, and 100 persons per acre in Zone D. These limitations serve as new constraints on development in that they are not applicable outside Airport Influence Areas.

Potential Future Non-Residential Displacement Under the Compatibility Plan Without Mitigation:

Riverside County:

In order to estimate projected commercial and industrial displacement, it is necessary to make certain assumptions as to how land would be developed if these restrictions were not present. To do this, we turn to the General Plans of the various jurisdictions. Within unincorporated Riverside County, we will assume that, in the absence of Compatibility Plan restrictions, floor-area ratios (square footage of building area divided by square footage of net site area) will be as follows: 0.23 for Commercial Retail and Mixed Use Planning Area, 0.30 for Business Park, 0.35 for Commercial Office, and 0.38 for Light Industrial. Except for the Mixed Use Planning Area, where floor-area ratios are not specified in the General Plan, these are the floor-area ratios assumed for calculating ultimate build-out and for the analysis of environmental impacts of the General Plan. (It should be noted that the General Plan analysis assumed that 25 percent of gross area would be utilized for roadways – 20 percent of gross area in Light Industrial designations. However, since existing rights-of-way were not included in the acreage numbers in this analysis, that assumption was not utilized in this report.)

Based on these assumptions, it is assumed that an acre of land would accommodate, on average, 10,019 square feet of Commercial Retail uses, 15,246 square feet of Commercial Office uses, 13,068 square feet of Business Park uses, or 16,553 square feet of Light Industrial uses. In considering affected acreages, staff excluded properties owned by the County (including on-

airport properties), County Flood Control District, Valley Wide Recreation and Park District, Eastern Municipal Water District, and Rancho California Water District.

Looking at Commercial Retail, there are 298.33 acres of unincorporated Riverside County areas designated Commercial Retail in Airport Zones B1, B2, C, and D, broken down as follows: 30.77 acres in Airport Zone B1, 50.81 acres in Airport Zone B2, 86.02 acres in Airport Zone C, and 130.73 acres in Airport Zone D. The expected build-out would be 2,988,968 square feet of Commercial Retail use (298.33 acres times 10,019 square feet of Commercial Retail space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 1,500 square foot shop would accommodate 25 people, a 4500 square foot shop would accommodate 75 people, and a 6000 square foot shop would accommodate 100 people. One could then determine potential net displacement by comparing the expected square footage with allowable square footage based on the constraints imposed by the Compatibility Plan criteria. For Commercial Retail, this is represented as follows: $[(10019-1500) \times 30.77] + [(10019-4500) \times 86.02] + [(10019-6000) \times (130.73 + 50.81)] = (8519 \times 30.77) + (5519 \times 86.02) + (4019 \times 181.54) = 262,130 + 474,744 + 729,609 = 1,466,483$ square feet of Commercial Retail space, for a 49 percent displacement.

There are 91.75 acres of unincorporated Riverside County areas designated Commercial Office in Airport Zones A, B1, B2, C, and D, broken down as follows: 0.01 acre in Airport Zone A, 1.3 acres in Airport Zone B1, 48.86 acres in Airport Zone B2, 11.3 acres in Airport Zone C, and 30.28 acres in Airport Zone D. The expected build-out would be 1,398,821 square feet of Commercial Office use (91.75 acres times 15,246 square feet of Commercial Office space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be one person per every 200 square feet of floor area. A 5,000 square foot office would accommodate 25 people, a 15,000 square foot office would accommodate 75 people, and a 20,000 square foot office would accommodate 100 people. No offices would be allowed in Airport Zone A, so 152 square feet would be displaced therein. Since the maximum permissible intensity of offices in Airport Zones B2 and D would allow a 20,000 square foot office, and the projected square footage for an office project based on floor-area ratio is less than 20,000 square feet, the Compatibility Plan does not result in displacement in those zones. Once again, potential net displacement is determined by comparing the expected or projected square footage based on General Plan assumptions with allowable square footage based on the constraints imposed by the Compatibility Plan criteria. For Commercial Office, this is represented as follows: $152 + [(15246-5000) \times 1.3] + [(15246-15000) \times 11.3] = 152 + (10246 \times 1.3) + (246 \times 11.3) = 152 + 13,320 + 2,780 = 16,252$ square feet of commercial office space, for a one percent displacement.

There are 257 acres of unincorporated Riverside County areas designated Business Park in Airport Zones A, B1, C, and D (with none in Airport Zone B2), broken down as follows: 2.64 acres in Airport Zone A, 72.82 acres in Airport Zone B1, 104.30 acres in Airport Zone C, and 77.24 acres in Airport Zone D. The expected build-out would be 3,358,476 square feet of business park use (257 acres times 13,068 square feet of Business Park space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be

one person per every 200 square feet of floor area. A 5,000 square feet office would accommodate 25 people, a 15,000 square foot office would accommodate 75 people, and a 20,000 square foot office would accommodate 100 people. Since the maximum permissible intensity of offices in Airport Zones C and D would allow for a 15,000 square foot office or a 20,000 square foot office, and the projected square footage for an office project based on floor-area ratio is less than 15,000 square feet in the Business Park designation, the Plan does not result in displacement of office uses in these zones. However, no offices would be allowed in Airport Zone A. Potential net displacement for Business Park is represented as follows: $(2.64 \times 13,068) + [(13,068 - 5,000) \times 72.82] = 34,500 + (8,068 \times 72.82) = 34,500 + 587,512 = 622,012$ square feet of business park space, for a 19 percent displacement.

There are 439.07 acres of unincorporated Riverside County areas designated Light Industrial in Airport Zones A, B1, B2, C, and D, broken down as follows: 84.49 acres in Airport Zone A, 52.39 acres in Airport Zone B1, 67.35 acres in Airport Zone B2, 61.67 acres in Airport Zone C, and 173.17 acres in Airport Zone D. The expected build-out would be 7,267,926 square feet of light industrial use (439.07 acres times 16,553 square feet of Light Industrial space per average acre). (It is recognized that warehousing would normally result in a higher floor-area ratio; however, in that situation, occupancy per square foot is considerably lower.) The Compatibility Plan criteria limit building intensity. If one assumes that the Light Industrial area develops as one-third office and two-thirds manufacturing (1:2 split), with the 50 percent reduction, the overall intensity would be one person per every 300 square feet of Light Industrial area (office areas at one per 200 and manufacturing areas at one per 400). A 7,500 square foot facility would accommodate 25 people, a 22,500 square foot facility would accommodate 75 people, and a 30,000 square foot facility would accommodate 100 people. Since the maximum permissible intensity of Light Industrial in Airport Zones B2, C, and D exceeds the projected intensity for this designation based on floor-area ratio, the Compatibility Plan does not result in displacement of Light Industrial uses in these zones. However, no Light Industrial uses would be allowed in Airport Zone A. Potential net displacement for Light Industrial is represented as follows: $(84.49 \times 16,553) + [(16,553 - 7,500) \times 52.39] = 1,398,563 + (9,053 \times 52.39) = 1,398,563 + 474,287 = 1,872,850$ square feet of Light Industrial space, for a 26 percent displacement.

(For comparison purposes, assume that Light Industrial is warehousing with a floor-area ratio of 0.6, which would result in 26,136 square feet of building space per acre. Further assume that 10 percent of the building is used for offices. The office (2,614 square feet) would accommodate 13 persons. The warehousing area would accommodate 24 persons (23,522 square feet at 1,000 square feet per occupant). This would allow 37 persons. Once again, displacement would only occur in Airport Zones A and B1. Based on the 90/10 warehousing/office split, the Airport Zone B1 limit of 25 persons would be reached with an 18,000 square foot structure. (16,200 square feet of warehousing area and 1,800 square feet of office area) The total amount of square footage displaced in the case of warehousing would be $(84.49 \times 26,136) + [(26,136 - 18,000) \times 52.39] = 2,208,231 + 426,245 = 2,634,476$ square feet of warehousing space. However, this would be measured in relation to a larger expected build-out, in that 439.07 acres times 26,136 square feet of warehousing space per average acre equals 11,475,534 square feet of warehousing use. Therefore, the potential net displacement, expressed as a percentage, would be 23 percent.)

An additional non-residential category in the area is Mixed Use Planning Area. This designation, applicable only to the properties currently owned by Silverhawk Land and Acquisitions, LLC, and Pacific Pointe Partners, as more specifically prescribed pursuant to the provisions of Specific Plan No. 213 addressing Planning Area 9 (Town Center Commercial), allow for the development of uses allowed in either the C-1/C-P (General Commercial) or I-P (Industrial Park) zones of Riverside County, with some exceptions. The landowners or their predecessors originally were under consideration for a Community Center designation, but specifically requested an alternative designation during the 2002-03 hearings regarding the Riverside County Integrated Project (RCIP) General Plan process. For our purposes, we will assume Commercial Retail as a potential use in the absence of Compatibility Plan criteria. There are 58.18 net acres of unincorporated Riverside County areas designated Mixed Use Planning Area in Airport Zones B1 and C, broken down as follows: 25.74 acres in Airport Zone B1 and 32.44 acres in Airport Zone C. The expected build-out would be 582,905 square feet of Commercial Retail use (58.18 acres times 10,019 square feet of Commercial Retail space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 1,500 square foot shop would accommodate 25 people, and a 4,500 square foot shop would accommodate 75 people. One could determine potential net displacement by comparing the expected square footage with allowable square footage based on the constraints imposed by the Compatibility Plan. For the Mixed Use Planning Area, this is represented as follows: $[(10019-1500) \times 25.74] + [(10019-4500) \times 32.44] = (8519 \times 25.74) + (5519 \times 32.44) = 219,279 + 179,036 = 398,315$ square feet of Commercial Retail space, for a 68 percent displacement.

This should not be interpreted as indicating that these properties are the most heavily affected by displacement. That burden falls to the greatest extent on properties in Airport Zone A, where potential displacement may be up to 100 percent due to the prohibition on structures. By proposing projects that are predominantly office and industrial in nature, the landowners in the Mixed Use Planning Area have proposed Plans that allow a greater total amount of square footage of building space than would have been expected had they insisted on commercial usage as the predominant activity.

City of Murrieta:

Within the City of Murrieta, the General Plan sets maximum floor-area ratios as follows: 0.27 for Community Commercial, 0.25 for Neighborhood Commercial, 0.5 for Professional Commercial, and 0.4 for Business Park. No floor-area ratio is given for the Multiple Use designation, but it is expected that the maximum floor-area ratio for the non-residential components would be based on the maxima above for the given land use.

Based on these assumptions, it is assumed that an acre of land would accommodate, on average, 11,761 square feet of Community Commercial uses, 10,890 square feet of Neighborhood Commercial uses, 21,780 square feet of Professional Commercial uses, or 17,424 square feet of Business Park uses.

Looking at the various types of commercial uses, we find that, within the City of Murrieta, there are no commercially designated properties in Airport Zones A, B1, B2, or C. Within Airport Zone D, there are 39.25 acres designated Community Commercial, 13.8 acres designated Neighborhood Commercial, and 8.44 acres of Multiple Use 3. (It should be noted that the 13.8 acres of Neighborhood Commercial includes all of the acreage of a 5.06-acre parcel that is split between the Neighborhood Commercial and Multiple Use designations.) We will assume a floor-area ratio of 0.25 and a commercial land use for the Multiple Use areas. The expected build-out of these areas would be 703,813 square feet $[(39.25 \times 11761) + (22.24 \times 10890) = 461,619 + 242,194 = 703,813]$. However, the Compatibility Plan criteria limit building intensity. If one assumes the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 6,000 square foot shop would accommodate 100 people. One could then determine potential net displacement by comparing the maximum allowable square footage pursuant to the General Plan with allowable square footage based on the constraints imposed by the Compatibility Plan. For the Community Commercial, Neighborhood Commercial, and Multiple Use categories, this is represented as follows: $[(11761-6000) \times 39.25] + [(10890-6000) \times 22.24] = (5761 \times 39.25) + (4890 \times 22.24) = 226,119 + 108,754 = 334,873$ square feet of Commercial Retail space, for a 48 percent displacement.

There is 0.36 acre designated Professional Commercial in Airport Zone D within the City of Murrieta. This translates as 15,682 square feet of property. Based on a maximum floor-area ratio of 0.5, the General Plan would allow a maximum of 7,841 square feet of office space on this property. The Compatibility Plan would allow 36 persons, which translates as 7,200 square feet of office space assuming one person per 200 square feet. Therefore, the potential net displacement on this property would be 641 square feet, or eight percent.

There are 166.33 acres designated Business Park in the City of Murrieta within Airport Zones B1, B2, C, and D, broken down as follows: 30.89 acres in Airport Zone B1, 0.01 acre in Airport Zone B2, 80.19 acres in Airport Zone C, and 55.24 acres in Airport Zone D. The expected build-out would be 2,898,134 square feet of Business Park uses (166.33 acres times 17,424 square feet of Business Park space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be one person per every 200 square feet of floor area. A 5,000 square foot office would accommodate 25 people, a 15,000 square foot office would accommodate 75 people, and a 20,000 square foot office would accommodate 100 people. Since the maximum permissible intensity of offices in Airport Zones D and B2 exceed the projected intensity based on the floor-area ratio of 0.4, the Compatibility Plan does not result in displacement of Business Park uses in those zones. Potential net displacement for Business Park is represented as follows: $[(17424-5000) \times 30.89] + [(17424-15000) \times 80.19] = (12424 \times 30.89) + (2424 \times 80.19) = 383,777 + 194,381 = 578,158$ square feet of Business Park space, for a 20 percent displacement.

City of Temecula:

Within the City of Temecula, the General Plan sets expected floor-area ratios as follows: 0.35 for Professional Office and 0.30 for Community Commercial and Service Commercial. Based on

these assumptions, it is assumed that an acre of land would accommodate, on average, 13,068 square feet of Community Commercial or Service Commercial uses, or 15,246 square feet of Professional Office uses.

There are 12.74 acres designated Community Commercial or Service Commercial within Airport Zone D in the City of Temecula. The expected build-out would be 166,486 square feet of commercial uses (12.74 acres times 13,068 square feet of commercial space per average acre). However, the Compatibility Plan criteria limit building intensity. If one assumes the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 6,000 square foot shop would accommodate 100 people. One could then determine potential net displacement by comparing the expected square footage with allowable square footage based on the constraints imposed by the Compatibility Plan criteria. For the Community Commercial and Service Commercial categories, this is represented as follows: $(13068 - 6000) \times 12.74 = 7068 \times 12.74 = 90,046$ square feet of Community Commercial or Service Commercial space, for a 54 percent displacement.

Excluding County-owned land, there are 5.77 acres designated Professional Office within Airport Zone D in the City of Temecula. The expected build-out would be 87,969 square feet of Professional Office use (5.77 acres times 15,246 square feet of Professional Office use per average acre). Airport Zone D allows 100 people per acre. If one assumes the standard office intensity of one person per 100 square feet, with a 50 percent reduction, this would allow for one 20,000 square foot office building on each acre. Since this exceeds the expected build-out intensity of 15,246 square feet, there is no displacement of Professional Office uses in Airport Zone D in the City of Temecula.

Summary of Potential Future Non-Residential Displacement Under the Compatibility Plan Without Mitigation:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan without mitigation is either 5,379,630 square feet or 6,141,256 square feet, in comparison to total potential non-residential development of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 square feet in the case of the 90/10 warehousing/office split. Total square footage of displacement is greater in the latter case, but the proportion of displacement to the otherwise allowable baseline number is greater in the former case (27.64 percent vis-à-vis 25.95 percent). As may be expected, the highest proportion of displacement (49 percent) occurs in the Commercial Retail category (or the Mixed Use category, which assumed a worst-case scenario of Commercial Retail intensity) and is attributable to the use of the occupancy table in Appendix C of the Compatibility Plan, whereby occupancy of commercial uses is attributed to an intensity of one person per 30 square feet, with a 50 percent reduction, which results in one person per 60 square feet.

Potential Future Non-Residential Displacement Under the Compatibility Plan With Mitigation:

Mitigation Measures 1, 2, 3, or 4:

Mitigation Measures 1 through 4 (except Mitigation Measure 3B) include provisions that would increase the allowable average intensity in Airport Zone B1 from 25 persons per acre to 40 persons per acre and in Airport Zone C from 75 persons per acre to 80 persons per acre. If any of the Mitigation Measures are selected, net potential non-residential displacement would be reduced.

Riverside County:

Commercial Retail: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 2,400 square foot shop would accommodate 40 people, and a 4,800 square foot shop would accommodate 80 people. The amended displacement would be represented as follows: $[(10019-2400) \times 30.77] + [(10019-4800) \times 86.02] + [(10019-6000) \times (130.73 + 50.81)] = (7619 \times 30.77) + (5219 \times 86.02) + (4019 \times 181.54) = 234,437 + 448,938 + 729,609 = 1,412,984$ square feet of Commercial Retail space, for a 47 percent displacement (down from 49 percent).

Commercial Office: Using the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be one person per every 200 square feet of floor area. An 8,000 square foot office would accommodate 40 people, and a 16,000 square foot office would accommodate 80 people. The increase from 75 to 80 persons per acre in Zone C would eliminate potential displacement of office uses in the Commercial Office designation, given that the expected square footage per average acre would be less than 16,000 square feet. The prohibition on offices in Airport Zone A would remain in effect. The amended displacement would be represented as follows: $152 + [(15246-8000) \times 1.3] = 152 + (7246 \times 1.3) = 152 + 9420 = 9,572$ square feet of Commercial Office space, for a displacement of less than one percent.

Business Park: Using the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be one person per every 200 square feet of floor area. An 8,000 square foot office would accommodate 40 people, and a 16,000 square foot office would accommodate 80 people. Expected intensity is 13,068 square feet of Business Park space per average acre. The prohibition on offices in Airport Zone A would remain in effect. The amended displacement would be represented as follows: $(2.64 \times 13,068) + [(13068-8000) \times 72.82] = 34,500 + (5068 \times 72.82) = 34,500 + 369,052 = 403,552$ square feet of Business Park space, for a 12 percent displacement (down from 19 percent).

Mixed Use Planning Area: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 2,400 square foot shop would accommodate 40 people, and a 4,800 square foot shop would accommodate 80 people. The amended displacement would be represented as follows: $[(10019-2400) \times 15.74] + [(10019-4800) \times 32.44] = (7619 \times 15.74) + (5219 \times 32.44) = 119,923 + 169,304 = 289,227$ square feet of Mixed Use Planning Area space, for a 50 percent displacement (down from 68 percent).

Light Industrial (Option One: 1:2 office/manufacturing split): Assume that one-third of the structure is used as offices and two-thirds is used for manufacturing. With the 50 percent reduction, this would result in an occupancy of one person per 300 square feet. A 12,000 square foot facility would accommodate 40 people, and a 24,000 square foot facility would accommodate 80 people. The permissible intensity in Airport Zone C would continue to exceed the projected intensity. The prohibition of Light Industrial uses in Airport Zone A would remain in effect. The amended displacement would be represented as follows: $(84.49 \times 16,553) + [(16553-12000) \times 52.39] = 1,398,563 + (4553 \times 52.39) = 1,398,563 + 238,532 = 1,637,095$ square feet of Light Industrial space, for a 23 percent displacement (down from 26 percent).

Light Industrial (Option Two: 90/10 warehousing/office split): Assume a floor-area ratio of 0.6, with 10 percent of the building used for offices and the rest for warehousing. With 23,522 square feet of warehousing and 2,614 square feet of offices, such a building would accommodate 37 persons and be consistent with the new criteria for Airport Zone B1. Therefore, net displacement in this scenario would be limited to the area within Airport Zone A. The amended displacement would be represented as follows: $84.49 \times 26,136 = 2,208,231$ square feet of warehousing space, for a 19 percent displacement (down from 23 percent).

City of Murrieta:

Commercial Categories: Mitigation Measures 1 through 4 do not change intensity compatibility criteria in Airport Zone D. Therefore, displacement remains at 334,873 square feet for Community and Neighborhood Commercial and Multiple Use 3 space, and 641 square feet for Professional Commercial space.

Business Park: Using the standard office occupancy of one person per 100 square feet, with a 50 percent reduction, there would be one person per every 200 square feet of office area. An 8,000 square foot office would accommodate 40 people, and a 16,000 square foot office would accommodate 80 people. Expected intensity is 17,424 square feet of Business Park space per average acre. The Compatibility Plan does not result in displacement in Airport Zones B2 and D in this designation. The amended displacement would be represented as follows: $[(17424-8000) \times 30.89] + [(17424-16000) \times 80.19] = (9424 \times 30.89) + (1424 \times 80.19) = 291,107 + 114,191 = 405,298$ square feet of Business Park space, for a 14 percent displacement (down from 20 percent).

City of Temecula:

Commercial and Office Categories: Mitigation Measures 1 through 4 do not change intensity compatibility criteria in Airport Zone D. Therefore, displacement remains at 90,046 square feet.

Summary of Mitigation Measures 1, 2, 3, or 4:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan with adoption of any of Mitigation Measures 1 through 4 (other than 3B), is either

4,583,288 square feet or 5,154,424 square feet, in comparison to total potential non-residential development of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 in the case of the 90/10 warehousing/office split. Total square footage of displacement is greater in the latter case, but the proportion of displacement to the otherwise allowable baseline number is greater in the former case (23.55 percent vis-à-vis 21.78 percent). As may be expected, the sectors with the highest proportion of displacement relative to otherwise allowable levels are the commercial uses. In relation to the Compatibility Plan without mitigation, adoption of Mitigation Measures 1, 2, 3, or 4 would reduce potential non-residential displacement by 796,342 square feet (14.8 percent mitigation) using the 1:2 office/manufacturing split and by 986,832 square feet (16.1 percent mitigation) using the 90/10 warehousing/office split.

Mitigation Measure 5:

Mitigation Measure 5 could potentially be adopted as an add-on to any of the other Mitigation Measures or separately, and would increase the allowable average intensity in Airport Zone D from 100 persons per acre to 150 persons per acre. (Single-acre intensity maxima would be increased from 300 persons to 450 persons.) These intensity levels are consistent with California Airport Land Use Planning Handbook recommendations for the Traffic Pattern Zone.

Riverside County:

Commercial Retail: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 9,000 square foot shop would accommodate 150 persons. The amended displacement would be represented as follows: $[(10019-1500) \times 30.77] + [(10019-4500) \times 86.02] + [(10019-6000) \times 50.81] + [(10019-9000) \times 130.73] = (8519 \times 30.77) + (5519 \times 86.02) + (4019 \times 50.81) + (1019 \times 130.73) = 262,130 + 474,744 + 204,205 + 133,214 = 1,074,293$ square feet of Commercial Retail space, for a 36 percent displacement (down from 49 percent).

Commercial Office: No change. No displacement in Airport Zone D based on average of 15,246 square feet of building area per acre (less than 100 persons per acre).

Business Park: No change. No displacement in Airport Zone D based on average of 13,068 square feet of building area per acre (less than 100 persons per acre).

Mixed Use Planning Area: No change. Mixed Use Planning Area is entirely in Airport Zones B1 and C.

Light Industrial: No displacement in Airport Zone D based on average of 16,553 square feet of Light Industrial building area or 26,136 square feet of warehousing area per acre.

City of Murrieta:

Commercial Categories: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A

9,000 foot shop would accommodate 150 persons. The amended displacement would be represented as follows: $[(11761-9000) \times 39.25] + [(10890-9000) \times 22.24] = (2761 \times 39.25) + (1890 \times 22.24) = 108,369 + 42,034 = 150,403$ square feet of Community and Neighborhood Commercial and Multiple Use 3 space, for a 21 percent displacement.

Professional Commercial: There is one 0.36-acre property designated Professional Commercial. Based on a maximum floor-area ratio of 0.5, the General Plan would allow a maximum of 7,841 square feet of office space on this property. Such an office would be expected to accommodate 39 persons. This slightly exceeds the existing standard of 100 persons per acre in Airport Zone D (at 111 persons per acre), but would be well within the standard of 150 persons per acre. Therefore, pursuant to Mitigation Measure 5, there would be no displacement of Professional Commercial square footage on this property.

Business Park: No displacement in Airport Zone D based on office use and average of 17,424 square feet of Business Park space per average acre.

City of Temecula:

Community and Service Commercial: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 9,000 square foot shop would accommodate 150 persons. The amended displacement would be represented as follows: $(13068-9000) \times 12.74 = 4068 \times 12.74 = 51,826$ square feet of Community and Service Commercial space, for a 31 percent displacement.

Professional Office: No displacement in Airport Zone D based on office use and average of 15,246 square feet of Professional Office space per acre.

Summary of Mitigation Measure 5:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan as amended by Mitigation Measure 5, is either 4,764,109 square feet or 5,525,735 square feet, in comparison to total potential non-residential development of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 square feet in the case of the 90/10 warehousing/office split. Total square footage of displacement is greater in the latter case, but the proportion of displacement to the otherwise allowable baseline number is greater in the former case (24.48 percent vis-à-vis 23.35 percent). In relation to the Compatibility Plan without mitigation, Mitigation Measure 5 reduces potential non-residential displacement by 615,521 square feet (11.4 percent mitigation using the 1:2 office/manufacturing split and 10 percent mitigation using the 90/10 warehousing/office split). Within the Commercial Retail sector, Mitigation Measure 5 reduces potential displacement by 32.5 percent.

Mitigation Measures 1, 2, 3, or 4, PLUS 5:

As Mitigation Measure 5 could potentially be adopted as an add-on to any other Mitigation Measure, the greatest degree of mitigation of non-residential displacement occurs with the combination of Mitigation Measures.

Riverside County:

Commercial Retail: Using the standard retail occupancy of one person per 30 square feet, with a 50 percent reduction, there would be one person per every 60 square feet of floor area. A 2,400 square foot shop would accommodate 40 people, a 4,800 square foot shop would accommodate 80 people, a 6,000 square foot shop would accommodate 100 people, and a 9,000 square foot shop would accommodate 150 people. Affected acreages are 30.77 acres in Airport Zone B1, 86.02 acres in Airport Zone C, 50.81 acres in Airport Zone B2, and 130.73 acres in Airport Zone D. The amended displacement would be represented as follows: $[(10019-2400) \times 30.77] + [(10019-4800) \times 86.02] + [(10019-6000) \times 50.81] + [(10019-9000) \times 130.73] = (7619 \times 30.77) + (5219 \times 86.02) + (4019 \times 50.81) + (1019 \times 130.73) = 234,437 + 448,938 + 204,205 + 133,214 = 1,020,794$ square feet of Commercial Retail space, for a 34 percent displacement (in comparison to a 49 percent displacement pursuant to the Compatibility Plan without mitigation).

Commercial Office: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (9,572 square feet, for a displacement of less than 1 percent).

Business Park: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (403,552 square feet of Business Park space, for a 12 percent displacement, in comparison to a 19 percent displacement pursuant to the Compatibility Plan without mitigation).

Mixed Use Planning Area: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (289,227 square feet of Mixed Use Planning Area space, for a 50 percent displacement, in comparison to a 68 percent displacement pursuant to the Compatibility Plan without mitigation).

Light Industrial (Option One: 1:2 office/manufacturing split): Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (1,637,095 square feet of Light Industrial space, for a 23 percent displacement, in comparison to a 26 percent displacement pursuant to the Compatibility Plan without mitigation).

Light Industrial (Option Two: 90/10 warehousing/office split): Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (2,208,231 square feet of warehousing space, for a 19 percent displacement, in comparison to a 23 percent displacement pursuant to the Compatibility Plan without mitigation.)

City of Murrieta:

Commercial Categories: Adding Mitigation Measures 1, 2, 3, or 4 does not affect the total displacement as amended by Mitigation Measure 5 (150,403 square feet of Community and Neighborhood Commercial and Multiple Use 3 space, for a 21 percent displacement, in comparison to a 48 percent displacement pursuant to the Compatibility Plan without mitigation.)

Professional Commercial: As with Mitigation Measure 5, there would be zero displacement.

Business Park: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (405,298 square feet of Business Park space, for a 14 percent displacement, in comparison to a 20 percent displacement pursuant to the Compatibility Plan without mitigation).

City of Temecula:

Community and Service Commercial: Adding Mitigation Measures 1, 2, 3, or 4 does not affect the total displacement as amended by Mitigation Measure 5 (51,826 square feet of Community and Service Commercial space, for a 31 percent displacement, in comparison to a 54 percent displacement pursuant to the Compatibility Plan without mitigation).

Professional Office: As with Mitigation Measure 5, there would be zero displacement.

Summary of Mitigation Measures 1, 2, 3, or 4, PLUS 5:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan, as amended by Mitigation Measures 1, 2, 3, or 4 (other than 3B), plus Mitigation Measure 5, is either 3,967,767 square feet or 4,538,903 square feet, in comparison to total potential non-residential development of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 in the case of the 90/10 warehousing/office split. Total square footage of displacement is greater in the latter case, but the proportion of displacement to the otherwise allowable baseline number is greater in the former case (20.4 percent vis-à-vis 19.2 percent). In relation to the Compatibility Plan without mitigation, Mitigation Measures 1, 2, 3, or 4, plus 5, reduces potential non-residential displacement by 1,411,863 square feet (26.2 percent mitigation) using the 1:2 office/manufacturing split and by 1,602,353 square feet (26.1 percent mitigation) using the 90/10 warehousing/office split.

Mitigation Measure 6:

Mitigation Measure 6, like Mitigation Measure 5, could potentially be adopted as an add-on to Mitigation Measures 1, 2, 3, or 4, or separately. Mitigation Measure 6 would provide that the intensity of retail and display areas or "showrooms" would be calculated at one person per 170 square feet in buildings without restaurants or food service facilities and at one person per 115

square feet in buildings with restaurants or food service facilities, without eligibility for the 50 percent reduction.

Riverside County:

Commercial Retail: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 2,875 square foot shop would accommodate 25 people, an 8,625 square foot shop would accommodate 75 people, and an 11,500 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,019 square feet, there would be no displacement in Zones B2 or D. The amended displacement would be represented as follows: $[(10019-2875) \times 30.77] + [(10019-8625) \times 86.02] = (7144 \times 30.77) + (1394 \times 86.02) = 219,821 + 119,912 = 339,733$. With a weight of 0.3, the contribution is 101,920. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 4,250 square foot shop would accommodate 25 people, and a 12,750 foot shop would accommodate 75 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,019 square feet, there would be no displacement in Zones B2, C, or D. The amended displacement would be represented as follows: $(10019-4250) \times 30.77 = 5769 \times 30.77 = 177,512$. With a weight of 0.7, the contribution is 124,258. The total displacement would be: $101,920 + 124,258 = 226,178$ square feet of Commercial Retail space, for an eight percent displacement, down from 49 percent.

Mixed Use Planning Area: Using the same assumptions as used above, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 2,875 square foot shop would accommodate 25 people, and an 8,625 square foot shop would accommodate 75 people. The amended displacement would be represented as follows: $[(10019-2875) \times 25.74] + [(10019-8625) \times 32.44] = (7144 \times 25.74) + (1394 \times 32.44) = 183,887 + 45,221 = 229,108$. With a weight of 30 percent, the contribution is 68,732. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 4,250 square foot shop would accommodate 25 people, and a 12,750 square foot shop would accommodate 75 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,019 square feet, there would be no displacement in Zones B2, C, or D. The amended displacement would be represented as follows: $(10019-4250) \times 25.74 = 5769 \times 25.74 = 148,494$. With a weight of 70 percent, the contribution is 103,946. The total displacement would be: $68,732 + 103,946 = 172,678$ square feet of Mixed Use Planning Area space, for a 30 percent displacement, down from 68 percent.

Commercial Office, Business Park, and Light Industrial: No change.

City of Murrieta:

The City of Murrieta General Plan sets maximum floor-area ratios of 0.27 for Community Commercial and 0.25 for Neighborhood Commercial. It is assumed that an acre of land would accommodate 11,761 square feet of Community Commercial uses or 10,890 square feet of

Neighborhood Commercial uses. There are no commercially designated properties in Airport Zones A, B1, B2, or C within the City of Murrieta.

Community Commercial: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, an 11,500 square foot shop would accommodate 100 people. Within Airport Zone D, 39.25 acres are designated Community Commercial. The amended displacement would be as follows: $(11761-11500) \times 39.25 = 261 \times 39.25 = 10,244$. With a weight of 30 percent, the contribution is 3,073 square feet. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 17,000 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 11,761 square feet, there is no displacement here. With a weight of 70 percent, the contribution is zero. The total displacement is $3073 + 0 = 3,073$ square feet of Community Commercial space.

Neighborhood Commercial/Multiple Use: At an intensity of one person per 115 square feet, an 11,500 square foot shop would accommodate 100 people. At an intensity of one person per 170 square feet, a 17,000 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,890 square feet, the assumed square footage is lower than the maximum allowable pursuant to the compatibility criteria, and there is no displacement.

Professional Commercial and Business Park: No change.

City of Temecula:

The City of Temecula General Plan sets expected floor-area ratios of 0.35 for Professional Office and 0.30 for Community Commercial and Service Commercial. It is assumed that an acre of land would accommodate, on average, 13,068 square feet of Community Commercial or Service Commercial uses, or 15,246 square feet of Professional Office uses. There are no commercially designated properties in Airport Zones A, B1, B2, or C within the City of Temecula. Within Airport Zone D, there are 12.74 acres designated Community Commercial or Service Commercial.

Community Commercial/Service Commercial: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, an 11,500 square foot shop would accommodate 100 people. The amended displacement would be as follows: $(13068-11500) \times 12.74 = 1568 \times 12.74 = 19,976$. With a weight of 30 percent, the contribution is 5,993 square feet. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 17,000 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 13,068 square feet, the assumed square footage is lower than the maximum allowable pursuant to the compatibility criteria, and there is no displacement. The total displacement is $5993 + 0 = 5,993$ square feet of Community Commercial/Service Commercial space, for a displacement of four percent, down from 54 percent.

Professional Office: No change/zero displacement.

Summary of Mitigation Measure 6:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan, as mitigated by Mitigation Measure 6, is either 3,497,835 square feet or 4,259,461 square feet, in comparison to total potential non-residential development pursuant to General Plan expected build-out of 19,461,339 in the case of the 1:2 office/manufacturing split or 23,668,946 square feet in the case of the 90/10 warehousing/office split. In either case, the proportion of displacement is 18 percent. In relation to the Compatibility Plan, Mitigation Measure 6 reduces potential non-residential displacement by 1,881,795 square feet (35 percent mitigation using the 1:2 office/manufacturing split and 30.6 percent mitigation using the 90/10 warehousing/office split). Within the Commercial and Mixed Use sectors, Mitigation Measure 6 reduces potential displacement by 82.2 percent.

Mitigation Measures 1, 2, 3, or 4, PLUS 6:

As Mitigation Measure 6 could potentially be adopted as an add-on to any of the other Mitigation Measures, the greatest degree of mitigation occurs with the combination of Mitigation Measures.

Riverside County:

Commercial Retail: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 4,600 square foot shop would accommodate 40 people, a 9,200 square foot shop would accommodate 80 people, and an 11,500 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,019 square feet, there would be no displacement in Zones B2 or D. The amended displacement (all within Zones B1 and C) would be represented as follows: $[(10019-4600) \times 30.77] + [(10019-9200) \times 86.02] = (5419 \times 30.77) + (819 \times 86.02) = 166,743 + 70,450 = 237,193$. With a weight of 0.3, the contribution is 71,158. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 6,800 square foot shop would accommodate 40 people, a 13,600 square foot shop would accommodate 80 people, and a 17,000 square foot shop would accommodate 100 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,019 square feet, there would be no displacement in Zones B2, C, and D. The amended displacement (all within Zone B1) would be represented as follows: $(10019-6800) \times 30.77 = 3219 \times 30.77 = 99,049$. With a weight of 0.7, the contribution is 69,334. The total displacement is $71,158 + 69,334 = 140,492$ square feet of Commercial Retail space, for a five percent displacement, down from 49 percent.

Commercial Office: Adding Mitigation Measure 6 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (9,572 square feet, for a displacement of less than one percent).

Business Park: Adding Mitigation Measure 6 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (403,552 square feet of Business Park space, for a 12 percent displacement, in comparison to a 19 percent displacement pursuant to the Compatibility Plan without mitigation.)

Mixed Use Planning Area: It was assumed that 30 percent of Mixed Use Planning Area buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 4,600 square foot shop would accommodate 40 people, and a 9,200 square foot shop would accommodate 80 people. The amended displacement would be represented as follows: $[(10019-4600) \times 25.74] + [(10019-9200) \times 32.44] = (5419 \times 25.74) + (819 \times 32.44) = 139,485 + 26,568 = 166,053$. With a weight of 0.3, the contribution is 49,816. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 6,800 square foot shop would accommodate 40 people and a 13,600 square foot shop would accommodate 80 people. Since the assumed square footage of building gross floor area is 10,019 square feet, there would be no displacement in Zone C. The amended displacement would be represented as follows: $(10019-6800) \times 25.74 = 3219 \times 25.74 = 82,857$. With a weight of 0.7, the contribution is 58,000. The total displacement is $49,816 + 58,000 = 107,816$ square feet of Mixed Use Planning Area space, for an 18 percent displacement, down from 68 percent.

Light Industrial (Option One: 1:2 office/manufacturing split): Adding Mitigation Measure 6 does not affect the total displacement as amended by adoption of Mitigation Measures 1, 2, 3, or 4 (1,637,095 square feet of Light Industrial space, for a 23 percent displacement, in comparison to a 26 percent displacement pursuant to the Compatibility Plan without mitigation).

Light Industrial (Option Two: 90/10 warehousing/office split): Adding Mitigation Measure 6 does not affect the total displacement as amended by adoption of Mitigation Measures 1, 2, 3, or 4 (2,208,231 square feet of warehousing space, for a 19 percent displacement, in comparison to a 23 percent displacement pursuant to the Compatibility Plan without mitigation).

City of Murrieta:

Commercial Categories (Community Commercial, Neighborhood Commercial, and Multiple Use): As there is no commercially designated land within Airport Zones B1 or C in the City of Murrieta, adding Mitigation Measures 1, 2, 3, or 4 does not affect the total displacement as amended by Mitigation Measure 6 (3,073 square feet of Commercial Retail space, for a displacement of less than one-half of one percent, down from 48 percent.)

Professional Commercial: Mitigation Measures 1, 2, 3, or 4, plus 6 do not affect the total displacement pursuant to the Compatibility Plan without mitigation (641 square feet, for a displacement of eight percent).

Business Park: Adding Mitigation Measure 6 does not affect the total displacement as amended by adoption of Mitigation Measures 1, 2, 3, or 4 (405,298 square feet of Business Park space, for a 14 percent displacement, in comparison to a 48 percent displacement pursuant to the Compatibility Plan without mitigation).

City of Temecula:

Community Commercial/Service Commercial: As there is no commercially designated land within Airport Zones B1 or C in the City of Temecula, adding Mitigation Measures 1, 2, 3, or 4 does not affect the total displacement as amended by Mitigation Measure 6 (5,993 square feet, for a displacement of four percent, down from 54 percent).

Professional Office: No change/zero displacement.

Summary of Mitigation Measures 1, 2, 3, or 4, PLUS 6:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan, as amended by adoption of Mitigation Measures 1, 2, 3, or 4, plus 6, is either 2,713,532 square feet or 3,284,668 square feet, in comparison to total potential non-residential development (in Zones A, B1, B2, C, and D) of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 square feet in the case of the 90/10 warehousing/office split. The proportion of displacement to the otherwise allowable baseline number in either case is 13.9 percent. In relation to the Compatibility Plan without mitigation, Mitigation Measures 1, 2, 3 or 4, plus 6, reduces potential non-residential displacement by 2,666,098 square feet (49.6 percent mitigation) using the 1:2 office/manufacturing split and by 2,856,588 square feet (46.5 percent mitigation) using the 90/10 warehousing/office split.

Mitigation Measures 1, 2, 3, or 4, PLUS 5 AND 6:

As both Mitigation Measure 5 and Mitigation Measure 6 could potentially be adopted as add-ons to Mitigation Measures 1, 2, 3, or 4, the greatest degree of mitigation occurs with the use of both add-ons in addition to adoption of Mitigation Measure 1, 2, 3, or 4.

Riverside County:

Commercial Retail: Since Mitigation Measure 6 would eliminate Commercial Retail displacement in Airport Zone D, adding Mitigation Measure 5 (which only affects Zone D) does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 PLUS 6 (140,492 square feet of Commercial Retail space, for a five percent displacement, down from 49 percent). (For Commercial Retail uses, Mitigation Measure 6 provides a greater boost in allowable square footage than Mitigation Measure 5, such that Mitigation Measure 5 would no longer be needed to reduce displacement in this sector in the unincorporated Riverside County area.).

Commercial Office: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (9,572 square feet, for a displacement of less than one percent).

Business Park: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (403,552 square feet of Business Park space, for a 12 percent displacement, in comparison to a 19 percent displacement pursuant to the Compatibility Plan without mitigation).

Light Industrial (Option One: 1:2 office/manufacturing split): Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (1,637,095 square feet of Light Industrial space, for a 23 percent displacement, in comparison to a 26 percent displacement pursuant to the Compatibility Plan without mitigation).

Light Industrial (Option Two: 90/10 warehousing/office split): Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (2,208,231 square feet of warehousing space, for a 19 percent displacement, in comparison to a 23 percent displacement pursuant to the Compatibility Plan without mitigation.)

Mixed Use Planning Area: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4, plus 6 (107,816 square feet of Mixed Use Planning Area space, for an 18 percent displacement, down from 68 percent).

City of Murrieta:

Community Commercial: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 17,250 square foot shop would accommodate 150 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 11,761 square feet, there is no displacement here. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 25,500 square foot shop would accommodate 150 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 11,761 square feet, there is no displacement here.

Neighborhood Commercial/Multiple Use: At an intensity of one person per 115 square feet, a 17,250 square foot shop would accommodate 150 people. At an intensity of one person per 170 square feet, a 25,500 square foot shop would accommodate 150 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 10,890 square feet, the assumed square footage is lower than the maximum allowable pursuant to the compatibility criteria, and there is no displacement.

Professional Commercial: There is one 0.36-acre property designated Professional Commercial. Based on a maximum floor-area ratio of 0.5, the General Plan would allow a maximum of 7,841 square feet of office space on this property. Such an office would be expected to accommodate 39 persons. This slightly exceeds the existing standard of 100 persons per acre in Airport Zone D (at 109 persons per acre), but would be well within the Mitigation Measure 5 standard of 150 persons per acre. Therefore, pursuant to Mitigation Measure 5, there would be no displacement of office square footage on this property.

Business Park: Adding Mitigation Measure 5 does not affect the total displacement as amended by Mitigation Measures 1, 2, 3, or 4 (405,298 square feet of Business Park space, for a 14 percent displacement, in comparison to a 48 percent displacement pursuant to the Compatibility Plan without mitigation).

City of Temecula:

Community Commercial/Service Commercial: It was assumed that 30 percent of Commercial Retail buildings have restaurants or food service facilities. Therefore, 30 percent weight to the following: at an intensity of one person per 115 square feet, a 17,250 square foot shop would accommodate 150 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 13,608 square feet, the assumed square footage is lower than the maximum allowable pursuant to the compatibility criteria, and there is no displacement. In addition, 70 percent weight to the following: at an intensity of one person per 170 square feet, a 25,500 square foot shop would accommodate 150 people. Since the assumed square footage of building gross floor area in the absence of compatibility criteria is 13,608 square feet, the assumed square footage is lower than the maximum allowable pursuant to the compatibility criteria, and there is no displacement.

Professional Office: No change/zero displacement.

Summary of Mitigation Measures 1, 2, 3, or 4, PLUS 5 AND 6:

Depending on whether one uses the 1:2 office/manufacturing split or the 90/10 warehousing/office split for areas designated Light Industrial in the unincorporated Riverside County area, the total potential non-residential displacement resulting from the Compatibility Plan, as amended by adoption of Mitigation Measures 1, 2, 3, or 4, plus 5 and 6, is either 2,703,825 square feet or 3,274,961 square feet, in comparison to total potential non-residential development (in Zones A, B1, B2, C, and D) of 19,461,339 square feet in the case of the 1:2 office/manufacturing split or 23,668,946 square feet in the case of the 90/10 warehousing/office split. Total square footage of displacement is greater in the latter case, but the proportion of displacement to the otherwise allowable baseline number is slightly greater in the former case (13.89 percent vis-à-vis 13.84 percent). In relation to the Compatibility Plan without mitigation, Mitigation Measures 1, 2, 3, or 4, plus 5 and 6, reduces potential non-residential displacement by 2,675,805 square feet (49.7 percent mitigation) using the 1:2 office/manufacturing split and by 2,866,295 square feet (46.7 percent mitigation) using the 90/10 warehousing/office split.

POTENTIAL RESIDENTIAL DISPLACEMENT CALCULATIONS

Staff estimates that the potential reduction in the future number of dwelling units resulting from land use designation changes that local jurisdiction would have to make in order to bring their General Plans into conformance with the Compatibility Plan would not exceed 3,347 dwelling units. This would include 315 future units "displaced" from Airport Zone C (all but five in unincorporated Riverside County areas, the other five in the City of Murrieta) and 3,032 future units "displaced" from Airport Zone D (1,745 in unincorporated Riverside County areas, 882 in the City of Murrieta, and 405 in the City of Temecula). However, recordation of all approved, unrecorded tentative maps in unincorporated Riverside County would reduce potential displacement in unincorporated areas from 2,055 to 1,297 dwelling units and total potential displacement from 3,347 to 2,589 dwelling units mitigating 37 percent of unincorporated and 23 percent of total potential displacement.

Potential Future Residential Displacement Under the Compatibility Plan Without Mitigation:

Riverside County:

Within Airport Zone C, in the unincorporated Riverside County area, excluding residential lots smaller than one acre in recorded tract maps, publicly owned properties, and areas otherwise reserved (although not necessarily officially designated) as open space, there are 103.77 acres designated Medium Density Residential (2.0-5.0 dwelling units per acre). Assuming an average density (pursuant to Highway 79 Policy Area restrictions) of 3.19 dwelling units per acre, this area could potentially accommodate a total of 331 dwelling units. In contrast, when subject to a "constrained density" of 0.2 dwelling units per acre, this area would accommodate only 21 units, for a net "displacement" of 310 dwelling units. Publicly owned properties westerly of Winchester Road not included in this calculation include two parcels owned by Valley Wide Recreation and Park District (5.81 acres) and a 2.53-acre Zone C portion of a property owned by the Regional Conservation Authority. While there are approximately 92.49 acres in Airport Zone C southerly of Murrieta Hot Springs Road designated Medium High Density Residential (5.0-8.0 dwelling units per acre), this area is essentially "built out", with structures on all recorded residential lots. Vacant areas are limited to corridors that are either publicly owned (Riverside County Flood Control District, County Service Area No. 143) or dedicated for open space uses pursuant to tract map conditions (such as Lot 74 of Tract Map No. 28924, a 0.82-acre linear open space lot adjacent to the creek).

Of the 103.77 acres designated Medium Density Residential that would be available for densities in that range in the absence of restrictions that the County could choose to impose as a result of the Compatibility Plan, 98.51 acres are located within Specific Plan No. 312 (French Valley). Specific Plan No. 312 was approved for a total of 1,793 dwelling units within an area that includes portions of Airport Zones C, D, E, and points beyond the Airport Influence Area. Two tract maps, Tentative Tract Map Nos. 30694 and 30695, covering portions of Airport Zone C, have been recorded with a total of 188 dwelling units and, therefore, qualify as "existing land uses" not vulnerable to displacement. Three other tentative maps, Tentative Tract Map Nos. 30696, 32289, and 32290, have received approval from the Riverside County Board of Supervisors. These tract maps (in Zones C and D) include 1,443 dwelling units. Therefore,

1,631 dwelling units are potentially entitled in this area. If all of these maps are recorded, potential displacement within the Specific Plan boundary (in Zones C and D) would be reduced to a maximum of 162 dwelling units. If all of the potential displacement were to occur in Airport Zone C, total displacement in unincorporated Riverside County areas of Airport Zone C would be reduced to a maximum of 178 dwelling units.

Within Airport Zone D, in the unincorporated Riverside County area, excluding lots in recorded tract maps and publicly owned properties, there are 594.85 acres designated for residential uses at densities greater than one dwelling unit per five acres and less than five dwelling units per acre (576.56 acres designated Medium Density Residential, 5.84 acres designated Low Density Residential [1.0-2.0 dwelling units per acre], 12.4 acres designated Very Low Density Residential [0.5-1 dwelling units per acre], and 0.05 acres designated Estate Density Residential [0.2-0.5 dwelling units per acre]). Assuming average densities of 3.19 dwelling units per acre in the Medium Density Residential designation and densities of 2.0, 1.0, and 0.5 dwelling units per acre in the other designations, respectively, these areas could potentially accommodate 1,863 dwelling units. In contrast, when subject to a "constrained density" of 0.2 dwelling units per acre, these areas would accommodate only 118 units, for a net "displacement" of 1,745 dwelling units. However, if all approved tentative maps are recorded, net "displacement" in unincorporated Zone D is further reduced to 1,119 dwelling units.

City of Murrieta:

Within Airport Zone C in the City of Murrieta, there are 24.94 acres designated for residential uses at densities greater than one dwelling unit per five acres and less than five dwelling units per acre. These areas are designated Rural Residential (up to 0.4 dwelling units per acre). Assuming a density of 0.4 dwelling units per acre, these areas could potentially accommodate 10 dwelling units. In contrast, when subject to a "constrained density" of 0.2 dwelling units per acre, these areas would accommodate only five units, for a net "displacement" of five units.

Within Airport Zone D in the City of Murrieta, excluding existing lots smaller than 0.2 acre, publicly owned land, and lots that cannot be further divided pursuant to their existing General Plan designation, there are 392.48 acres designated for residential uses at densities greater than one dwelling unit per five acres and less than five dwelling units per acre (174.85 acres designated Single-Family Residential 1 [2.0-5.0 dwelling units per acre] and 217.63 acres within five-acre or larger lots designated Rural Residential [up to 0.4 dwelling units per acre]). Assuming average densities of 5.0 and 0.4 dwelling units per acre, respectively, these areas could potentially accommodate 961 dwelling units. In contrast, when subject to a "constrained density" of 0.2 dwelling units per acre, these areas would accommodate only 79 units, for a net "displacement" of 882 units.

Of the 174.85 acres designated "Single-Family Residential-1," 154.69 acres are located within the Murrieta Springs Specific Plan.

City of Temecula:

The City of Temecula presents a slightly different case in that the land use designations in question are, in part, consistent with Airport Zone D. The residential designations in this area are "Low to Medium Density Residential," described as 3.0-6.0 dwelling units per acre, and "Very Low Density Residential," described as 0.2-0.4 dwelling units per acre. A development with a density of 0.2 dwelling units per acre would then be considered consistent with both the "Very Low Density Residential" designation and the Airport Zone D criteria allowing up to 0.2 dwelling units per acre. A development with a density of 5.0-6.0 dwelling units per acre would be considered consistent with both the "Low to Medium Density Residential" designation and the Airport Zone D criteria allowing five or more dwelling units per acre. Nevertheless, because the range of allowable densities in these designations includes some densities that are not consistent, staff proceeded with the analysis.

Within Airport Zone D in the City of Temecula, excluding existing lots smaller than 0.2 acre and lots that cannot be further divided pursuant to their existing General Plan designation, there are 155.47 acres designated for residential uses at density ranges that, at least in part, include densities greater than one dwelling unit per five acres and less than five dwelling units per acre (81.23 acres designated Low to Medium Density Residential [3.0-6.0 dwelling units per acre] and 74.24 acres designated Very Low Density Residential [0.2-0.4 dwelling units per acre]). Assuming average densities of 5.0 dwelling units per acre in the Low to Medium Density Residential designation and 0.4 dwelling units per acre in the Very Low Density Residential designation (in keeping with a "worst-case scenario" approach), these areas could potentially accommodate a total of 436 dwelling units. In contrast, when subject to a "constrained density" of 0.2 dwelling units per acre, these areas would accommodate only 31 units, for a net "displacement" of 405 dwelling units.

Potential Future Residential Displacement Under the Compatibility Plan With Mitigation:

Mitigation Measure 1:

Mitigation Measure 1 would be the most effective in minimizing the net displacement of residential units. In considering the location of Airport Zone C around French Valley Airport, the only area of substantial acreage in the unincorporated Riverside County area that is not already developed is the portion of Airport Zone C northerly of the airport and westerly of Winchester Road. Of the 103.77 acres designated Medium Density Residential (excluding single-family residential lots smaller than 0.4 acres in recorded subdivisions and lots that are indivisible based on General Plan designation lot size requirements), all but 5.12 acres are located in this area. Development of 98.65 acres at a density of 3.0 dwelling units per acre, as proposed, would result in 296 dwelling units in this portion of Airport Zone C. Thus, net "displacement" from unincorporated Riverside County Airport Zone C would be reduced to 35 dwelling units. Mitigation Measure 1 does not affect the net "displacement" of 5 dwelling units from the portion of Airport Zone C in the City of Murrieta, due to the maximum permissible density in that area being 0.4 dwelling units per acre, pursuant to the City's General Plan.

In addition to allowing for higher densities in Airport Zone C, Mitigation Measure 1 would remove all restrictions on residential density within Airport Zone D, except for properties within the 55 dB CNEL aircraft noise contours. Staff has determined that, of the 576.56 acres designated Medium Density Residential in the unincorporated Riverside County area (as described above), only 3.99 acres are within the 55 dB CNEL contour. Residential densities in the remainder of Airport Zone D would then be unrestricted. This would reduce net "displacement" in the unincorporated Riverside County areas of Airport Zone D designated Medium Density Residential from 1,745 (or 1,119) dwelling units to 12 dwelling units. Additionally, the net "displacement" from areas designated Low Density Residential and Very Low Density Residential would be eliminated, since these areas are entirely outside the 55 dB CNEL contour. Staff has also determined that, of the 174.85 acres designated Single-Family 1 in the City of Murrieta (once lots smaller than 0.4 acres and developed, indivisible lots are excluded), only 0.44 acres are within the 55 dB CNEL contour. The 217.63 acres designated Rural Residential are entirely outside the 55 dB CNEL contour, so residential densities in that area would be unrestricted. This would reduce net "displacement" in the portion of Airport Zone D in the City of Murrieta from 882 dwelling units to one unit. Finally, the City of Temecula is entirely outside the 55 dB CNEL contour, so there would be no "displacement" of potential dwelling units therein.

Overall, Mitigation Measure 1 reduces net potential displacement from 3,347 dwelling units to 53 dwelling units, mitigating 98 percent of the potential net displacement.

Mitigation Measure 2:

Mitigation Measure 2 is the same as Mitigation Measure 1 as to its effects in Zone D, but makes no changes in Airport Zone C. Pursuant to Mitigation Measure 2, net "displacement" would be 315 dwelling units from Zone C (310 in unincorporated Riverside County and five in the City of Murrieta) and 13 dwelling units from Zone D (12 in unincorporated Riverside County and one in the City of Murrieta). Thus, Mitigation Measure 2 reduces net potential displacement from 3,347 dwelling units to 328 dwelling units, mitigating 90 percent of the potential net displacement.

Mitigation Measure 3/3B:

Mitigation Measures 3 and 3B make no substantive change in residential criteria and, thus, have the same effect on residential net "displacement" as the Compatibility Plan without mitigation. These Mitigation Measures would allow some projects to comply with the density requirements that might not otherwise do so, but this would only be able to be determined once the projects have been designed. Thus, these Mitigation Measures do not change the requirement for General Plan designation changes on undeveloped, uncommitted properties.

Mitigation Measure 4:

Mitigation Measure 4 differs from Mitigation Measure 1 in that it limits the areas within Airport Zone C where densities of 1.0-3.0 dwelling units per acre would be permitted to those areas that are located at least 6,000 feet from the northerly end of the runway and at least 500 feet from the

extended runway centerline. These are areas that would be considered to be outside the Outer Approach/Departure Zone for general aviation airports with long runways, as depicted in the California Airport Land Use Planning Handbook. This would leave approximately 91.83 acres (4,000,000 square feet of land area) within the "standard" Outer Approach/Departure Zone, where densities would continue to be restricted to 0.2 dwelling units per acre. Using a "worst-case scenario" that assumes that all of this land is designated Medium Density Residential, the potential net displacement in this area would have been 275 dwelling units if Tentative Tract Map Nos. 30694 and 30695 had not been recorded. However, as they have been recorded, and as 71 lots are wholly or predominantly within the Outer Approach/Departure Zone, net potential displacement in that area is reduced to 222. Adding the 16 units displaced from other areas of Zone C, net potential displacement in unincorporated Zone C pursuant to Mitigation Measure 4 is 238 dwelling units. Thus, Mitigation Measure 4 reduces potential net displacement in Airport Zone C from 315 dwelling units to 243 dwelling units and potential net displacement in both Airport Zones C and D from 3,347 to 256 dwelling units, mitigating 92 percent of the potential net displacement.

Mitigation Measures 5 and 6:

Mitigation Measures 5 and 6 do not relate to residential densities or displacement.

APPENDIX B

MITIGATION MONITORING PLAN

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Introduction The Mitigation Monitoring Plan describes the proposed Mitigation Measures and the procedures that the Commission will use to implement the Mitigation Measures adopted in connection with approval of the 2007 Compatibility Plan. The Mitigation Monitoring Plan is prepared pursuant to Section 21081.6 of the Public Resources Code.

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>Mitigation Measure 1 - Mitigation Measure 1 would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>2.2 <i>Zone C Residential Densities:</i> The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in the portion of Zone C located westerly of Winchester Road shall either be kept to a rural density of no more than 0.2 dwelling units per acre as indicated in the table or be in the range of 1.0 to 3.0 dwelling units per acre. In the event that the higher intensity of development is selected, the project shall be subject to a condition requiring that the interior noise levels reflect a noise level reduction of not less than 20 decibel ("dB") from exterior noise levels. The choice between these two options is at the discretion of the local land use jurisdiction. (Criteria for other residential areas within Zone C remain as indicated in Table 2A.) It is further noted that the intent of this policy is not to encourage any areas planned for commercial or industrial development (other than areas affected by circulation route realignments that would render commercial use impractical) to be converted to residential uses, but to enable the density of future developments to be similar to densities that have already been approved for most of this area through the tentative tract map process. In this regard, it is important to note that the residential density limit for the Extended Runway Centerline zone on the previous edition of the French Valley Airport Land Use Plan (the zone whose location and shape most closely corresponds to Zone C on this Plan) was 3.0 dwelling units per net acre.</p> <p>2.3 <i>Zone D Residential Densities:</i> The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than 0.2 dwelling units per acre, but less than 5.0 dwelling units per acre, in addition to those densities permissible pursuant to the table, may be permitted in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours).</p> <p>2.4 <i>Industrial/Commercial Area:</i> The following usage intensity criteria shall apply:</p> <p>(a) <i>In Compatibility Zone B1:</i></p> <p>(1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.</p>	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	Plan adoption date.

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>(3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.</p> <p>(b) In <i>Compatibility Zone C</i>:</p> <p>(1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.</p> <p>(3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.</p> <p>(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.</p> <p>(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.</p> <p>2.5 <i>Expanded Buyer Awareness Measures</i>: In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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:</p> <p>(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.</p> <p>(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft 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.</p>					

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>Mitigation Measure 2 - Mitigation Measure 2 would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>2.2 <i>Zone D Residential Densities:</i> The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities shall not be limited in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours). The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) shall apply in those portions of Zone D located within the boundaries of the 55 dB CNEL contour for the year 2022 as cited above.</p> <p>2.3 <i>Industrial/Commercial Area:</i> The following usage intensity criteria shall apply:</p> <p>(a) <i>In Compatibility Zone B1:</i></p> <ol style="list-style-type: none"> (1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site. (2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre. (3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre. <p>(b) <i>In Compatibility Zone C:</i></p> <ol style="list-style-type: none"> (1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site. (2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre. (3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre. 	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.</p> <p>(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.</p> <p>2.4 <i>Expanded Buyer Awareness Measures:</i> In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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:</p> <p>(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.</p> <p>(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft 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.</p>					
<p>Mitigation Measure 3 - Mitigation Measure 3 would amend the French Valley Airport Land Use Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>2.2 <i>Calculation of Zone D Residential Densities:</i> Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.</p> <p>2.3 <i>Industrial/Commercial Area:</i> The following usage intensity criteria shall apply:</p> <p>(a) In <i>Compatibility Zone B1</i>:</p> <p>(1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be</p>	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.</p> <p>(3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.</p> <p>(b) In <i>Compatibility Zone C</i>:</p> <p>(1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.</p> <p>(3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.</p> <p>(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.</p> <p>(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction (County of Riverside or City of Murrieta) and the project proponents and is not required by ALUC policy.</p>					
<p>Mitigation Measure 3B - Mitigation Measure 3B would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>2.2 <i>Calculation of Zone D Residential Densities</i>: Residential densities in Zone D shall be calculated on a "net" rather than "gross" basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.</p>	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	
<p>Mitigation Measure 4 - Mitigation Measure 4 would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p>	Adoption at Commission's	If adopted, it will be included	After adoption; upon re-	Commission staff.	

French Valley Airport Land Use Compatibility Plan Mitigation Monitoring Plan

Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
<p>2.2 <i>Zone C Residential Densities:</i> The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities in the "higher intensity range" of 1.0 to 3.0 dwelling units per acre, in addition to rural densities less than or equal to 0.2 units per acre, may be found consistent if located in the portion of Zone C westerly of Winchester Road at distances more than 6,000 feet from the northerly end of the runway and more than 500 feet from the extended runway centerline, provided that such higher intensity development is envisioned pursuant to the local jurisdictions' General Plans. Any development within the "higher intensity range" of density shall be subject to a condition requiring that the interior noise levels reflect a noise level reduction of not less than 20dB from exterior noise levels. Noise attenuation measures shall be incorporated into all residential construction within Zone C as necessary to ensure that interior noise levels are at or below 45 dB CNEL. (Criteria for other residential areas within Zone C remain as indicated in Table 2A.) This additional compatibility policy relating to the "higher intensity range" is not applicable to any areas designated for commercial, industrial, or other non-residential uses or for a residential density of no more than 0.2 dwelling units per acre as of October 7, 2003, and is not applicable to areas within the boundaries of the ultimate 60 dB CNEL contour (as depicted on Map FV-3, Noise Compatibility Contours).</p> <p>2.3 <i>Zone D Residential Densities:</i> The criteria set forth in Countywide Policy 3.1.3(a) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, residential densities greater than 0.2 dwelling units per acre, but less than 5.0 dwelling units per acre, in addition to those densities permissible pursuant to the table, may be permitted in those portions of Zone D located outside the boundaries of the 55 dB CNEL contour for the year 2022 (as depicted on Map FV-3, Noise Compatibility Contours).</p> <p>2.4 <i>Industrial/Commercial Area:</i> The following usage intensity criteria shall apply:</p> <p>(a) <i>In Compatibility Zone B1:</i></p> <p>(1) An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site (see Countywide Policy 4.2.4) is increased from 30 percent to at least 35 percent, the site shall be allowed to have an average of up to 45 people per acre and any single acre shall be allowed to have up to 90 people per acre.</p> <p>(3) If the percentage of qualifying open land on the site is increased to 40 percent or more, the site shall be allowed to have an average of up to 50 people per acre and any single acre shall be allowed to have up to 100 people per acre.</p> <p>(b) <i>In Compatibility Zone C:</i></p>	discretion.	in the 2007 Compatibility Plan.	publication of the 2007 Compatibility Plan.		

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<p>(1) An average of 80 people per acre shall be allowed on a site and up to 160 people shall be allowed to occupy any single acre of the site.</p> <p>(2) If the percentage of qualifying open land on the site is increased from 20 percent to at least 25 percent, the site shall be allowed to have an average of up to 90 people per acre and any single acre shall be allowed to have up to 180 people per acre.</p> <p>(3) If the percentage of qualifying open land on the site is increased to 30 percent or more, the site shall be allowed to have an average of up to 100 people per acre and any single acre shall be allowed to have up to 200 people per acre.</p> <p>(c) To the extent feasible, open land should be situated along the extended runway centerlines or other primary flight tracks.</p> <p>(d) The above bonuses for extra open land on a site are in addition to the intensity bonuses for risk-reduction building design indicated in Table 2A. In both cases, incorporation of the features necessary to warrant the intensity bonuses is at the option of the land use jurisdiction and the project proponents and is not required by ALUC policy.</p> <p>2.5 <i>Expanded Buyer Awareness Measures:</i> In addition to the requirements for aviation easement dedication or deed notification as indicated in Table 2A, any new single-family or multi-family residential development proposed for construction anywhere within the French Valley 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:</p> <p>(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.</p> <p>(b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft 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.</p>					
<p>Mitigation Measure 5 - Mitigation Measure 5 would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>(Policy numbering to be determined.)</p> <p><i>Zone D Non-residential Intensities:</i> The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b) (5) and the Basic Compatibility Criteria matrix (Table 2A)</p>	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	

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Mitigation Measures	Implementation Action	Method of Verification	Timing of Verification	Responsible Person	Verification Date
notwithstanding, the following usage intensity criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.					
<p>Mitigation Measure 6 - Mitigation Measure 6 would amend the Compatibility Plan by adding the following to the section titled FV.2 Additional Compatibility Policies:</p> <p>(Policy numbering to be determined.)</p> <p><i>Calculation of Concentration of People:</i> The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other use specifically identified separately from retail in Table C1), excluding those in buildings, including restaurants or food service facilities, shall be evaluated as having an intensity in persons per square foot of one person per 170 gross square feet of building area without eligibility for a 50 percent reduction. If the building includes restaurants or food service facilities, such retail and display areas or "showrooms" 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 percent reduction. In no case shall intensity of retail and display areas be evaluated in such a manner as to be less than 17 percent more intense than similar area devoted to office uses. For the purpose of this paragraph, a food service facility includes any establishment that is subject to retail food service inspections by the Department of Environmental Health, including restaurants; grocery stores; ice cream, yogurt, and juice stores; coffee shops; concessionaires; food courts; and take-out only facilities.</p>	Adoption at Commission's discretion.	If adopted, it will be included in the 2007 Compatibility Plan.	After adoption; upon re-publication of the 2007 Compatibility Plan.	Commission staff.	