

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



161

**FROM:** Transportation and Land Management Agency

**SUBMITTAL DATE:** May 29, 2003

**SUBJECT:** Final Direction on Policy Matters Regarding the new General Plan

**RECOMMENDED MOTION:** That the Board of Supervisors: 1) Approve policy revisions for the General Plan as shown in Attachment A, to ensure consistency of the plan with the Riverside County Airport Land Use Plan; 2) approve staff/stakeholder recommendations included in Attachment B; 3) provide staff with direction on any remaining policy matters, including those discussed herein; and, 4) direct staff to prepare and bring back for final adoption and certification on June 17, 2003 a Final Environmental Impact Report (FEIR) and related findings, and a resolution for adoption of the General Plan, including all final text and area plan map revisions.

**BACKGROUND:** On March 13, 2003, the Board of Supervisors closed the public hearing for the proposed new General Plan, but continued the matter for further discussion and resolution of remaining issues prior to adopting the General Plan. Since that time, the Board has conducted several meetings and provided staff with direction on most of the remaining policy issues. However, a number of issues had been raised by the Riverside (Continued)  
Attachments

*Richard Lashbrook*  
Richard Lashbrook, Agency Director

Department Recommendation:  Consent  Policy  
Per Executive Office:  Consent  Policy

**FINANCIAL DATA:**  
CURRENT YEAR COST  
NET COUNTY COST

\$ -0- **ANNUAL COST:**  
\$ -0- **IN CURRENT YEAR BUDGET:** Yes/ No/  
**BUDGET ADJUSTMENT FY:** Yes/ No/

**SOURCE OF FUNDS:**

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

**APPROVE**  
County Executive Officer Signature

*George T. Sayer*

**Background:** (Continued)

County Farm Bureau regarding how the General Plan addresses agriculture in the County, which raised concerns among other stakeholders and Board members about the effects of the issues raised on the General Plan Certainty System and other matters. Accordingly, the Board directed staff to meet with the stakeholders and attempt to resolve the issues, with the understanding that if they could not be resolved to the satisfaction of the stakeholders, the Board would take the action it felt would represent the most appropriate solution to resolve the issues. Since then, several staff/stakeholder meetings have been held. A number of issues have been resolved. However, several significant issues have not yet been resolved, and on May 20, 2003 the Board directed that an additional meeting be held to attempt to reach final resolution of all issues, and for any issues that still could not be resolved, the Board would determine the appropriate direction on June 3, 2003. A staff/stakeholder meeting will be held on May 29, 2003, and staff will provide the Board members with any resolutions that come out of that meeting prior to the June 3 Board meeting. In addition, staff will provide the Board with our recommendations regarding the appropriate resolution of issues that still remain unresolved following the staff/stakeholder meeting. The staff/stakeholder resolutions and any additional staff recommendations will be included in Attachment B to this report, to be provided to the Board prior to June 3. Summarized below are the remaining outstanding issues, with staff recommendations for action where appropriate at this time.

**1. The role of the Agriculture Foundation Component in the General Plan Certainty System.**

Under the General Plan Certainty System, general plan amendments between land use designations within each General Plan Certainty System Foundation Component would be permitted on a quarterly basis, but could occur only every 5 years between the five Certainty System Foundation Components. Agriculture is one of the components. The Farm Bureau has contended that application of the Certainty System, as proposed, to Agriculture, would create problems for the financing of ongoing agricultural activities, and other problems, and should be modified to be more sensitive to the needs of the agriculture industry. A proposal was put forth to permit conversion of 5% of the Agriculture designation every five years, plus establish a committee composed of persons familiar with the needs of the agriculture industry to advise the Board of Supervisors on an ongoing basis whether the stated provision was working properly to meet the needs of the industry, and if not, the Board could revise the policy to allow more potential conversion to occur every five years. Later, in reviewing the proposal, the Farm Bureau proposed additional flexibility in the policy, primarily to allow 5% of the

Agriculture designation to be amended to another foundation component designation every 2 years. Staff will report to the Board in Attachment B whether any stakeholder resolution can be identified for this issue on May 29, and if no resolution is reached, staff will provide the Board with a staff recommendation to resolve the issue.

**2. Avoidance of unneeded restrictions on agriculture, and focusing on incentives rather than regulation.**

As shown in the policy matrix provided to the Board of Supervisors on May 12, 2003, staff, the Farm Bureau, and other stakeholders have been able to come to agreement on most of the issues involving watercourse development and impacts, and avoidance of unnecessary restrictions on agriculture that could result from the application of various proposed general plan policies. However, not all issues have been resolved. A few issues remain that involve the perception of potential restrictions on agriculture; also, for some proposed policies, incentives are desired by the agriculture industry in order to facilitate their implementation of the policies. Staff will include in Attachment B whether there are any additional resolutions to these matters that result from the staff/stakeholders meeting on May 29; and for any issues where no resolution is reached, staff will provide the Board with staff recommendations to resolve them.

**3. Use of Community Development Overlay and related policies in the Western portion of the County.**

The designation of Community Development Overlay (CDO) has been proposed to be applied in several locations covering significant areas in the Eastern Coachella Valley Area Plan (ECVAP), primarily in the Vista Santa Rosa and Mecca communities. The CDO designation would allow the filing, with site-specific general plan amendment applications, of a wide variety of urban type development proposals for residential, commercial, industrial, and other uses. In addition, in several other areas in the ECVAP and in the Palo Verde Valley Area Plan, specific plan applications would be allowed to be filed in areas where specific boundaries for such have not been established. These allowances have been proposed to recognize development potential in the areas affected, while also recognizing that local environmental and other issues make difficult the task of defining final boundaries for the projects in advance of a thorough review of the land use and environmental effects they may have.

Until recently, with the exception of very small areas in the Jurupa Area Plan (use of CDO), neither of these policy tools have been applied in the western portion of the County. Currently, however, these types of tools have been proposed in several areas, primarily in the Lakeview/Nuevo and Southwest Area Plans.

Staff recommends that the Board establish guidelines regarding density limits, development clustering, etc. to ensure that projects filed for the areas covered by development overlays will be able to be accommodated within the overall transportation and wildlife habitat planning programs being prepared.

**4. Revisions to ensure consistency of the General Plan with the Riverside County Airport Land Use Plan.**

On May 22, 2003 the Riverside County Airport Land Use Commission (ALUC) voted unanimously to certify that the new Riverside County General Plan is consistent with the Airport Land Use Plan, provided that certain policy revisions are included to ensure consistency and to improve the General Plan's system of identifying and resolving potential airport land use conflicts. The proposed policy revisions are included in Attachment A. Staff recommends that the Board determine that the proposed revisions are appropriate and direct staff to include them in the final resolution for adoption of the General Plan. Even with the ALUC's certification, a few minor issues remain, and staff is working with the ALUC staff and consultant to resolve them. The only issue that would affect the general plan document involves the wording of the policy for the Archibald/Cloverdale policy area in the Eastvale Area Plan, where the ALUC has requested that the policy language, which directs that the California Department of Transportation, Aeronautics Division's Airport Planning Handbook dated January 2002, be used in the evaluation of the appropriateness of development in the area in light of the nearby Chino Airport, not be worded to indicate that it would supersede the authority of the ALUC to review general plan amendments and render its independent discretion in regard to them.

## ATTACHMENT A

Attachment A contains proposed changes to the General Plan intended to make the plan compatible with adopted Airport Land Use Compatibility Plans within Riverside County. On May 22, 2003, the Airport Land Use Commission (ALUC) found the plan consistent with adopted Airport Land Use Compatibility Plans, the assumption being that the language contained in Attachment A would be incorporated into the final version of the General Plan. The policies contained in Attachment A evolved in response to concerns raised by ALUC staff. The original policies proposed by TLMA staff were modified to address these concerns. These changes are noted in the text of Attachment A as follows: Additions to the original language are shown in **bold**, and deletions are shown in ~~strikeout~~.

## **AIRPORT LAND USE:**

The following changes to the elements of the Draft Riverside County General Plan are recommended to make the plan consistent with adopted airport land use compatibility plans.

### **Vision Statement:**

Add the following sentence to item 4 on Page V-16:

Measures have been taken to preserve the long-term viability of airports by protecting them from the encroachment of incompatible development.

### **Land Use Element:**

Revise the last sentence of paragraph 4 under Administration on Page LU-17 to read:

The intent of these policies is to provide directions to allow for the continued operation of non-conforming uses as well as to ensure a coordinated planning effort between the County and cities, LAFCO, service providers, and the County Airport Land Use Commission.

On Page LU-18, add a new Policy LU 1.8 as follows:

As required by the Airport Land Use Law, submit certain proposed actions to the Riverside County Airport Land Use Commission for review. Such actions include proposed amendments to the general plan, area plans, or specific plans, as well as proposed revisions to the zoning ordinance and building codes to the extent that such revisions have potential airport land use compatibility implications.

Delete the present section on Airports on Page LU-31 and LU-32 and replace with the following:

### **Airports**

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

This General Plan is intended to implement and be consistent with the purposes of the Airport Land Use Law.

The Airport Land Use Law provides for the creation of the Riverside County Airport Land Use Commission (ALUC) and the adoption of airport land use compatibility plans by the Commission to assist the County and affected cities in land use planning in the vicinity of public use airports located in the County. The Commission has adopted airport land use compatibility plans for airports in the County, and each of those plans, as presently adopted, is included in Appendix \_ and incorporated by reference. For a summary of those plans, refer to the appropriate Area Plan's Airport Influence Area Policy-Area section for the airport in question (See Reference Table).

**Policies:**

- LU 14.1** Allow airport facilities to ~~develop and~~ **continue** operating in order to meet existing and future needs ~~in appropriate~~ locations respecting potential noise and safety impacts.
- LU 14.2** Review all proposed projects and require consistency with any applicable airport land use compatibility plan as set forth in Appendix \_ and as summarized in the Area Plan's Airport Influence Area ~~Policy-Area~~ section for the airport in question.
- LU 14.3** Review all subsequent amendments to any airport land use compatibility plan and either adopt **the plan as amended** or overrule the Airport Land Use Commission as provided by law (Government Code Section 65302.3).
- LU 14.4** Prior to the adoption or amendment of this General Plan or any specific plan, or the adoption or amendment of a zoning ordinance or building regulation within the planning boundary of any airport land use compatibility plan, refer such proposed actions for determination and processing as provided by the Airport Land Use Law.
- LU 14.5** Allow the use of development clustering and/or density transfers to meet airport compatibility requirements as set forth in the applicable airport land use compatibility plan.
- LU 14.6** **In accordance with FAA criteria, avoid locating sanitary landfills and other land uses that are artificial attractors of birds within 10,000 feet of any runway used by turbine-powered aircraft and within 5,000 feet of other runways. Also avoid locating attractors of other wildlife**

that can be hazardous to aircraft operations in locations adjacent to airports.

- LU 14.7** Ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.
- LU 14.8** **ADVISORY REVIEWS:** The County may from time to time elect to voluntarily submit proposed actions or projects that are not otherwise required to be submitted to the ALUC under the Airport Land Use Law in the following circumstances:
- a. **Clarification:** If there is a question as to the purpose, intent or interpretation of an airport land use compatibility plan (CLUP) or its provisions; or
  - b. **Advisory:** If assistance is needed concerning a proposed action or project relating to Airport Land Use matters.
- LU 14.9** All development proposals within an Airport Influence Area will be submitted to the affected airport.

Add a table to the Airports section above showing the Relationship of ALUC Compatibility Plans to County Area Plans.

Revise Public Facility Area Plan Land Use Designation policy LU 25.2 related to Community Design on page LU-54 as follows:

- LU 25.2** Protect major public facilities, such as landfill and solid waste disposal sites and airports, from the encroachment of incompatible uses.

**Circulation Element:**

Delete the first paragraph under Local Aviation Facilities on Page C-31 and replace with the following:

Twelve public-use airports are situated within the boundaries of Riverside County, and the County owns six of these airports (Blythe, Chiriaco Summit, Desert Center, Desert Resorts Regional, French Valley, and Hemet-Ryan). Six other airports (Banning Municipal, Bermuda Dunes, Corona Municipal, Flabob, Palm Springs International, and Riverside Municipal) are owned by cities or private entities. As defined by the

Riverside County Airport Land Use Commission, the influence areas of all these airports except Palm Springs International affect lands within unincorporated areas of the County. Furthermore, three other airports—Chino Airport in San Bernardino County, March Air Reserve Base, and private-use Skylark Airport—also affect unincorporated lands. **Figure \_ identifies the Airport Influence Areas for each of the airports affecting land within unincorporated Riverside County.** For more details, refer to the appropriate Area Plan's Airport Influence Area Policy Area section for the airport in question.

Delete policies C 14.1 through C 14.5 paragraph under Local Aviation Facilities on Page C-31 and replace with the following:

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

#### **Safety Element:**

Revise Figure S-19 on Page S-73 to show public use airports in blue and private airstrips in red. The following airports should be labeled: Blythe, Chiriaco Summit, Desert Center, Desert Resorts Regional, French Valley, Hemet-Ryan, Banning Municipal, Bermuda Dunes, Corona Municipal, Flabob, Palm Springs International, Riverside Municipal, Chino Airport in San Bernardino County, March Air Reserve Base, and private-use Skylark Airport. Other airports can be shown in red. (The initial reference to airports occurs in the Critical Facilities and Lifelines section of the Safety Element on Page S-54)

#### **Noise Element:**

Revise Figure N-1: Common Noise Sources and Noise Levels. The picture depicting a military jet take-off at 50 feet is in fact not a military jet but a supersonic transport. Either replace the picture with a military jet or re-label.

Insert the following sentence into the second paragraph under Noise Sensitive Land Uses on Page N-5. Place the sentence immediately in front of the last sentence of the paragraph as follows:

Areas around airports may have different or more restrictive noise standards than those cited in Table 1 (See Policy N 1.3 below).

Revise Policy N 1.3 in the section on Noise Compatibility on Page N-5 and N-6 by adding the following sentences to the end of the policy:

Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas ~~Policy Area sections~~, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix \_ and summarized in the ~~Airport Influence Area~~ Policy Area section of the affected Area Plan.

Add Skylark Airport to the Reference Box on Page N-13 and add the word **“Municipal”** to the names of **Banning, Corona, and Riverside airports.**

Delete Airports Policy N 7.1 on Page N-13.

Revise Policy N 7.2 on Page N-13 to read as follows:

New land use development within Airport Influence Areas shall comply with airport land use **noise** compatibility ~~noise~~ criteria contained in the corresponding airport land use compatibility plan for the area. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas ~~Policy Area sections~~, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix \_ and summarized in the ~~Airport Influence Area~~ Policy Area section of the affected Area Plan.

Revise Policy N 7.3 on Page N-13 to read as follows:

Adhere to applicable noise compatibility criteria when making decisions regarding land uses adjacent to airports. Refer to the Airports section of the Land Use Element (Page LU-31) and the Airport Influence Area ~~Policy Area~~ sections of the corresponding Area Plans.

Revise Policy N 7.4 on Page N-13 to read as follows:

Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, private-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix \_\_, as well as in the applicable Area Plan's Airport Influence Area Policy-Area section.

Delete Policy N 7.5 and N 7.6 on Page N-13.

Revise Policy N 7.7 on Page N-14 to read:

Check each new development proposal to determine if it is located within an airport **noise impact area** as CNEL noise contour as depicted in the applicable Area Plan's Airport Influence Area Policy Area section **regarding Airport Influence Areas**. ~~New dDevelopment~~ proposals within a **noise impact area** subject to these noise contours shall comply with applicable airport land use **noise** compatibility noise criteria

Revise Policy N 18.3 a to read as follows:

18.3 Condition that prospective purchasers or end users of property be notified of overflight, sight, and sound of routine aircraft operations by all effective means, including...

## **AREA PLANS:**

Add the attached airport land use compatibility criteria from the adopted airport land use compatibility plans to each of the Airport Influence Area Policy-Area sections in the applicable Area Plan. Also add a figure to these sections showing each airport influence area and its associated safety zones and noise contours

### **Eastvale Area Plan:**

#### **Chino Airport:**

On page 21 & 23, replace "Influenced Area" with "Influence Policy Area" wherever it occurs.

On page 21, revise the first paragraph under Chino Airport Influence Policy Area to read:

Chino Airport is located near the western boundary of the Eastvale area in unincorporated San Bernardino County. The boundary of the Chino Airport Influence Policy Area is shown in Figure 4, Policy Areas. Portions of the airport's Safety Zone II and Safety Zone III extend into Eastvale, as shown in Figure \_\_, Chino Airport Safety Zones. Both Safety Zone areas are subject to land use restrictions, with Safety Zone II imposing the more stringent restrictions of the two. Properties within **this area** these zones are subject to regulations governing such issues as development intensity, density, and noise. These land use restrictions are ~~fully set forth in Appendix \_\_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Chino Airport.~~ **The following actions within this area should be submitted to the Riverside County Airport Land Use Commission for review: proposed amendments to the general plan or specific plans, as well as proposed revisions to the zoning ordinance and building codes to the extent that such revisions have potential airport land use compatibility implications.** For more information on these zones and additional airport policies, refer to Appendix \_\_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 21, add the following sentence to the end of Policy EAP 2.2 and Policy EAP 2.3:

For a complete description, see Appendix \_\_ and for a summary of these land use requirements, refer to Table \_\_.

**Add a new policy on Page 21 of the Eastvale Area Plan to address the Archibald Avenue/Cloverdale Policy Area as follows:**

- EAP 2.5 Residential and/or commercial development proposals shall be considered within the Archibald Avenue/Cloverdale Policy Area and shall be consistent with the criteria contained in the California Department of Transportation, Aeronautics Division's Airport Planning Handbook dated January 2002 and shall be submitted to the Riverside County Airport Land Use Commission for review.**

**Elsinore Area Plan:**

## **Skylark Airstrip**

On Page 20, change the title of the section on Skylark Airstrip from "Airport Influenced Policy Area" to "Skylark Airport Influence Policy Area."

On Page 20, add the following language to the end of the paragraph describing Skylark Airport:

There are three safety zones associated with the Skylark Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Skylark Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Skylark Airport, and land use proposals shall be evaluated for appropriateness within these safety zones. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 20, delete Policy ELAP 3.1 and replace with the following:

To provide for the orderly development of Skylark Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Skylark Airstrip as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 23, label Skylark Airport Influence Policy Area and change "Influenced" to "Influence."

## **Harvest Valley/Winchester Area Plan:**

### **Hemet Ryan Airport:**

On Page 21 and 25, replace "Influenced Policy Area" with "Influence Policy Area" wherever it occurs.

Modify the first paragraph under Hemet Ryan Airport Influence Policy Area to read:

The Hemet Ryan Airport is an active airport located just outside of the Harvest Valley/Winchester planning area in the City of Hemet. The northeastern section of the Harvest Valley/Winchester planning area is subject to this airport's Airport Influence Policy Area. The boundary of the Hemet Ryan Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Hemet Ryan Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Hemet Ryan Airport. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 21, revise Policy HVWAP 1.1 to read as follows:

To provide for the orderly development of Hemet Ryan Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### **March Air Reserve Base:**

On Page 22, replace "influenced" with "influence" wherever it occurs.

On Page 22, modify the first paragraph under March Air Reserve Base Airport Influence Policy Area after the third sentence:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland

port, know as the March Inland Port. The March Air Reserve Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 21, revise Policy HVWAP 2.1 to read as follows:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

## **Highgrove Area Plan:**

### **March Air Reserve Base:**

On Page 19, label the Airport Influence Policy Area to make clear if it lies above or below the red line.

On Page 19 and 38 replace "influenced" with "influence" wherever it occurs.

On Page 38, change the title for the section to "March Air Reserve Base Influence Policy Area" (i.e., eliminate the hyphen).

On Page 38, modify the first paragraph under March Air Reserve Base Airport Influence Policy Area after the 3<sup>rd</sup> sentence as follows:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, know as the March Inland Port. The March Air Reserve Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 38, revise Policy HAP 12.1 to read as follows:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Jurupa Area Plan:**

#### **Flabob:**

On Page 24 and 27, replace "influenced" with "influence" wherever it occurs.

On Page 24, delete Policy JUR 7.2 and replace it with the following:

There are three safety zones associated with the Flabob Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Flabob Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. **Within Flabob Airport imaginary approach surfaces and Areas of Additional Safety Concerns, residential lot sizes smaller than two and one half acre are not allowed.** These land use restrictions are fully set forth in Appendix \_ [**Include Land Use Policies for Flabob Airport from existing General Plan/Jurupa Community Plan in Appendix**] and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Flabob Airport, and land use proposals shall be evaluated for appropriateness within these safety zones. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On page 24, delete Policy JUR 7.3 and JUR 7.4.

On Page 24 and 25, replace Policy JUR 7.5 to read as follows:

To provide for the orderly development of Flabob Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Flabob Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### **Riverside Municipal:**

On Page 25, replace "influenced" with "Influence" wherever it occurs.

On Page 25, replace the first paragraph under Riverside Municipal Airport Influence Policy Area to read:

The boundary of the Riverside Municipal Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are four safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Riverside Municipal Airport Safety Zones. Properties within these

zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and as summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Riverside Municipal Airport. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 25, revise Policy JUR 8.1 to read as follows:

To provide for the orderly development of Riverside Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### **Lake Mathews:**

##### **March Air Reserve Base**

On Page 22, label the Airport Influence Policy Area and thicken the line to make the location of the boundary clear. |

On Page 20 and 22 replace "influenced" with "influence" wherever it occurs.

On Page 20, change the title for the section to "March Air Reserve Base Influence Policy Area" (i.e., eliminate the hyphen).

On Page 38, modify the first paragraph under March Air Reserve Base Airport Influence Policy Area after the 3<sup>rd</sup> sentence as follows:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, know as the March Inland Port. The March Air Reserve Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air

Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 20, revise Policy LMWAP 2.1 to read as follows:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Mead Valley Area Plan:**

#### **March Air Reserve Base**

On Page 23, label the Airport Influence Policy Area and thicken, dash, change the color of the line, or use a pattern or color over the affected area to make the location of the boundary clear.

On Page 19 and 23 replace "influenced" with "influence" wherever it occurs.

On Page 19, modify the first paragraph under March Air Reserve Base Airport Influence Policy Area after the 3<sup>rd</sup> sentence as follows:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, know as the March Inland Port. The March Air Reserve

Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 19, revise Policy MVAP 1.1 to read as follows:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Southwest Area Plan:**

#### **French Valley Airport:**

On Page 24 and 27, replace "influenced" with "influence" wherever it occurs.

On Page 24, delete the paragraph under French Valley Airport Influence Policy Area to read:

The French Valley Airport is an active airport located approximately 2 miles west of the City of Murrieta and 2 miles north of the City of Temecula. The boundary of the French Valley Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones

associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, French Valley Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_\_, and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for French Valley Airport. For more information on these zones and additional airport policies, refer to Appendix \_\_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 24, revise Policy SWAP 5.1 to read as follows:

To provide for the orderly development of French Valley Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for French Valley Airport as fully set forth in Appendix \_\_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Temescal Canyon Area Plan:**

#### **Corona Municipal Airport**

On Page 24, change the title from "Airport Influenced Policy Area" to "Corona Municipal Airport Influence Policy Area."

On Page 27, replace "influenced" with "Influence" wherever it occurs.

On Page 24, leaving the first sentence unchanged, replace the remainder of paragraph under Corona Municipal Airport Influence Policy Area with the following:

Policies contained in the Airport Land Use Compatibility Plan for this general aviation facility are intended to protect flight paths and minimize impacts to residents and employees of the area. The boundary of the Corona Municipal Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are four safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Corona Municipal Airport Safety Zones. Properties within these zones are subject to regulations

governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_\_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Corona Municipal Airport. For more information on these zones and additional airport policies, refer to Appendix \_\_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 24, revise Policy TCAP 7.1 to read as follows:

To provide for the orderly development of Corona Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Corona Municipal Airport as fully set forth in Appendix \_\_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### **Desert Center Area Plan:**

##### **Desert Center Airport**

On Page 18, change the title of the section on Desert Center Airport from "Airport Influenced Policy Areas" to "Desert Center Airport Influence Policy Area."

On Page 19, delete the paragraph under Desert Center Airport Influence ~~Policy~~ Area and replace it with the following:

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

On Page 18, delete Policy DCAP 3.1 and replace it with the following:

To provide for the orderly development of Desert Center Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Desert Center Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Eastern Coachella Valley Area Plan:**

#### **Desert Resorts Regional Airport and Chiriaco Summit Airport**

On Page 19, change the title of the section on Desert Resort Regional Airport from "Airport Influenced Policy Areas" to "Desert Resorts Regional Airport and Chiriaco Summit Airport Influence Policy Areas."

On Page 19 and 20, leaving the first three sentences unchanged, replace the remainder of paragraph under Desert Resorts Regional Airport and Chiriaco Summit Airport Influence Policy Area with the following:

The boundaries of the Desert Resorts Regional Airport and Chiriaco Summit Airport Influence Policy Areas are shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Desert Resorts Regional Airport Safety Zones and in Figure \_\_, Chiriaco Summit Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. **Within the Chiriaco Summit Airport Influence Area, dwelling units are prohibited within the Emergency Touchdown Zone, the Inner Safety Zone and the Outer Safety Zone. Structures are prohibited within the Inner Safety Zone and the Emergency Touchdown Zone, except where such structures now exist. Any expansion of existing development within the Inner Safety Zone or the Emergency Touchdown Zone beyond what currently exists would be inconsistent with the Airport Land Use Compatibility Plan for Chiriaco Summit Airport.** These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Desert Resorts

Regional Airport and Chiriaco Summit Airport. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 20, revise Policy ECVAP 2.1 to read as follows:

To provide for the orderly development of Desert Resorts Regional Airport and Chiriaco Summit Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Desert Resorts Regional Airport and Chiriaco Summit Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 21, Label Chiriaco Summit Airport Influence Area and change "Influenced" to "Influence."

## **Lakeview/Nuevo Area Plan**

### **March Air Reserve Base**

On Page 23, label the Airport Influence Policy Area and clarify where the boundary is located.

On Page 23 replace "influenced" with "influence" wherever it occurs.

On Page 20, change the title for the section to "March Air Reserve Base Influence Policy Area."

On Page 20, leaving the first three sentences unchanged, replace and replace the remainder of paragraph under Air Reserve Base Airport Influence Policy Area with the following:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, know as the March Inland Port. The March Air Reserve

Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 20, delete Policy LNAP 3.1 and replace it with the following:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

#### **Palo Verde Area Plan:**

##### **Blythe Airport:**

On Page 20, change the title for the section to "Blythe Airport Influence Policy Area."

On Page 20, delete the paragraph under Desert Center Airport Influence Policy Area and replace it with the following:

The Blythe Airport is located west of the City of Blythe adjacent to Interstate 10. The boundary of the Blythe Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Blythe Airport Safety Zones. Properties within these zones are subject to regulations governing such

issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Blythe Airport. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 20, delete Policy PVAP 3.1 and replace it with the following:

To provide for the orderly development of Blythe Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Blythe Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **Reche Canyon/Badlands Area Plan:**

#### **March Air Reserve Base:**

On Page 23 replace "influenced" with "influence" wherever it occurs.

On Page 19, change the title for the section to "March Air Reserve Base Influence ~~Policy~~ Area" (i.e., eliminate the hyphen).

On Page 19, leave the first three sentences of the paragraph under March Air Reserve Base Airport Influence ~~Policy~~ Area delete the remainder of the paragraph and replace it with the following:

A four party, Joint Powers Authority (JPA), comprised of the County of Riverside and the Cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, know as the March Inland Port. The March Air Reserve Base encompasses 6,500 acres of land including active cargo and military airport. The boundary of the March Air

Reserve Base Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, March Air Reserve Base Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for March Air Reserve Base. For more information on these zones and additional airport policies, refer to the March JPA General Plan, and the Land Use, Circulation Safety and Noise Elements of the Riverside County General Plan.

On Page 19, delete Policy RCBAP 1.1 and replace it with the following:

To provide for the orderly development of March Air Reserve Base and the surrounding area, comply with the March JPA General Plan as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

### **San Jacinto Valley Area Plan:**

#### **Hemet Ryan Airport:**

On Page 21, re-title the section on Hemet Ryan Airport as follows: "Hemet Ryan Airport Influence Policy Area."

Delete the first paragraph under Hemet Ryan Airport Influence Policy Area and replace it with the following:

The Hemet Ryan Airport is an active airport located in the City of Hemet. The boundary of the Hemet Ryan Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are a number of safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Hemet Ryan Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions

are fully set forth in Appendix \_\_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Hemet Ryan Airport. For more information on these zones and additional airport policies, refer to Appendix \_\_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 21, Delete Policy SJVAP 4.1 and 4.2 and replace it with a single Policy SJVAP 4.1 which reads as follows:

To provide for the orderly development of Hemet Ryan Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Hemet Ryan Airport as fully set forth in Appendix \_\_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 23 replace "Influenced" with "Influence" wherever it occurs and label the Hemet Ryan Airport.

### **The Pass Area Plan:**

#### **Banning Municipal Airport**

On Page 21, change the title from "Banning Municipal Airport Influenced Policy Area" to "Banning Municipal Airport Influence Policy Area."

On Page 21, leaving the first sentence unchanged, replace the remainder of paragraph under Banning Municipal Airport Influence Policy Area with the following:

The boundary of the Banning Municipal Airport Influence Policy Area is shown in Figure 4, Policy Areas. There are four safety zones associated with the Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Banning Municipal Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix \_\_ and summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Banning Municipal Airport. For more information on these zones and

additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 21, delete Policy PASS 1.1 and replace it with the following:

To provide for the orderly development of Banning Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 27, Re-place "Influenced" with "Influence" and label Banning Municipal Airport.

#### **Western Coachella Valley Plan:**

##### **Bermuda Dunes Airport:**

On Page 25, label Palm Springs and Bermuda Dunes Airport Influence Policy Areas and change "Influenced" to "Influence" wherever it occurs.

On Page 27 re-title the section on Bermuda Dunes Airport as follows: "Bermuda Dunes and Palm Springs Airport Influence Policy Areas."

On Page 27, retain the first three sentences of the paragraph describing Bermuda Dunes Airport. Delete the last sentence and add the following:

These areas fall within the unincorporated County. In the case of Palm Springs Airport, the airport influence area does not affect any unincorporated lands. There are three safety zones associated with the Bermuda Dunes Airport Influence Policy Area. These safety zones are shown in Figure \_\_, Bermuda Dunes Airport Safety Zones. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of

structures, and noise. **Within Area II, the minimum lot size for residential development is 2.5 acres.** These land use restrictions are fully set forth in Appendix \_ and are summarized in Table \_\_, Land Use Compatibility Guidelines for Airport Safety Zones for Bermuda Dunes Airport, and land use proposals shall be evaluated for appropriateness within these safety zones. For more information on these zones and additional airport policies, refer to Appendix \_ and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

On Page 27, delete Policy WCVAP 3.1 and replace it with the following:

To provide for the orderly development of Bermuda Dunes Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Bermuda Dunes Airport as fully set forth in Appendix \_ and as summarized in Table \_\_, as well as any applicable policies related to airports in the Land Use,