

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

613B



FROM: TLMA - Planning Department

SUBMITTAL DATE:  
June 9<sup>th</sup>, 2008

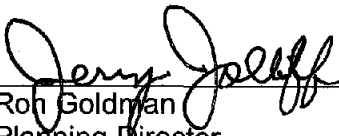
SUBJECT: Vista Santa Rosa Land Use Concept Plan

**RECOMMENDED MOTION:** The Planning Commission, by consensus, and staff recommend that the Board of Supervisors: 1) approve the Vista Santa Rosa Land Use Concept Plan, as revised to reflect the Planning Commission's comments on May 14, 2008, for the purpose of providing Vista Santa Rosa "community context guidance" for all development proposals in the Vista Santa Rosa area until the adoption of the 2008-09 General Plan update; and 2) direct that the VSR Land Use Concept Plan be incorporated into the 2008-09 General Plan update as the proposed land use plan for the Vista Santa Rosa area.

**BACKGROUND:** In 2006, Supervisor Wilson appointed the Vista Santa Rosa Task Force, comprised of local residents and landowners, to provide community-based advice to the County as it prepared a more detailed plan for the Vista Santa Rosa area than what had been adopted by the County as part of its countywide General Plan in 2003.

The 2003 General Plan effort resulted in new policies to protect the rural and agricultural uses in Vista Santa Rosa, while allowing for some low density urban development, but left undefined exactly how rural lifestyles would be accommodated and protected, and what types and densities of urban development could occur. As a result, most of Vista Santa Rosa was designated as Agriculture or Agriculture with a Community Development Overlay in the 2003 plan.

Many local residents and landowners felt that the 2003 General Plan stopped short of providing their community with an adequately detailed plan. The charge for the VSR Task Force was to assist the County in developing a detailed, more effective VSR plan that could be incorporated into the County's next major General Plan update. The General Plan update is currently underway, and is expected to be adopted in December 2009.

  
Jerry Jolliffe for  
Deputy Planning Director  
Ron Goldman  
Planning Director

RG:jj

REVIEWED BY EXECUTIVE OFFICE

DATE

6/9/08 Tmp

Tina Grande  
Departmental Concurrence

Policy

Policy

Consent

Consent

Dep't Rc  
I:

Per Exec. Ofc.:

Prev. Agn. Ref.

District:

Agenda Number:

3.41

The VSR Task Force held many meetings over the next two years, and on February 21, 2008, completed its task by agreeing by consensus to the Vista Santa Rosa Land Use Concept Plan. The plan was then presented to the Vista Santa Rosa Community Council, which endorsed it on February 27, 2008.

Over the past two plus years, there have been many contributors to this plan, including residents, primarily through two Town Hall meetings, local neighboring cities including the City of La Quinta, which appointed a City Council subcommittee to participate on the VSR Task Force, the Coachella Valley Unified School District, the participants in the South Valley Implementation Program, and the Airport Land Use Commission. After two ALUC meetings (and two subcommittee meetings), the ALUC agreed on April 10, 2008 to express conceptual support for the plan, provided that certain changes were incorporated to make the plan eligible for a finding of consistency with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan. The Planning Commission held three public workshops on the VSR plan and provided their comments on May 16, 2007, March 19, 2008, and May 14, 2008. At their last workshop on May 14<sup>th</sup>, the Planning Commission agreed by consensus to support the VSR plan with the changes that they had requested.

The completed Vista Santa Rosa Land Use Concept Plan, with all revisions up to and including those requested by the Planning Commission, is attached immediately following this Form 11. It consists of a text document entitled: "Vista Santa Rosa Community Land Use Concept Plan, As Revised to Reflect the Planning Commission's Comments on May 14, 2008," and a proposed land use designation map, with the same title, and also labeled Figure 1. Also attached following these documents is a version of the plan text with changes shown in color, that were made just prior to, and subsequent to the Planning Commission workshop on May 14<sup>th</sup>.

The Planning Commission, by consensus, and staff recommend that the Board direct that the following two actions occur in regard to the proposed Vista Santa Rosa Land Use Concept Plan:

1. Direct that the VSR Land Use Concept Plan be used on an interim basis to provide VSR "community context guidance" for all development proposals in Vista Santa Rosa, until the adoption of the 2008-09 General Plan update. All such proposals would be expected to be compatible with the proposed VSR plan. It should be noted that in light of the coverage of most of VSR today by the General Plan designations of Agriculture or Agriculture with Community Development Overlay, most development proposals in VSR already require general plan amendments in order to proceed. Staff will include a section in each staff report for a discretionary project proposal that appears before the Planning Director, the Planning Commission, or the Board of Supervisors that describes whether the proposed project is compatible with the proposed VSR LUCP plan.
2. Direct that the VSR LUCP be incorporated into the overall countywide 2008-09 General Plan update proposal, as the proposed land use plan for the VSR area, replacing the existing General Plan Land Use Element map and policies for VSR.

The proposed VSR plan will be assessed by the General Plan update EIR, and proceed through public hearings before the Planning Commission and Board of Supervisors as part of the General Plan update, prior to its final adoption.

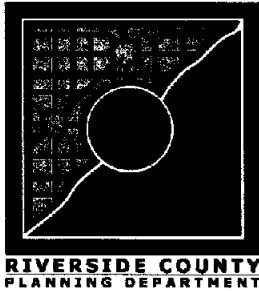
# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

*George A. Johnson · Agency Director*

### Planning Department

*Ron Goldman · Planning Director*



## VISTA SANTA ROSA COMMUNITY LAND USE CONCEPT PLAN

### Revisions made by staff to reflect the Planning Commission's comments on May 14, 2008

The Vista Santa Rosa (VSR) community was recognized by the Riverside County Board of Supervisors in 2001, with the establishment of the Vista Santa Rosa Community Council. In 2003, when Riverside County adopted its General Plan, Vista Santa Rosa was provided with its own special land use policies. At the time of the adoption of the General Plan, however, the land use plan was not completely finished. It is the purpose of this VSR Land Use Concept plan to provide more detailed guidance for development activities in the VSR community until the adoption of the next major Riverside County General Plan update during 2008-2009, at which time the General Plan will be updated to incorporate these policies, with whatever changes are deemed appropriate by the Board of Supervisors as a result of the General Plan update process.

The boundaries of Vista Santa Rosa are, in general, Avenue 50 on the north, Monroe Street on the west, Avenue 66 on the south, and Harrison Street on the east. Although it is not a part of the area covered by the existing Vista Santa Rosa Plan Policy Area in the General Plan's Eastern Coachella Valley Area Plan, or a part of the area covered by the VSR Community Council, for the purposes of these policies, a small unincorporated area located between Avenues 62 and 64, west of Monroe Street, has also been included in this Vista Santa Rosa Land Use Concept Plan.

Vista Santa Rosa is a special community where more traditional styles of suburban development interface with agricultural and rural, equestrian-oriented lifestyles. In order to ensure that the community develops in a harmonious manner that protects and enhances its value to area residents and landowners and the County, this Vista Santa Rosa Land Use Concept Plan has been prepared.

Also, several other jurisdictional factors can or may in the future affect land use planning and public facilities development and financing in Vista Santa Rosa. The southerly portion of the Vista Santa Rosa, that area lying between Avenues 60 and 66, and between Monroe and Harrison Streets, is also part of the larger South Valley Implementation Program, which also stretches eastward to the State Highway 86S Expressway. The portion of VSR located between Avenues 54 and 62, and between Monroe and Harrison Streets, is located within the County's Thermal-Jacqueline Cochran Regional Airport Redevelopment Area. The City of La Quinta's Sphere of Influence covers most of Vista Santa Rosa, specifically all of the area between Avenues 52 and 62. The City of Coachella Sphere of Influence

covers the area North of Avenue 52, East of Calhoun Street, and the area North of Avenue 51, West of Calhoun Street.

## **I. Overall Land Use Concept**

The overall purpose of the VSR Land Use Concept Plan is to refine the land use plan adopted into the County's General Plan in 2003, in order to provide better guidance for development activities until the County's General Plan undergoes its next major update in 2008-2009. It is not the intent of this plan to significantly alter the basic goals, objectives, or land use patterns established by the 2003 General Plan. However, in order to increase the amount and value of community amenities, and their affordability, and in order to provide additional opportunities for rural and equestrian lifestyles and other important community objectives, some significant changes in land use planning are recommended for the community to support these objectives.

The most important changes would occur to the areas designated as Agriculture within Vista Santa Rosa that are not overlain by the Community Development Overlay designation. For the most part, these areas would be changed to the Rural Community Foundation Component, to allow for additional equestrian and rural residential lifestyles, to support the community's interest in encouraging this type of development, while also allowing the expansion of the urban edge in such a manner that three lifestyles – suburban, rural, and agricultural – can co-exist. Any land use proposal would need to be compatible with adjacent active (current or anticipated in the future) agricultural uses, through the use of site design mechanisms and significant structural and/or use setbacks where needed. The northwest and southern portions of the community would be largely devoted to continuing agriculture, rural residential, and equestrian uses, a limited amount of small lot residential, and a very limited amount of commercial development. This overall land use concept is intended to provide for a mixture of lifestyle and village housing opportunities throughout the community and to support the provision of important community recreational and public amenities.

The heart of the community would be centered along Airport Boulevard, between Jackson and Van Buren Streets. Here, a mixed-use Village Center is proposed. Surrounding that would be the higher intensity development in Vista Santa Rosa. It will be important in this area to ensure that Vista Santa Rosa's relatively open rural character and appearance are evoked in development standards that acknowledge the legacy of Vista Santa Rosa, including setbacks that preserve frequent long views, narrow landscaped street designs to calm traffic and to soften the visual appearance of roads, and to ensure that ongoing agricultural operations are adequately buffered from surrounding development, until the cessation of said uses, if ever.

Other major areas of future development will be in the northeast portion of the community, adjacent to the City of Coachella, and along Harrison Street, which would include commercial, business park, higher density residential, and tourist-oriented uses, in an area largely subject to special land use restrictions and opportunities, due to its proximity to the Jacqueline Cochran Regional Airport.

### **A. Community Lifestyles to be Accommodated**

The land use concept plan is intended to accommodate and encourage a harmonious blend of agricultural, rural residential, equestrian, country club, resort, tourist-oriented, and more suburban residential lifestyles. It will incorporate important community identity and image creation/preservation mechanisms, such as the VSR Design Guidelines, cross-community enhanced trail systems, called Lifestyle Corridors, numerous other trails, enhanced setbacks to preserve long views, softened transitions between potentially incompatible land use types, and other features.

## **B. Land Use Concept Plan**

The Land Use Concept Plan includes these policies plus a land use designation map (attached). The Land Use Concept Plan map is intended to work hand-in-hand with these policies to create a harmonious blend of agricultural, rural residential, equestrian, country club, resort, tourist-oriented, and suburban residential lifestyles. The Land Use Concept Plan map primarily displays the plan's proposed land use designations. However, most of the VSR area is also proposed to be overlain by four Policy Areas. The nature and intentions for the policy areas are described in more detail below. However, in general, the policy areas provide for both a base density of residential development that would be permitted, plus an increased density if certain requirements are met.

## **C. Lifestyle Corridors and Trail System**

To protect and enhance Vista Santa Rosa's open, rural character, and to provide for community gathering places / linear park and trail corridors, two "Lifestyle Corridors" are planned to be developed through VSR, one oriented north-south, generally located between and away from major streets wherever possible, and one oriented east-west, along Avenue 58, connecting the south end of the Horse Shows in the Sun (HITS) facility with Lake Cahuilla. These corridors would allow for multiple forms of non-vehicular means of circulation, including equestrian, bicycle, electric cart, and pedestrian modes. The Lifestyle Corridors would be used to provide a major system of connectivity between important community facilities and geographic locations (either directly, or by spur trails). Such connections will link polo fields, rural home sites, and future neighborhood parks and schools, and smaller scale neighborhood commercial uses, community centers, etc.

The concept is that one could choose to drive, but frequently they'd prefer to use the Lifestyle Corridors, which would be convenient for many different daily purposes. They would be inviting, and of course, they would be designed for active recreation. The lifestyle corridors would consist of public facilities (trails, buffering landscaping, and parks, schools, a community center, and a library, for example), quasi-public (HOA open space, recreational areas, including trails, and occasionally golf courses, visible and part of the broader open space aspect of the Lifestyle Corridors, even if they're not open to general public usage), and private lands, including, in particular, larger, rural home sites (2 acres or larger), farmland, and small businesses, such as coffee shops, restaurants, bed & breakfasts, etc., having some natural orientation to the Lifestyle Corridors. They would also include as many community "icons" as possible. In reality, though, because they're scattered throughout the community, most community icons would not be located along the Lifestyle Corridors, but there should be an attempt to include as many of these as possible. The Lifestyle Corridors would rarely be narrower than 50 feet wide, and could attain the appearance of being wider where there are open (without foliage, opaque fencing, or wall screening) rural home-sites, parks, polo fields, pastureland, golf courses, or other open space-type land uses along them.

(See the section on Lifestyle Corridors, below, for additional information on intended uses along the Lifestyle Corridors)

## II. Land Use Policies.

### A. Policy Areas

In order to provide for distinctly different lifestyles and development opportunities in VSR, while ensuring that the community harmoniously accommodates and blends various lifestyles, the Policy Areas system has been developed. Under this system, a basic development type or types, with maximum permitted land use intensities, are specified, and increases may be permitted under certain specified circumstances, where specific beneficial enhancements are made to the community's lifestyles, vistas, recreational opportunities, etc. The planning areas are:

#### 1) Policy Area 1

Located along both sides of Airport Boulevard, between Jackson and Van Buren Streets, Policy Area 1 is envisioned to become Vista Santa Rosa's primary community center. This area is entirely located in the Community Development Foundation Component. Development in this area would be focused on an interwoven mix of retail commercial, offices, higher density residential, and public uses. In order to develop this area, a long-term, multi-use and multi-stage plan of development through a specific plan will be required. The specific plan will be used to ensure that the various smaller developments that occur within the community center are truly linked together in a mutually supporting manner. The minimum size of the initial specific plan application will be 250 acres, and must include the 120-acre area of the designated Village Center.

The designated Village Center is required to be a mixed-use development that is in compliance with the General Plan's Community Center Guidelines for core and core support areas within Village Centers. Areas outside the community center, but designated with the Community Center Overlay, will have the option of developing in accordance with either the underlying land use designations – Commercial Retail, or Medium, Medium High, or High Density Residential Land Use designations – or, with an alternate mix of land uses in implementing the Community Center Overlay. In the designated Village Center, or Community Center overlay, no Commercial Retail-type land uses will be permitted within one-eighth mile of the Coachella Valley High School campus.

The designated Village Center and Community Center Overlay area around it are envisioned to become the future heart of the Vista Santa Rosa community. Rather than develop as one large project, at one time, this area probably will be developed in a phased manner over a period of many years, as Vista Santa Rosa and surrounding communities grow, and as the needs of the community grow and change for various types of commercial and public services, and as the need grows for higher density housing conveniently located near commercial and public facilities. It is therefore important to ensure that the plan's vision for this area as a vital, higher intensity mixed-use Village Center area is eventually realized, and that the site of the envisioned Village Center not be developed in early and mid-term phases of development into narrowly-focused, non use-mixed development patterns that would eventually negate the area's value as the site of the community's main Village Center. Accordingly, it is the policy of the County for the total area of the designated Village Center and Community Center Overlay around it, which taken together cover approximately 460 acres, that prior to a certificate of occupancy being issued that would result in the 1,000th residential unit in this combined area, certificates of occupancy shall have been issued that

result in 250,000 square feet of gross leasable area of retail and office commercial building space. In addition, it is also the County's policy for the development of the Village Center/Community Center overlay area that by the time the benchmarks above have been reached, a minimum of 250 of the residential units must have been in the density range of High Density Residential (8-14 DU/acre), a minimum of 250 of the residential units must have been in the density range of Medium High Density Residential (5-8 DU/acre), certificates of occupancy shall have been issued for a minimum of 175,000 square feet of gross leasable area of retail commercial uses, and certificates of occupancy shall have been issued for a minimum of 50,000 square feet of gross leasable area of either office commercial or public uses, or any combination of the two types of use categories.

## **2) Policy Area 2**

Policy Area 2 is bounded generally by Avenues 52 and 55, and by Monroe Street and (or, co-linear with) Calhoun Street. There is a small area included that is located south of Avenue 55. This is an area primarily having a mix of agricultural, rural residential and equestrian-oriented uses. Policy Area 2 is located almost entirely in the Rural Community Foundation Component, except for existing and potential school sites.

The majority of Policy Area 2 is designated as Estate Density Residential. Development permitted in this area will continue to be primarily agriculture, rural residential, equestrian-oriented uses, recreational uses, and public facilities. In addition to all other applicable policies of this plan, the following policies shall pertain particularly to development proposals in Policy Area 2:

- a) Horse and other animal-keeping that is conducted in accordance with County codes, and which is permitted in rural use-permitting zones of generally 20,000 square feet net, shall not be prohibited by either the particular zoning category applied, nor by CC&Rs, on any residential lot that would be 20,000 square feet net, or larger.
- b) Development may proceed in either of the following three ways:
  - i. Development of any parcel is permitted where the minimum lot size is 2 acres gross. While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policies II.2.C.1) Policy Area Transitions, where Transition Areas exist on or adjacent to a project site, and II.2.C.2) Buffers Between Projects. With respect to Policy II.2.C.6) Protection of Vistas and Viewsheds, in recognition that residential units built on 2 acre parcels will generally be placed visually far apart, the minimum required setback for such uses shall remain 50' from curb face, but the minimum average setback is reduced from 150' to 75'. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the foreseeable future, the minimum setback for residential units where they would adjoin that agriculture shall be 50'.
  - ii. Development is permitted on sites of between 40 and 80 acres gross, with a maximum density not to exceed 1.0 dwelling unit per acre, provided that all of the following occur:

- 1) the minimum size of residential lots shall be one acre gross;
  - 2) horse and other animal keeping in accordance with County codes shall not be prohibited on any residential lot,
  - 3) at least 25% of the project site shall be used for "Open Space and Community Amenities" ["OSCA" - definition provided in Section II. D. 1)] - common area landscaping and "community icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities,
  - 4) a minimum 100 foot-wide landscaped building setback shall occur from all property lines adjoining the project,
  - 5) the project shall comply with all other requirements of these policies, including but not necessarily limited to policies relating to view-shed protection, buffers between projects, and agricultural buffers; and
  - 6) no residential structures taller than one story shall be permitted within 150 feet of the outside boundaries (adjoining both streets, as measured from curb face, and other properties) of the project.
- iii. Development is permitted on sites of at least 80 acres gross, with a maximum density not to exceed 0.7 dwelling unit per acre, provided that all of the following occur:
- 1) the minimum size of residential lots shall be one-half acre gross; however,
    - a) all lots smaller than one acre gross shall be located within the interior of the project, and
    - b) the minimum size of lots at or near the perimeter of the project shall not be less than 1 gross acre where the border is a street, nor less than two gross acres where the border is an adjacent (without an intervening street) property;
  - 2) at least 25% of the project site shall be used for "OSCA" [definition provided in Section II.D.1)] - common area landscaping and "community icon" preservation or establishment, and a comprehensive package of equestrian-oriented facilities, such as equestrian boarding and exercise facilities, pastureland, polo fields, trails, etc.,
  - 3) a minimum 100 foot-wide landscaped building setback shall occur from all property lines adjoining the project,
  - 4) the project shall comply with all other requirements of these policies, including but not necessarily limited to policies relating to view shed protection, buffers between projects, and agricultural buffers; and

- 5) no residential structures taller than one story shall be permitted within 150 feet of the outside boundaries (adjoining both streets, as measured from curb face, and other properties) of the project.

### 3) Policy Area 3

Policy Area 3 mostly lies between Avenues 55 and 61, and between Monroe and Harrison Streets, except for the area covered by Policy Area 1, and the proposed land uses bordering Harrison Street. This policy area also includes the following smaller, detached areas: a) east of Calhoun Street, between Avenues 50 and 55, b) west of Monroe Street, south of Avenue 62, and c) along Avenue 66 and Harrison Streets near their intersection. Existing uses in this area are primarily agriculture, rural residential and equestrian-oriented uses.

Policy Area 3 lies entirely within the Community Development Foundation Component. Most of this area is designated as Low Density Residential, with a maximum residential density of 2 dwelling units per acre, but, the area also includes 2 Community Center Overlays for potential Village Centers. The owner or owners of properties lying within the Community Center Overlays will have the option of developing their properties either in accordance with the underlying land use designations, Retail Commercial or Low Density Residential, or as mixed-use Village Centers, or as some combination of the two approaches.

The majority of the area designated as Low Density Residential in Policy Area 3 is envisioned to be developed eventually as a series of small residential, resort, and possibly country club communities, with open spaces and trails between and linking them. In the near term, and in some cases, possibly for many years, agricultural uses will continue in production here. Therefore, it is important that adequate buffers be provided between new residential communities and agricultural uses that are expected to remain.

Development is permitted that results in greater densities in areas designated as Low Density Residential, up to 3 dwelling units per gross acre, provided that the following policies are met.

- a) Development of any parcel is permitted where the maximum density is 1 dwelling unit per gross acre. While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policy II.2.C.2) Buffers Between Projects. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the foreseeable future, the minimum setback for residential units where they adjoin that agriculture shall be 50'.
- b) Development of any parcel is permitted where the maximum density is 2 dwelling units per gross acre, and provided that at least 25% of the project site is used for "OSCA" [definition provided in section II.D.1)] - common area landscaping, and "community icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities (OSCA).
- c) Any project covering at least 160 gross acres, or a quarter-section, is permitted a residential density of up to 2.5 dwelling units per gross acre, provided that at least 30%

of the site is provided in "OSCA" [definition provided in Section II.D.1)]. Projects proposing amounts of OSCA between 25% and 30% are permitted residential densities between 2.0 and 2.5 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved. Projects may be considered for approval proposing It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.

- d) Any project covering at least 160 gross acres, or a quarter-section, is permitted a residential density of up to 3 dwelling units per gross acre, provided that at least 35% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. Projects proposing amounts of OSCA between 30% and 35% are permitted residential densities between 2.5 and 3.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved. It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.
- e) Any project will qualify for a residential density of up to 2.5 dwelling units per gross acre and a minimum "OSCA" [definition provided in section II.D.1)] of 25%, provided that the project covers at least 240 gross acres. The project shall comply fully, without exception, with all other applicable policies of the VSR Land Use Concept Plan.
- f) Any project will qualify for a residential density of up to 3 dwelling units per gross acre and a minimum "OSCA" [definition provided in Section II.D.1)] of 30%, provided that the project covers at least 240 gross acres. Projects proposing amounts of OSCA between 25% and 30% are permitted residential densities between 2.5 and 3.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved. The project shall comply fully, without exception, with all other applicable policies of the VSR Land Use Concept Plan.

#### 4) Policy Area 4

Policy Area 4 covers most of the area south of Avenues 60 and 61. Existing uses in this area are mostly agricultural, rural residential, and equestrian-oriented. This area is unique

in Vista Santa Rosa, in that it includes two areas, covering a section each, of Torrez-Martinez (T-M) Indian Reservation land. The T-M Reservation areas include both fee-and non-fee parcels.

Policy Area 4 lies entirely within the Rural Community Foundation Component. Policy Area 4, however, would permit localized general plan amendments to establish small nodes of Community Development Foundation Component (i.e. – lots smaller than one-half acre) neighborhoods where a proposed project would be consistent with all other policies of this Land Use Concept Plan. Any such Community Development neighborhoods shall be located in the interior of the projects, and particular attention shall be given toward ensuring that both the Community Development neighborhoods and the overall projects are designed so as to be compatible with any agricultural and rural uses that are adjacent to the projects. This allowance exists because due to the generally larger parcels in this area (compared with Policy Area 2), it will be possible to create wide development setbacks to ensure adequate land use buffers, and additional development will enhance the ability to provide and operate enhanced open space and community amenities.

Some of Policy Area 4 is envisioned to be developed in accordance with the basic land use designation of this area, the Very Low Density Residential land use designation, which allows up to 1 dwelling unit per gross acre. A project proponent will have the option of developing either 1 gross acre lots, or in clusters of lots as small as one-half net acre (20,000 sq. ft. minimum lot size), which are surrounded by belts of parkland, open space, trails, etc.

Development is permitted that results in higher densities in areas designated as Very Low Density Residential, up to 2 dwelling units per gross acre, provided that the following policies are met:

- a) Development of any parcel is permitted where the maximum density is 1 dwelling unit per 2 gross acres. While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policies II.2.C.1) Policy Area Transitions, where Transition Areas occur, and II.2.C.2) Buffers Between Projects, wherever lots of at least two acres gross are proposed directly on relevant project edges. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the foreseeable future, the minimum setback for residential units where they adjoin that agriculture shall be 50'.
- b) Development of any parcel is permitted where the maximum density is 1 dwelling unit per gross acre, provided that at least 25% of the project site is used for "OSCA" [definition provided in section II.D.1)] - common area landscaping, and community "icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities.
- c) Any project covering at least 160 gross acres, or a quarter-section, will qualify for a residential density of up to 1.5 dwelling units per gross acre, provided that at least 35% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special

transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved; but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.

- d) Any project covering at least 160 gross acres, or a quarter-section, will qualify for a residential density of up to 2 dwelling units per gross acre, provided that at least 40% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. Projects proposing amounts of OSCA between 35% and 40% are permitted residential densities between 1.5 and 2.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved. It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.

## **B. Other Land Use Types**

The Vista Santa Rosa Land Use Concept Plan includes other land use types, in addition to those specified previously for the Policy Areas. Primary among those are three areas: a) Harrison Street, between Airport Boulevard and Avenue 61: Here, adjacent to the Jacqueline Cochran Regional Airport, are planned Business Park, Commercial Tourist, and one Community Center Overlay, allowing for a potential mixed-use Village Center, b) Airport Boulevard, across from Coachella Valley High School and the City of Coachella, and near Harrison Street, are planned High Density Residential and Commercial Tourist uses, c) In the portion of VSR located north of Avenue 52, west of Calhoun Street, is an area planned for Very Low Density Residential, and east of Calhoun Street, is an area planned for Medium Density Residential, and d) up to 15 acres gross of Retail Commercial are permitted as an overlay over Policy Area 3, and which may be developed as an alternative to Policy Area 3 development, or in some combination with Policy Area 3 development, provided that adequate buffers are provided between commercial uses and nearby residential, agricultural, and rural uses, and schools, in each of the following two areas: 1) the northeast corner of Airport Boulevard and Monroe Street, and 2) the site of the Kennedy Market and the area between that use and the southeast corner of Airport Boulevard and Monroe Street.

In addition, small-scale commercial uses that are specifically oriented to serve the local rural residential and equestrian community, and to provide light-intensity commercial to serve tourists to the area, is permitted anywhere in the VSR LUCP, provided that they are determined to be compatible with surrounding land uses, are designed in a low-key manner that blends in with existing development, agriculture, and/or equestrian facilities nearby, and whose developed areas do not exceed 10 acres gross. Some examples of uses that will be appropriate under this policy include: produce stores, farm implement stores, small-scale restaurants, tack shops, small

“country” style grocery stores, boutique hotels, “bed and breakfasts,” date shops, farmers’ markets, and art galleries.

## C. Transitions and Buffers

### 1) Policy Area Transitions

Transitional areas are planned to be provided between Policy Areas 2 and 3, between Policy Areas 3 and 4, and between Policy Area 1 and the existing residential neighborhood to its north. The purpose of these transitional areas is to provide for meaningful setbacks and open space buffers between uses that are often inherently incompatible, but also to provide the opportunity for parkland and landscaped edges between distinctly different areas of the VSR community, to assist in image-making for these areas. The Transitional Areas will be required to be a minimum average width of 150 feet, with a minimum width of 50 feet.

Except for large rural residential parcels (2 acres or larger), transitional areas are not appropriate locations for transitional housing types or lot sizes; instead, they are primarily intended to be open space “breaks” between different types of land uses and intensities of land usage.

The Transitional Areas will be required to be provided on the side of such edges where the more intense development would occur, but their precise location may vary due to localized circumstances relating to land usage and circulation. Particularly sensitive uses, such as agriculture (see separate policy, below) and equestrian-oriented uses will generally require the wider Transitional Areas.

Transitional Areas are most particularly suitable as trail routes, but are also appropriate locations for such features as elongate landscaped detention basins, landscaped open space, and golf courses. Transitional Areas may be in either public or private ownership; however, it is intended that at least one trail route inside the Transitional Areas, longitudinally oriented with the Transitional Area, be placed in public ownership.

Where a Transition Area separates Torres-Martinez Tribal Lands from non-tribal lands, the County will consult with the tribe with the goal of ensuring that the Transitional Area is established in a way that is agreeable to both the County and the tribe, to provide for the best possible level of compatibility with the VSR community, as planned through the VSR LUCP. In the event that the tribe does not agree to assist in the establishment of such a Transitional Area and is planning to establish a use that is more intense than what is planned for the adjacent non-tribal land, the owner of the adjacent non-tribal land will only be required to provide for buffering and varying setbacks as provided for under Policy No. 5, “Protection of Views and View-sheds.” If the use proposed on the non-tribal land is more intense than what is planned on the adjacent tribal land, the non-tribal land owner’s project will be required to provide for most or all of the Transitional Area, in accordance with the general policies regarding Transitional Areas.

On any side of a project that borders a Transition Area that is not along on near (close enough to be prominently visible) mile-spaced streets (the streets named after presidents, and even-numbered avenues), the Transition Area may also include residential equestrian parcels of at least two acres gross, including any portions of planned adjacent trails that would be dedicated to public usage between such lots and the edge of the project.

A Transition Area is also planned along the southerly edge of the existing single-family residential neighborhood, where it adjoins Policy Area 1, located between Jackson and Calhoun Streets. In order to ensure compatible, and where appropriate, complementary development in Policy Area 1 where it adjoins the existing neighborhood, the following policies shall guide development in and immediately near the Transition Area: 1) the Transition Area shall be planned with some combination of the following elements: a mixture of one-story, single-family residential uses on lots no smaller than 7,200 square feet net size; buffering neighborhood or community parks (not sports parks or other outdoor facilities planned for intense use at night, with high levels of lighting), trails (primarily for pedestrians and bicyclists) to connect the existing neighborhood with the uses planned in Policy Area 1, and appropriate neighborhood-oriented public facilities such as libraries, community centers, etc. ; and 2) new local streets shall not be developed that provide through-traffic connections between the existing residential neighborhood and Policy Area 1. Local streets, cul-de-sacs, knuckles, and other street designs that are needed to access single-family residential development, parks, and community facilities, can encroach into the Transition Area from either the north or south, but not connect to provide through north-south traffic routes across this Transition Area.

## **2) Buffers Between Projects**

Buffers are required as needed between projects along the boundaries between land use designations, and often between adjoining projects within the same designation. Buffers are needed to ensure that adjacent land uses will be compatible with each other. Buffers are mostly needed between agriculture and most other land use types (addressed separately below), and between rural and non-rural uses, between Community Development residential uses of differing intensities, and between residential and non-residential projects (such as commercial or industrial). Detention basins designed in an elongate fashion, trail corridors, including Lifestyle Corridors, open space, including parks, and golf courses, rows of trees and shrubs, and very occasionally walls where they do not impair long views (i.e. – away from major streets), and other concepts, are all suitable for use as buffers, depending on the characteristic potential nuisance being buffered. As such, buffers will range from very narrow, to as much as 150 feet wide, or more, and may be combined, as in the case of an adjacent Lifestyle Corridor or park, with other land use types to achieve 150 feet, or more, of separation between uses.

## **3) Compatibility with Area Schools**

The Coachella Valley Unified School District (CVUSD) has several existing and proposed school facilities at all levels, K-12, located within and adjacent to the Vista Santa Rosa area. As development occurs in the area in the future, it will be important to ensure that new land uses and the effects of them, such as traffic, are compatible with existing and proposed school facilities.

The proposed VSR LUCP map shows both the CVUSD's current facilities, and currently planned future facilities, at all levels, K-12.

Airport Boulevard, which is adjacent to the Coachella Valley High School (located within the City of Coachella, adjacent to Vista Santa Rosa) is designated as an Urban Arterial (152' ultimate ROW) on the County General Plan's Circulation Element map. The portion of Airport Boulevard westerly of the high school is designated as an Arterial (128' ultimate ROW). Both

the Urban Arterial and Arterial designations include raised medians, which are necessary adjacent to the high school, and they will help contain and control traffic in the vicinity of the school in the future as surrounding development occurs.

The planned VSR trail system, which is very extensive, will be coordinated in its development with existing school facilities and those that are proposed. Bicycle, pedestrian, and equestrian access to schools are all important in VSR.

The Airport Boulevard Village Center contains a policy prohibiting retail commercial uses within one-eighth mile of the CVHS campus.

#### **4) Compatibility with Jacqueline Cochran Regional Airport**

The eastern portion of the Vista Santa Rosa Land Use Concept Plan is overlain by the Airport Influence Area and several Airport Compatibility Zones associated with the Jacqueline Cochran Regional Airport, which lies nearby, to the east of Vista Santa Rosa. Aircraft activity linked to the airport can result in potential safety hazards and noise complaints today, and those hazards and complaints could increase in the future as the area around the airport, including the portion of Vista Santa Rosa lying within the Airport Influence Area, develops with more residential, commercial, industrial, and other uses in the future. While such development occurs, it is important to ensure both a high level of public safety and comfort, while also ensuring the long-term, continued viability of the Jacqueline Cochran Regional Airport. In order to ensure that these objectives are attained, the policies listed below have been established for development activities in the Airport Influence Area of the Jacqueline Cochran Regional Airport.

- i. Airport Compatibility Zones B1, C, D, and E affect land use planning and development activities within the boundaries of the Vista Santa Rosa Land Use Concept Plan. Therefore, these zones are superimposed on attached Figure 1: Vista Santa Rosa Area Proposed General Plan Land Use Element, and are hereby incorporated into this plan.
- ii. Table 2A, entitled "Basis Compatibility Criteria," of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, specifies for each of the Airport Compatibility Zones, permitted maximum densities/intensities of residential and other land types of land uses, whether and how much open land is required, prohibited uses, and other requirements for development. Table 2A is hereby incorporated into this plan by reference, and it is attached as Appendix A.
- iii. Residential land uses within the portion of Policy Area 1 that is located within Airport Zone D shall not be developed with less than five dwelling units per acre.
- iv. Policy Areas 3 and 4 include policies that require new residential units (other than individual dwelling units on existing legal lots and second units) in Airport Compatibility Zone D to either comply with the density criteria of Table 2A (which allows clustered development envelopes of five or more dwelling units per acre, but otherwise restricts density to a maximum of one dwelling unit per five acres, in accordance with Option A below), or with the specifications of Option B or Option C, as stated below.
- v. All "legislative" actions in the Airport Influence Area (Compatibility Zones B1, C, D, and E) shall be submitted to the Airport Land Use Commission for mandatory review, and all major land use actions as defined in the Riverside County Airport Land Use Compatibility

Plan within the Airport Influence Area shall be submitted to the Airport Land Use Commission for advisory review.

- vi. All projects ten acres or larger within Airport Compatibility Zone D shall set aside ten percent of land area in "qualified open areas" – areas not less than 300 feet in length and 75 feet in width and free from obstructions, as defined by the Airport Land Use Compatibility Plan, unless the project is located in a development area within which a 50-acre contiguous open space area has been established or is being concurrently established. The "qualified open areas" may include pastures, polo and soccer fields, golf course fairways, drainage easements, and roadways. Trees, light poles exceeding four feet in height, and trash enclosures are not permitted in such open areas.
- vii. At the time of the adoption of the Vista Santa Rosa Concept Plan or sooner, the County shall amend the Eastern Coachella Valley Area Plan to incorporate the current compatibility criteria for Jacqueline Cochran Regional Airport in the plan's Policy Areas text and tables.
- viii. Schools, lakes, streams, and water features (other than existing water features) will not be permitted to be located in the portion of the east-west Lifestyle Corridor located in Airport Compatibility Zone D, and any commercial and public-use structures and uses that may be located within the east-west Lifestyle Corridor are required to comply with the person intensity limits specified in the Airport Land Use Compatibility Plan.
- ix. If the property at the northwest corner of 60<sup>th</sup> Avenue and Harrison Street is developed pursuant to the Community Center Overlay, residential densities there shall not be less than five dwelling units per acre.
- x. Airport Compatibility Zone B1 overlays a small area designated Business Park along Harrison Street, between Airport Boulevard and Avenue 58. Airport Compatibility Zone C overlays an area designated Commercial Tourist southwesterly of the intersection of Airport Boulevard and Harrison Street, and an area designated Business Park along the west side of Harrison Street, northerly of Avenue 58. The intensity of uses in the areas designated Business Park and Commercial Tourist that are overlain by Airport Compatibility Zones B1 and C shall comply with the person intensity limits of the applicable Airport Compatibility Zone, as specified in Table 2A.
- xi. The land use designations of the portions of Policy Areas 3 and 4 within Airport Compatibility Zone D for residential development at densities of 0.5 to 3.0 dwelling units per acre is inconsistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, in that Airport Zone D prohibits intermediate residential densities greater than 0.2 dwelling units per acre and less than 5.0 dwelling units per net acre, unless special findings are made pursuant to Section 3.3.6 of the 2004 Riverside County Airport Land Use Compatibility Plan. However, the community's overall vision of open space, agriculture, and roadways with wide setbacks to preserve vistas is compatible with appropriate design for residential communities in the vicinity of airports. These types of open areas, collectively, are regarded as "qualified open areas," for purposes of airport safety landing opportunity purposes, and are described in more detail under Section II.D.1) Open Space and Community Amenities," of this plan.

In reviewing this matter, there are several factors that are unique to the Vista Santa Rosa community as it relates to the Jacqueline Cochran Regional Airport:

- i) The Vista Santa Rosa Concept Plan is built around the concept of "open space-oriented community amenities" and requires minimum proportions of project acreage that must be allocated to such amenities in order for a project with a density greater than one dwelling unit per acre to be approved.
- ii) The Plan was initiated in response to citizen action by residents of Vista Santa Rosa interested in maintaining the rural atmosphere of the community.
- iii) The entire Vista Santa Rosa area lies outside the 55 dB(A) CNEL contour on maps depicting noise contours based on the ultimate activity levels for Jacqueline Cochran Regional Airport .
- iv) The inclusion of Vista Santa Rosa in Airport Zone D (with the exception of the easterly 500 feet) is attributable to Runway 12-30. The standard lateral distance from Runway 17-35 used in demarcating Zones D and E at this airport is 8,000 feet, and only the easterly 500 feet is located within this 8,000-foot lateral distance.
- v) According to the Airport Activity Data Summary of the adopted Airport Land Use Compatibility Plan, Runway 12-30 is expected to account for not more than 10% of annual activity by single engine and twin-engine piston aircraft and not more than 4% of annual activity by twin-engine turboprop aircraft, helicopters, and small business jets.
- vi) The maximum pavement strength of Runway 12-30 is 20,000 pounds, compared with a maximum pavement strength of 174,000 pounds for Runway 17-35. Therefore, it is unlikely that Runway 12-30 would be utilized for air cargo service in the future.
- vii) The Concept Plan offers an opportunity for the community to be designed in a manner that improves safety in the long term by assuring that, as the community transitions from agricultural to suburban estate residential uses, provision will be made for either a larger proportion of land area available for emergency landing or one large emergency landing area that would be clearly visible to aircraft pilots.
- ix) In light of all of the factors presented above, the Airport Land Use Commission has agreed that there is reasonable justification for consideration of special criteria to be applied when evaluating the proposed intermediate densities within the Vista Santa Rosa community. These special criteria would allow for development at an overall density of 0.2 to 2.5 dwelling units per acre provided that avigation easements are conveyed to the Riverside County Economic Development Agency as owner-operator of Jacqueline Cochran Regional Airport and that a substantially larger proportion or area of open space is provided.
- x) The alternatives for residential development in the Airport Zone D area are as follows:

**OPTION A:**

Development at a density of one dwelling unit per five acres, development at an overall density of five or more dwelling units per acre within residential areas, or development within clustered pods of five or more dwelling units per acre (net density of residential planning areas including roads less than 74 feet in width). Such development is subject to recordation of a deed notice and, if the project is 10 acres or larger in area, the

required 10% of project acreage in qualified ALUC open area. (Option A is consistent with Table 2A density criteria.)

#### OPTION B:

Development at an overall density of 0.2 to 1.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an avigation easement is recorded and that not less than 15% of project acreage is dedicated to qualified open areas not less than 75 feet in width and not less than 600 feet in length.

Development at an overall density of 1.5 to 2.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an avigation easement is recorded and that not less than 20% of project acreage is dedicated to qualified open areas not less than 75 feet in width and not less than 600 feet in length.

#### OPTION C:

Development at an overall density of 0.2 to 2.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an avigation easement is recorded. In lieu of dedicating the percentages of open areas specified in OPTION B above, the development may choose to set aside an area of 50 contiguous acres of qualified open area with no linear dimension less than 600 feet, with such qualified open area to be dedicated as open area in perpetuity. Once such an area is set aside for this purpose, this area will meet the open area requirement for up to 450 acres of development area (excluding that open area) within the portion of Airport Zone D located northerly of 60<sup>th</sup> Avenue.

### **5) Agriculture Buffers**

*Equestrian uses will be considered agriculture uses for the purposes of this section.*

Vista Santa Rosa contains a large amount of agriculture, which can be either crop or animal-related, and agriculture is expected to remain important in the area into the foreseeable future. The need for buffering will depend on whether the owner of the lands in agricultural use expects that use to continue in the foreseeable future (i.e. - at least 5 years). Buffers will generally be at least 150 feet wide, depending on the type of use proposed adjacent to agriculture; i.e. - houses or more intense development vs. open space, trails, parks, Detention basins, golf courses, rows of trees and shrubs, and fences, where they do not impair long views.

In the event buffered land converts to land uses other than agriculture, areas within projects that are designated as agricultural buffers are permitted to be converted to other uses, such as residential lots, subject to the other existing requirements in the VSR LUCP.

Riverside County Ordinance No. 625, the "Right-to-Farm" ordinance, provides some protection for agriculture, but that protection is often not sufficient in the face of major residential growth in an area. The County will explore revision of its "Right-to-Farm" ordinance, an extension of the ordinance's "Notice" area to 1,320 feet from agricultural property, and additional means of disseminating information to the public about its "Right-to-Farm" ordinance, to make the ordinance more effective.

## **6. Protection of Vistas and View-sheds**

One of the main elements of the image of Vista Santa Rosa is the openness of this very rural area, which leads to spectacular views of the nearby Santa Rosa Mountains to the south, the Little San Bernardino Mountains to the north, and the open pastoral views of near-at-hand agriculture and rural lifestyles, including farm animals and horses. It is also an area of tall trees, and because of the openness of the area, these trees can often be seen from long distances across the community.

All of this is in contrast to many other areas in the Coachella Valley, where although mountains can usually be seen to some degree, most views of landscaping, walls, buildings, etc. are close-up, and while those views can be beautiful and varied, they do not generally have an open feel to them. In Vista Santa Rosa, it will be important to protect these views and the general feel of openness of the community as development occurs.

Therefore, building setbacks along the primary mile-spaced streets and avenues will be required to be significant enough to help preserve open views. Generally, building setbacks from the future right-of-way constructed curb face of the primary mile-spaced streets shall be a minimum average of 150 feet, but are permitted to vary widely so that architecturally significant buildings, and existing or future "icons," may occasionally encroach close to the street, to enhance their visibility and profile in the community. The minimum setback from curb face shall be 50 feet. Areas of setback deeper than 150 feet should be designed to provide open and long views of trails, parks, golf courses, polo fields, and farmland, wherever possible. Straight-line setbacks of all buildings are to be avoided. The resulting highly varied and weaving pattern of setbacks will lend more visual interest to the streets, and to the views between groupings of buildings.

It is recognized that the 150 foot average building setback could present a significant and unreasonable constraint to development on smaller parcels where development would otherwise comply with these Land Use Planning Concept policies. Therefore, flexibility will be granted on a case-by-case basis where the parcel involved is smaller than 10 acres. On smaller parcels, iconic architecture can also be used to justify occasional street encroachments. In any event, on parcels less than 10 acres, setbacks from the face of curb shall vary wherever possible, but it is recognized and accepted that they will mostly be at or near the minimum of 50 feet.

To protect distant views, no part of any single-family residential unit located within 150 feet of any primary mile-spaced street and avenue shall exceed one story in height.

### **D. Open Space and Community Amenities; Community Icons; Lifestyle Corridors**

#### **1) Open Space and Community Amenities**

Whenever the terms "Open Space and Community Amenities" (OSCA) are used in these Land Use Concept Plan policies, the definitions of this sub-section are intended to apply. OSCA is to include all areas of a project site, other than areas where such is already required by the regular application of standard subdivision and zoning ordinance regulations (example: parkway landscaping in a standard cross-section of an existing general plan road is not included), that would be publicly or quasi-publicly (HOA, for example) owned, and have open space characteristics, as defined herein.

Privately-held properties - agriculture of all types and rural residential parcels 2 acres gross or larger, provided that they are dedicated to such usage on a permanent basis, would count toward the percentages required for "open space and community amenities," for any project for which higher densities are sought in accordance with these policies. Examples of other items that would count toward OSCA include decorative neighborhood landscaping, whether green or natural desert or made-to-appear desert landscaping, elongate landscaped Detention basins, parks, golf courses, community stables (including a caretaker's residence, which will not count toward a project's overall residential density), libraries, pools, tennis courts, including parking areas for them, benches, community gardens, watering troughs, trailhead facilities, and other facilities if determined appropriate. To receive credit for OSCA percentage calculations, they need to be mostly (but not necessarily entirely) visible and must contribute to long or iconic vistas when a project is seen from primary mile-spaced streets.

For projects not located along primary mile-spaced streets, frontage along a trail system or a Lifestyle Corridor presents opportunities for OSCA percentage calculations. Community icons and Lifestyle Corridors, described below, both will generally qualify for OSCA percentage credit.

"Qualified Open Land" (For Airport Compatibility Zone D application purposes): In the event that a light aircraft is forced to land away from the airport, the risks to the people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has a reasonable opportunity to select the landing site.

i. In order to be classified as "qualified open land," an area should be:

- i) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.
- ii) Have minimum dimensions of approximately 75 feet by 300 feet.

ii. Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

iii. Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

vi) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking area is encouraged as a means of increasing the size of open land areas.

v) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this Compatibility Plan. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

## **2) Community Icons**

Buildings that reflect VSR's unique character, tall trees, interesting architecture, and even specially adorned gates and neighborhood entry monuments, and open vistas of the Santa Rosa Mountains and Little San Bernardino Mountains are all examples of community icons. Some community icons already exist. Others will be built in the future as part of privately initiated or public projects. It is important to build upon and enhance Vista Santa Rosa's unique identity as the community develops, so that it does not lose the characteristics that make it special.

Therefore, the preservation, enhancement, and construction of new community icons will all count toward "OSCA" [definition provided in Section II.D.1)] percentage calculations, as described previously.

## **3) Lifestyle Corridors**

As described previously, amid Vista Santa Rosa's proposed trail network, two specially amenitized, cross-community Lifestyle Corridors are planned. One Lifestyle Corridor will be routed north-south, mid-block between primary mile-spaced streets, from the northwest corner of Vista Santa Rosa to the southern end of the community. The second Lifestyle Corridor is planned along a traffic-calmed Avenue 58, linking the Olympics event-grade Horse Shows in the Sun (HITS) equestrian training facility, to Lake Cahuilla in the City of La Quinta, thereby providing a linkage to the foot of the Santa Rosa Mountains.

The Lifestyle Corridors would primarily be landscaped trail linkages, for a variety of potential users, connecting the various parts of the community. These corridors would be major elements of community identity, and would be used by equestrians, pedestrians, bicyclists, and golf carts, frequently, for recreation, to visit friends or community facilities, such as schools and libraries, and to access some commercial services compatible with the Lifestyle Corridors such as restaurants, convenience stores, coffee shops, etc., in a pleasant, convenient, recreational manner without having to use a car.

Lifestyle Corridors will generally be a minimum of 50 feet wide, but may very occasionally be narrower, and may flare wider at "portals" to the corridors, such as at crossings of primary mile-spaced streets, where parking, parks, and other facilities may be placed. They should also be wider, wherever possible, at parks and other public and private facilities oriented to outdoor human and equestrian use or open space uses. They can be used to separate inherently incompatible uses, such as commercial vs. residential development or rural residential vs. small lot residential development.

Where they pass by polo fields, farmland, parks, etc., they can also be used to provide the visual feel of even more openness, even though many bordering uses will be private and inaccessible to the general public, and some may not be permanent in nature. Water features, including artificial lakes, streams, and canals, should be incorporated into either the Lifestyle Corridors or adjacent uses, wherever possible.

While through-trail systems will need to be owned and managed by public agencies, some portions of the Lifestyle Corridors and many of the uses along them should be private in nature, wherever possible, to minimize the public costs associated with building and maintaining the corridors, and to ensure that there are a wide variety and number of

potential users sited along them. Also, to contain maintenance costs, grass, shrubs, and the incorporation of existing mature trees shall be employed wherever possible.

While the corridors have generally been proposed along existing 50' wide drainage easements, their location is not intended to be fixed. In fact, it would be desirable for them to meander as they travel through the community. Quiet and road-related safety, though, are major objectives. Therefore, for the north-south corridor, its location can vary, but should never encroach laterally closer than 1/8 of a mile to a primary mile-spaced street.

The following are examples of some of the types of public uses that could be sited along or near (within 1/8 mile to 1/4 mile) Lifestyle Corridors: Community gardens, neighborhood and community parks, community pools, recreation centers, community centers, senior centers, libraries, schools, golf courses, tennis courts, water fountains and water troughs (for horses), lakes and streams, decorative landscaping, iconic existing trees, including date groves or portions of them, where development occurs, non-motorized (except for electric golf carts) trails of all types, trailheads, benches, and restrooms.

The following are examples of some of the types of private uses that could occur along Lifestyle Corridors: community stables, tack shops, restaurants (including specialty coffee shops), convenience stores, offices, low, medium, and high density residential uses, and large and small-parcel rural residential uses and agriculture, provided that there is adequate buffering of them from incompatible uses.

Lifestyle Corridors will be developed in conjunction with adjacent development proposals, and may be built off-site of, or in advance of, development, for "OSCA" [definition provided in Section II.D.1)] percentage calculations credit.

# VISTA SANTA ROSA AREA

## Proposed General Plan Land Use Concept Plan

Revised to Reflect Planning Commission Comments on May 14, 2008

Figure 1

- Parcels
- Highways
- ⊠ Trail Bridge
- ↔ View Corridor
- ⊖ Lifestyle Corridor
- Other Non-VSR D.G. Trails
- ⊕ Special Transitional Areas
- ▭ Policy Area (PA1, PA2, PA3, PA4)
- ▭ Airport Compatibility Land Use Zone
- ⊠ Cities
- ▨ Airport / Monroe Commercial Retail Overlay
- ▨ Community Center Overlay
- Community Center
- Public Facilities
- Business Park
- Commercial Tourist
- Commercial Retail
- Estate Density Residential (Max. Dens. 1 DU\*/ 2 AC)
- Very Low Density Residential (Max. Dens. 1 DU\*/ AC)
- Medium High Density Residential (5-8 DU\*/ AC)
- Medium Density Residential (2-5 DU\*/ AC)
- Low Density Residential (Max. Dens. 2 DU\*/ AC)
- High Density Residential (8-14 DU\*/ AC)
- Open Space-Rural (Max. Dens. 1 DU\* Per 20 AC)
- ▨ Torres Martinez Trust\_Lands
- ▨ Torres Martinez Fee\_Lands

\* Dwelling Unit (s)

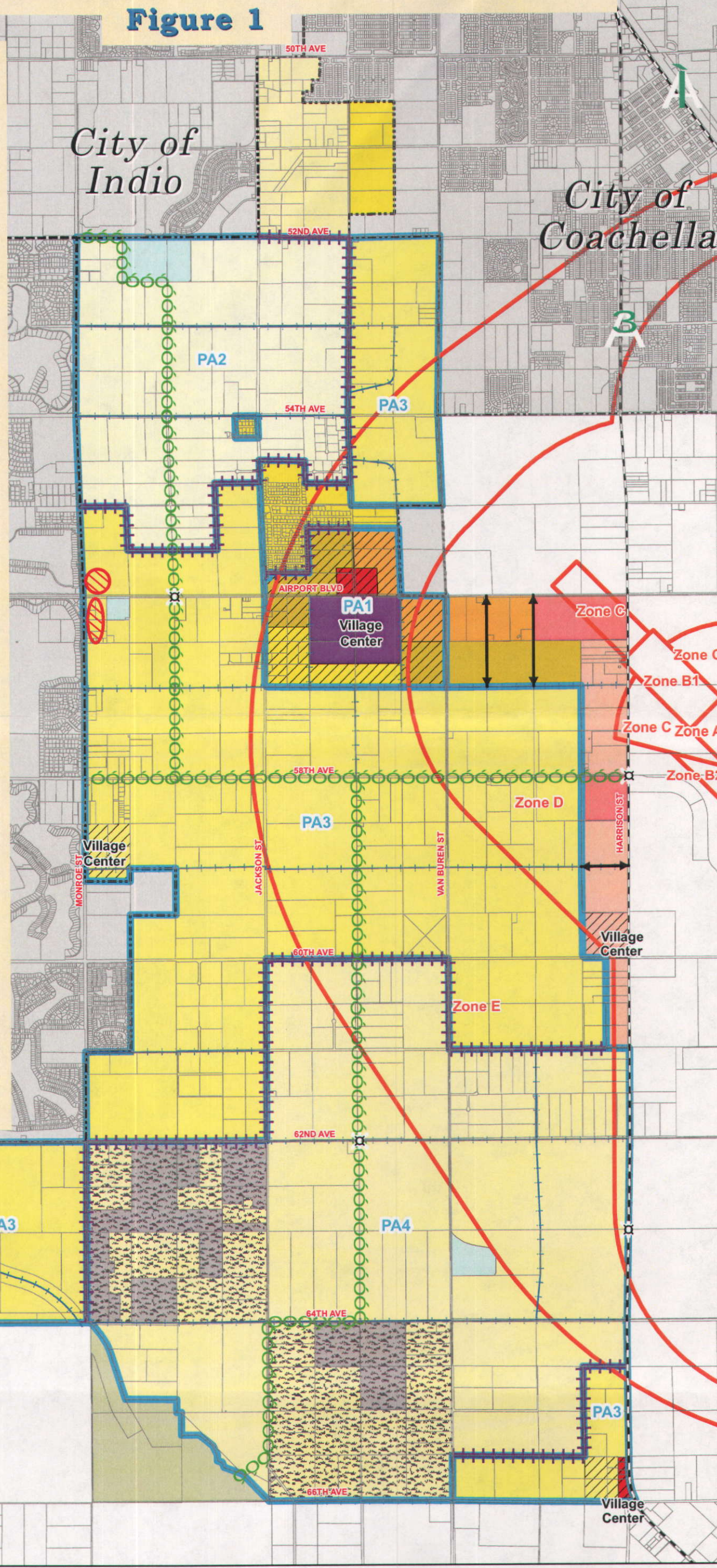


0 1,500 3,000 6,000  
Feet

Revised June 6, 2008

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

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City of  
La Quinta

City of  
Indio

City of  
Coachella

Village  
Center

# COUNTY OF RIVERSIDE

## TRANSPORTATION AND LAND MANAGEMENT AGENCY

*George A. Johnson · Agency Director*

### Planning Department

*Ron Goldman · Planning Director*



## VISTA SANTA ROSA COMMUNITY LAND USE CONCEPT PLAN

**Endorsed by the Vista Santa Rosa Community Council on 2/27/08**

**Blue text:** Revisions presented by staff to Planning Commission prior to 5/14/08

**Red text:** Revisions presented by staff to Planning Commission on 5/14/08

**Green text:** Revisions made by staff to reflect the Planning Commission's comments on May 14, 2008

The Vista Santa Rosa (VSR) community was recognized by the Riverside County Board of Supervisors in 2001, with the establishment of the Vista Santa Rosa Community Council. In 2003, when Riverside County adopted its General Plan, Vista Santa Rosa was provided with its own special land use policies. At the time of the adoption of the General Plan, however, the land use plan was not completely finished. It is the purpose of this VSR Land Use Concept plan to provide more detailed guidance for development activities in the VSR community until the adoption of the next major Riverside County General Plan update during 2008-2009, at which time the General Plan will be updated to incorporate these policies, with whatever changes are deemed appropriate by the Board of Supervisors as a result of the General Plan update process.

The boundaries of Vista Santa Rosa are, in general, Avenue 50 on the north, Monroe Street on the west, Avenue 66 on the south, and Harrison Street on the east. Although it is not a part of the area covered by the existing Vista Santa Rosa Plan Policy Area in the General Plan's Eastern Coachella Valley Area Plan, or a part of the area covered by the VSR Community Council, for the purposes of these policies, a small unincorporated area located between Avenues 62 and 64, west of Monroe Street, has also been included in this Vista Santa Rosa Land Use Concept Plan.

Vista Santa Rosa is a special community where more traditional styles of suburban development interface with agricultural and rural, equestrian-oriented lifestyles. In order to ensure that the community develops in a harmonious manner that protects and enhances its value to area residents and landowners and the County, this Vista Santa Rosa Land Use Concept Plan has been prepared.

Also, several other jurisdictional factors can or may in the future affect land use planning and public facilities development and financing in Vista Santa Rosa. The southerly portion of the Vista Santa Rosa,

that area lying between Avenues 60 and 66, and between Monroe and Harrison Streets, is also part of the larger South Valley Implementation Program, which also stretches eastward to the State Highway 86S Expressway. The portion of VSR located between Avenues 54 and 62, and between Monroe and Harrison Streets, is located within the County's Thermal-Jacqueline Cochran Regional Airport Redevelopment Area. The City of La Quinta's Sphere of Influence covers most of Vista Santa Rosa, specifically all of the area between Avenues 52 and 62. The City of Coachella Sphere of Influence covers the area north of Avenue 52, east of Calhoun Street, and the area north of Avenue 51, west of Calhoun Street.

## **I. Overall Land Use Concept**

The overall purpose of the VSR Land Use Concept Plan is to refine the land use plan adopted into the County's General Plan in 2003, in order to provide better guidance for development activities until the County's General Plan undergoes its next major update in 2008-2009. It is not the intent of this plan to significantly alter the basic goals, objectives, or land use patterns established by the 2003 General Plan. However, in order to increase the amount and value of community amenities, and their affordability, and in order to provide additional opportunities for rural and equestrian lifestyles and other important community objectives, some significant changes in land use planning are recommended for the community to support these objectives.

The most important changes would occur to the areas designated as Agriculture within Vista Santa Rosa that are not overlain by the Community Development Overlay designation. For the most part, these areas would be changed to the Rural Community Foundation Component, to allow for additional equestrian and rural residential lifestyles, to support the community's interest in encouraging this type of development, while also allowing the expansion of the urban edge in such a manner that three lifestyles – suburban, rural, and agricultural – can co-exist. Any land use proposal would need to be compatible with adjacent active (current or anticipated in the future) agricultural uses, through the use of site design mechanisms and significant structural and/or use setbacks where needed. The northwest and southern portions of the community would be largely devoted to continuing agriculture, rural residential, and equestrian uses, a limited amount of small lot residential, and a very limited amount of commercial development. This overall land use concept is intended to provide for a mixture of lifestyle and village housing opportunities throughout the community and to support the provision of important community recreational and public amenities.

The heart of the community would be centered along Airport Boulevard, between Jackson and Van Buren Streets. Here, a mixed-use Village Center is proposed. Surrounding that would be the higher intensity development in Vista Santa Rosa. It will be important in this area to ensure that Vista Santa Rosa's relatively open rural character and appearance are evoked in development standards that acknowledge the legacy of Vista Santa Rosa, including setbacks that preserve frequent long views, narrow landscaped street designs to calm traffic and to soften the visual appearance of roads, and to ensure that ongoing agricultural operations are adequately buffered from surrounding development, until the cessation of said uses, if ever.

Other major areas of future development will be in the northeast portion of the community, adjacent to the City of Coachella, and along Harrison Street, which would include commercial, business park, higher density residential, and tourist-oriented uses, in an area largely subject to special land use restrictions and opportunities, due to its proximity to the Jacqueline Cochran Regional Airport.

## **A. Community Lifestyles to be Accommodated**

The land use concept plan is intended to accommodate and encourage a harmonious blend of agricultural, rural residential, equestrian, country club, resort, tourist-oriented, and more suburban residential lifestyles. It will incorporate important community identity and image creation/preservation mechanisms, such as the VSR Design Guidelines, cross-community enhanced trail systems, called Lifestyle Corridors, numerous other trails, enhanced setbacks to preserve long views, softened transitions between potentially incompatible land use types, and other features.

## **B. Land Use Concept Plan**

The Land Use Concept Plan includes these policies plus a land use designation map (attached). The Land Use Concept Plan map is intended to work hand-in-hand with these policies to create a harmonious blend of agricultural, rural residential, equestrian, country club, resort, tourist-oriented, and suburban residential lifestyles. The Land Use Concept Plan map primarily displays the plan's proposed land use designations. However, most of the VSR area is also proposed to be overlain by four Policy Areas. The nature and intentions for the policy areas are described in more detail below. However, in general, the policy areas provide for both a base density of residential development that would be permitted, plus an increased density if certain requirements are met.

## **C. Lifestyle Corridors and Trail System**

To protect and enhance Vista Santa Rosa's open, rural character, and to provide for community gathering places / linear park and trail corridors, two "Lifestyle Corridors" are planned to be developed through VSR, one oriented north-south, generally located between and away from major streets wherever possible, and one oriented east-west, along Avenue 58, connecting the south end of the Horse Shows in the Sun (HITS) facility with Lake Cahuilla. These corridors would allow for multiple forms of non-vehicular means of circulation, including equestrian, bicycle, electric cart, and pedestrian modes. The Lifestyle Corridors would be used to provide a major system of connectivity between important community facilities and geographic locations (either directly, or by spur trails). Such connections will link polo fields, rural home sites, and future neighborhood parks and schools, and smaller scale neighborhood commercial uses, community centers, etc.

The concept is that one could choose to drive, but frequently they'd prefer to use the Lifestyle Corridors, which would be convenient for many different daily purposes. They would be inviting, and of course, they would be designed for active recreation. The lifestyle corridors would consist of public facilities (trails, buffering landscaping, and parks, schools, a community center, and a library, for example), quasi-public (HOA open space, recreational areas, including trails, and occasionally golf courses, visible and part of the broader open space aspect of the Lifestyle Corridors, even if they're not open to general public usage), and private lands, including, in particular, larger, rural home sites (2 acres or larger), farmland, and small businesses, such as coffee shops, restaurants, bed & breakfasts, etc., having some natural orientation to the Lifestyle Corridors. They would also include as many community "icons" as possible. In reality, though, because they're scattered throughout the community, most community icons would not be located along the Lifestyle Corridors, but there should be an attempt to include as many of these as possible. The Lifestyle Corridors would rarely be narrower than 50 feet wide, and could attain the appearance of being wider where there are open (without foliage, opaque fencing, or wall

screening) rural home-sites, parks, polo fields, pastureland, golf courses, or other open space-type land uses along them.

(See the section on Lifestyle Corridors, below, for additional information on intended uses along the Lifestyle Corridors)

## II. Land Use Policies.

### A. Policy Areas

In order to provide for distinctly different lifestyles and development opportunities in VSR, while ensuring that the community harmoniously accommodates and blends various lifestyles, the Policy Areas system has been developed. Under this system, a basic development type or types, with maximum permitted land use intensities, are specified, and increases may be permitted under certain specified circumstances, where specific beneficial enhancements are made to the community's lifestyles, vistas, recreational opportunities, etc. The planning areas are:

#### 1) Policy Area 1

Located along both sides of Airport Boulevard, between Jackson and Van Buren Streets, Policy Area 1 is envisioned to become Vista Santa Rosa's primary community center. This area is entirely located in the Community Development Foundation Component. Development in this area would be focused on an interwoven mix of retail commercial, offices, higher density residential, and public uses. In order to develop this area, a long-term, multi-use and multi-stage plan of development through a specific plan will be required. The specific plan will be used to ensure that the various smaller developments that occur within the community center are truly linked together in a mutually supporting manner. The minimum size of the initial specific plan application will be 250 acres, and must include the 120-acre area of the designated Village Center.

The **designated** Village Center is required to be a mixed-use development that is in compliance with the General Plan's Community Center Guidelines for core and core support areas within Village Centers. Areas outside the community center, but designated with the Community Center Overlay, will have the option of developing in accordance with either the underlying land use designations – Commercial Retail, or Medium, Medium High, or High Density Residential Land Use designations – or, with an alternate mix of land uses in implementing the Community Center Overlay. In the **designated** Village Center, **or Community Center overlay**, no Commercial Retail-type land uses will be permitted within one-eighth mile of the Coachella Valley High School campus.

**The designated Village Center and Community Center Overlay area around it are envisioned to become the future heart of the Vista Santa Rosa community. Rather than develop as one large project, at one time, this area probably will be developed in a phased manner over a period of many years, as Vista Santa Rosa and surrounding communities grow, and as the needs of the community grow and change for various types of commercial and public services, and as the need grows for higher density housing conveniently located near commercial and public facilities. It is therefore important to ensure that the plan's vision for this area as a vital, higher intensity mixed-use Village Center area is eventually realized, and that the site of the envisioned Village Center not be developed in early and mid-term phases of**

development into narrowly-focused, non use-mixed development patterns that would eventually negate the area's value as the site of the community's main Village Center. Accordingly, it is the policy of the County for the total area of the designated Village Center and Community Center Overlay around it, which taken together cover approximately 460 acres, that prior to a **certificate of occupancy building permit** being issued that would result in the 1,000 **th the** residential unit **being built** in this combined area, **certificates of occupancy building permits** shall have been issued that **would** result in 250,000 square feet of **gross leasable area of usable interior** retail and office commercial building **floor space. being built**. In addition, it is also the County's policy for the development of the Village Center/Community Center overlay area that by the time the benchmarks above have been reached, a minimum of 250 of the residential units **permitted** must have been in the density range of High Density Residential (8-14 DU/acre), a minimum of 250 of the residential units **permitted** must have been in the density range of Medium High Density Residential (5-8 DU/acre), **certificates of occupancy shall have been issued for a minimum of 175,000 square feet of gross leasable area of usable interior building floor space must have been permitted for** retail commercial uses, and **certificates of occupancy shall have been issued for a minimum of 50,000 square feet of gross leasable area of usable interior building floor space must have been permitted for** either office commercial or public uses, or any combination of the two types of use categories.

## 2) Policy Area 2

Policy Area 2 is bounded generally by Avenues 52 and 55, and by Monroe Street and (or, co-linear with) Calhoun Street. There is a small area included that is located south of Avenue 55. This is an area primarily having a mix of agricultural, rural residential and equestrian-oriented uses. Policy Area 2 is located almost entirely in the Rural Community Foundation Component, except for existing and potential school sites.

The majority of Policy Area 2 is designated as Estate Density Residential. Development permitted in this area will continue to be primarily agriculture, rural residential, equestrian-oriented uses, recreational uses, and public facilities. **In addition to all other applicable policies of this plan, the following policies shall pertain particularly to development proposals in Policy Area 2:**

- a) **Horse and other animal-keeping that is conducted in accordance with County codes, and which is permitted in rural use-permitting zones of generally 20,000 square feet net, shall not be prohibited by either the particular zoning category applied, nor by CC&Rs, on any residential lot that would be 20,000 square feet net, or larger.**
- b) Development may proceed in either of the following three ways:
  - i. Development of any parcel is permitted where the minimum lot size is 2 acres gross. **While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policies II.2.C.1) Policy Area Transitions, where Transition Areas exist on or adjacent to a project site, and II.2.C.2) Buffers Between Projects. With respect to Policy II.2.C.6) Protection of Vistas and View-sheds, in recognition that residential**

**units built on 2 acre parcels will generally be placed visually far apart, the minimum required setback for such uses shall remain 50' from curb face, but the minimum average setback is reduced from 150' to 75'. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the foreseeable future, the minimum setback for residential units where they would adjoin that agriculture shall be 50'.**

- ii. Development is permitted on sites of between 40 and 80 acres gross, with a maximum density not to exceed 1.0 dwelling unit per acre, provided that all of the following occur:
  - 1) the minimum size of residential lots shall be one acre gross;
  - 2) horse and other animal keeping in accordance with County codes shall not be prohibited on any residential lot,
  - 3) at least 25% of the project site shall be used for "Open Space and Community Amenities" ["OSCA" - definition provided in Section II. D. 1)] - common area landscaping and "community icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities,
  - 4) a minimum 100 foot-wide landscaped building setback shall occur from all property lines adjoining the project,
  - 5) the project shall comply with all other requirements of these policies, including but not necessarily limited to policies relating to view-shed protection, buffers between projects, and agricultural buffers; and
  - 6) no residential structures taller than one story shall be permitted within 150 feet of the outside boundaries (adjoining both streets, as measured from curb face, and other properties) of the project.
- iii. Development is permitted on sites of at least 80 acres gross, with a maximum density not to exceed 0.7 dwelling unit per acre, provided that all of the following occur:
  - 1) the minimum size of residential lots shall be one-half acre gross; however,
    - a) all lots smaller than **one** acre gross shall be located within the interior of the project, and
    - b) the minimum size of lots at or near the perimeter of the project shall not be less than 1 gross acre where the border is a street, nor less than two gross acres where the border is an adjacent (without an intervening street) property;
  - 2) at least 25% of the project site shall be used for "OSCA" [definition provided in Section II.D.1)] - common area landscaping and "community icon" preservation or establishment, and a comprehensive package of

equestrian-oriented facilities, such as equestrian boarding and exercise facilities, pastureland, polo fields, trails, etc.,

- 3) a minimum 100 foot-wide landscaped building setback shall occur from all property lines adjoining the project,
- 4) the project shall comply with all other requirements of these policies, including but not necessarily limited to policies relating to view shed protection, buffers between projects, and agricultural buffers; and
- 5) no residential structures taller than one story shall be permitted within 150 feet of the outside boundaries (adjoining both streets, as measured from curb face, and other properties) of the project.

### 3) Policy Area 3

Policy Area 3 mostly lies between Avenues 55 and 61, and between Monroe and Harrison Streets, except for the area covered by Policy Area 1, and the proposed land uses bordering Harrison Street. This policy area also includes the following smaller, detached areas: a) east of Calhoun Street, between Avenues 50 and 55, b) west of Monroe Street, south of Avenue 62, and c) along Avenue 66 and Harrison Streets near their intersection. Existing uses in this area are primarily agriculture, rural residential and equestrian-oriented uses.

Policy Area 3 lies entirely within the Community Development Foundation Component. Most of this area is designated as Low Density Residential, with a maximum residential density of 2 dwelling units per acre, but, the area also includes 2 Community Center Overlays for potential Village Centers. The owner or owners of properties lying within the Community Center Overlays will have the option of developing their properties either in accordance with the underlying land use designations, Retail Commercial or Low Density Residential, or as mixed-use Village Centers, or as some combination of the two approaches.

The majority of the area designated as Low Density Residential in Policy Area 3 is envisioned to be developed eventually as a series of small residential, resort, and possibly country club communities, with open spaces and trails between and linking them. In the near term, and in some cases, possibly for many years, agricultural uses will continue in production here. Therefore, it is important that adequate buffers be provided between new residential communities and agricultural uses that are expected to remain.

Development is permitted that results in greater densities in areas designated as Low Density Residential, up to 3 dwelling units per gross acre, provided that the following policies are met.

- a) Development of any parcel is permitted where the maximum density is 1 dwelling unit per gross acre. **While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policy II.2.C.2) Buffers Between Projects. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the foreseeable future, the minimum setback for residential units where they adjoin that agriculture shall be 50'.**

- b) Development of any parcel is permitted where the maximum density is 2 dwelling units per gross acre, and provided that at least 25% of the project site is used for "OSCA" [definition provided in section II.D.1)] - common area landscaping, and "community icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities (OSCA).
- c) Any project covering at least 160 gross acres, or a quarter-section, **is permitted shall be eligible to qualify for** a residential density of up to 2.5 dwelling units per gross acre, provided that at least 30% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. **Projects proposing amounts of OSCA between 25% and 30% are permitted shall be eligible to qualify for residential densities between 2.0 and 2.5 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved.** Projects may be considered for approval proposing It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.
- d) Any project covering at least 160 gross acres, or a quarter-section, **is permitted shall be eligible to be considered for** a residential density of up to 3 dwelling units per gross acre, provided that at least 35% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. **Projects proposing amounts of OSCA between 30% and 35% are permitted shall be eligible to qualify for residential densities between 2.5 and 3.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved.** It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.
- e) Any project will qualify for a residential density of up to 2.5 dwelling units per gross acre and a minimum "OSCA" [definition provided in section II.D.1)] of 25%, provided that the project covers at least 240 gross acres. The project shall comply fully, without exception, with all other applicable policies of the VSR Land Use Concept Plan.

- f) Any project will qualify for a residential density of up to 3 dwelling units per gross acre and a minimum "OSCA" [definition provided in Section II.D.1)] of 30%, provided that the project covers at least 240 gross acres. **Projects proposing amounts of OSCA between 25% and 30% are permitted shall be eligible to qualify for residential densities between 2.5 and 3.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved.** The project shall comply fully, without exception, with all other applicable policies of the VSR Land Use Concept Plan.

#### 4) Policy Area 4

Policy Area 4 covers most of the area south of Avenues 60 and 61. Existing uses in this area are mostly agricultural, rural residential, and equestrian-oriented. This area is unique in Vista Santa Rosa, in that it includes two areas, covering a section each, of Torrez-Martinez (T-M) Indian Reservation land. The T-M Reservation areas include both fee-and non-fee parcels.

Policy Area 4 lies entirely within the Rural Community Foundation Component. Policy Area 4, however, would permit localized general plan amendments to establish small nodes of Community Development Foundation Component (i.e. – lots smaller than one-half acre) neighborhoods where a proposed project would be consistent with all other policies of this Land Use Concept Plan. **Any such Community Development neighborhoods shall be located in the interior of the projects, and particular attention shall be given toward ensuring that both the Community Development neighborhoods and the overall projects are designed so as to be compatible with any agricultural and rural uses that are adjacent to the projects.** This allowance exists because due to the generally larger parcels in this area (compared with Policy Area 2), it will be possible to create wide development setbacks to ensure adequate land use buffers, and additional development will enhance the ability to provide and operate enhanced open space and community amenities.

Some of Policy Area 4 is envisioned to be developed in accordance with the basic land use designation of this area, the Very Low Density Residential land use designation, which allows up to 1 dwelling unit per gross acre. A project proponent will have the option of developing either 1 gross acre lots, or in clusters of lots as small as one-half net acre (20,000 sq. ft. minimum lot size), which are surrounded by belts of parkland, open space, trails, etc.

Development is permitted that results in higher densities in areas designated as Very Low Density Residential, up to 2 dwelling units per gross acre, provided that the following policies are met:

- a) Development of any parcel is permitted where the maximum density is 1 dwelling unit per 2 gross acres. **While individual projects may require, on a case-by-case basis, buffers between them and other existing or proposed land uses, projects proposed in accordance with this policy will be regarded as automatically complying with Policies II.2.C.1) Policy Area Transitions, where Transition Areas occur, and II.2.C.2) Buffers Between Projects, wherever lots of at least two acres gross are proposed directly on relevant project edges. With respect to Policy II.2.C.5), Agriculture Buffers, whenever setbacks under this policy would be required due to a neighboring farmer's intent to continue farming for the**

**foreseeable future, the minimum setback for residential units where they adjoin that agriculture shall be 50'.**

- b) Development of any parcel is permitted where the maximum density is 1 dwelling unit per gross acre, provided that at least 25% of the project site is used for "OSCA" [definition provided in section II.D.1)] - common area landscaping, and community "icon" preservation or establishment, and/or open space, pastureland, polo fields, parks, trails, community facilities, and/or other types of open space-oriented community amenities.
- c) Any project covering at least 160 gross acres, or a quarter-section, will qualify for a residential density of up to 1.5 dwelling units per gross acre, provided that at least 35% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved; but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.
- d) Any project covering at least 160 gross acres, or a quarter-section, will qualify for a residential density of up to 2 dwelling units per gross acre, provided that at least 40% of the site is provided in "OSCA" [definition provided in Section II.D.1)]. **Projects proposing amounts of OSCA between 35% and 40% are permitted shall be eligible to qualify for residential densities between 1.5 and 2.0 dwelling units per acre, in accordance with a sliding scale, whereby for each additional percentage point of OSCA proposed, an additional 0.1 (one-tenth) dwelling unit may be approved.** It is anticipated that at least 160 gross acres would be needed to ensure that such a project could be master-planned in the proper way to adequately incorporate buffer areas, special transition areas, trails, setbacks, and all of the other requirements of the VSR LUCP policies. However, a project covering less than 160 gross acres, but not less than 40 gross acres, is permitted to be submitted and potentially ultimately approved, but the project will be required to comply fully, without exception, with all other policies of the VSR LUCP, regardless of the project's size. Also, special attention will be required to be given to the project's design at and near the project's perimeter, to ensure that it would be compatible with adjacent agricultural and rural / equestrian uses.

## **B. Other Land Use Types**

The Vista Santa Rosa Land Use Concept Plan includes other land use types, in addition to those specified previously for the Policy Areas. Primary among those are three areas: a) Harrison Street, between Airport Boulevard and Avenue 61: Here, adjacent to the Jacqueline Cochran Regional Airport, are planned Business Park, Commercial Tourist, and one Community Center Overlay, allowing for a potential mixed-use Village Center, b) Airport Boulevard, across from Coachella Valley High School and the City of Coachella, and near Harrison Street, are planned High Density Residential and Commercial Tourist uses, **and** c) In the portion of VSR located north of Avenue 52, **and** west of Calhoun Street, is an area planned for Very Low Density

Residential, and east of Calhoun Street, is an area planned for Medium Density Residential, and D) up to 15 acres gross of Retail Commercial are permitted as an overlay over Policy Area 3, and which may be developed as an alternative to Policy Area 3 development, or in some combination with Policy Area 3 development, provided that adequate buffers are provided between commercial uses and nearby residential, agricultural, and rural uses, and schools, in each of the following two areas: 1) the northeast corner of Airport Boulevard and Monroe Street, and 2) the site of the Kennedy Market and the area between that use and the southeast corner of Airport Boulevard and Monroe Street.

In addition, small-scale commercial uses that are specifically oriented to serve the local rural residential and equestrian community, and to provide light-intensity commercial to serve tourists to the area, is permitted anywhere in the VSR LUCP, provided that they are determined to be compatible with surrounding land uses, are designed in a low-key manner that blends in with existing development, agriculture, and/or equestrian facilities nearby, and whose developed areas do not exceed 10.5 acres gross. Some examples of uses that will be appropriate under this policy include: produce stores, farm implement stores, small-scale restaurants, tack shops, small "country" style grocery stores, boutique hotels, "bed and breakfasts," date shops, farmers' markets, and art galleries.

## C. Transitions and Buffers

### 1) Policy Area Transitions

Transitional areas are planned to be provided between Policy Areas 2 and 3, between Policy Areas 3 and 4, and between Policy Area 1 and the existing residential neighborhood to its north. The purpose of these transitional areas is to provide for meaningful setbacks and open space buffers between uses that are often inherently incompatible, but also to provide the opportunity for parkland and landscaped edges between distinctly different areas of the VSR community, to assist in image-making for these areas. **The Transitional Areas will be required to be a minimum average width of 150 feet, with a minimum width of 50 feet.**

Except for large rural residential parcels (2 acres or larger), transitional areas are not appropriate locations for transitional housing types or lot sizes; instead, they are primarily intended to be open space "breaks" between different types of land uses and intensities of land usage.

The Transitional Areas will be required to be provided on the side of such edges where the more intense development would occur, but their precise location may vary due to localized circumstances relating to land usage and circulation. Particularly sensitive uses, such as agriculture (see separate policy, below) and equestrian-oriented uses will generally require the wider Transitional Areas.

Transitional Areas are most particularly suitable as trail routes, but are also appropriate locations for such features as elongate landscaped detention basins, landscaped open space, and golf courses. Transitional Areas may be in either public or private ownership; however, it is intended that at least one trail route inside the Transitional Areas, longitudinally oriented with the Transitional Area, be placed in public ownership.

Where a Transition Area separates Torres-Martinez Tribal Lands from non-tribal lands, the County will consult with the tribe with the goal of ensuring that the Transitional Area is

established in a way that is agreeable to both the County and the tribe, to provide for the best possible level of compatibility with the VSR community, as planned through the VSR LUCP. In the event that the tribe does not agree to assist in the establishment of such a Transitional Area and is planning to establish a use that is more intense than what is planned for the adjacent non-tribal land, the owner of the adjacent non-tribal land will only be required to provide for buffering and varying setbacks as provided for under Policy No. 5, "Protection of Views and View-sheds." If the use proposed on the non-tribal land is more intense than what is planned on the adjacent tribal land, the non-tribal land owner's project will be required to provide for most or all of the Transitional Area, in accordance with the general policies regarding Transitional Areas.

On any side of a project that borders a Transition Area that is not along on near (close enough to be prominently visible) mile-spaced streets (**the streets named after presidents, and** even-numbered avenues), the Transition Area may also include residential equestrian parcels of at least two acres gross, including any portions of planned adjacent trails that would be dedicated to public usage between such lots and the edge of the project.

A Transition Area is also planned along the southerly edge of the existing single-family residential neighborhood, where it adjoins Policy Area 1, located between Jackson and Calhoun Streets. In order to ensure compatible, and where appropriate, complementary development in Policy Area 1 where it adjoins the existing neighborhood, the following policies shall guide development in and immediately near the Transition Area: 1) the Transition Area shall be planned with some combination of the following elements: a mixture of one-story, single-family residential uses on lots no smaller than 7,200 square feet net size; buffering neighborhood or community parks (not sports parks or other outdoor facilities planned for intense use at night, with high levels of lighting), trails (primarily for pedestrians and bicyclists) to connect the existing neighborhood with the uses planned in Policy Area 1, and appropriate neighborhood-oriented public facilities such as libraries, community centers, etc. ; and 2) new local streets shall not be developed that provide through-traffic connections between the existing residential neighborhood and Policy Area 1. Local streets, cul-de-sacs, knuckles, and other street designs that are needed to access single-family residential development, parks, and community facilities, can encroach into the Transition Area from either the north or south, but not connect to provide through north-south traffic routes across this Transition Area.

## **2) Buffers Between Projects**

Buffers are required as needed between projects along the boundaries between land use designations, and often between adjoining projects within the same designation. Buffers are needed to ensure that adjacent land uses will be compatible with each other. Buffers are mostly needed between agriculture and most other land use types (addressed separately below), and between rural and non-rural uses, between Community Development residential uses of differing intensities, and between residential and non-residential projects (such as commercial or industrial). Detention basins designed in an elongate fashion, trail corridors, including Lifestyle Corridors, open space, including parks, and golf courses, rows of trees and shrubs, and very occasionally walls where they do not impair long views (i.e. – away from major streets), and other concepts, are all suitable for use as buffers, depending on the characteristic potential nuisance being buffered. As such, buffers will range from very narrow, to as much as 150 feet wide, or more, and may be combined, as in the case of an adjacent Lifestyle Corridor or park, with other land use types to achieve 150 feet, or more, of separation between uses.

### 3) Compatibility with Area Schools

The Coachella Valley Unified School District (CVUSD) has several existing and proposed school facilities at all levels, K-12, located within and adjacent to the Vista Santa Rosa area. As development occurs in the area in the future, it will be important to ensure that new land uses and the effects of them, such as traffic, are compatible with existing and proposed school facilities.

The proposed VSR LUCP map shows both the CVUSD's current facilities, and currently planned future facilities, at all levels, K-12.

Airport Boulevard, which is adjacent to the Coachella Valley High School (located within the City of Coachella, adjacent to Vista Santa Rosa) is designated as an Urban Arterial (152' ultimate ROW) on the County General Plan's Circulation Element map. The portion of Airport Boulevard westerly of the high school is designated as an Arterial (128' ultimate ROW). Both the Urban Arterial and Arterial designations include raised medians, which are necessary adjacent to the high school, and they will help contain and control traffic in the vicinity of the school in the future as surrounding development occurs.

The planned VSR trail system, which is very extensive, will be coordinated in its development with existing school facilities and those that are proposed. Bicycle, pedestrian, and equestrian access to schools are all important in VSR.

The Airport Boulevard Village Center contains a policy prohibiting retail commercial uses within one-eighth mile of the CVHS campus.

### 4) Compatibility with Jacqueline Cochran Regional Airport

**The eastern portion of the Vista Santa Rosa Land Use Concept Plan is overlain by the Airport Influence Area and several Airport Compatibility Zones associated with the Jacqueline Cochran Regional Airport, which lies nearby, to the east of Vista Santa Rosa. Aircraft activity linked to the airport can result in potential safety hazards and noise complaints today, and those hazards and complaints could increase in the future as the area around the airport, including the portion of Vista Santa Rosa lying within the Airport Influence Area, develops with more residential, commercial, industrial, and other uses in the future. While such development occurs, it is important to ensure both a high level of public safety and comfort, while also ensuring the long-term, continued viability of the Jacqueline Cochran Regional Airport. In order to ensure that these objectives are attained, the policies listed below have been established for development activities in the Airport Influence Area of the Jacqueline Cochran Regional Airport.**

**i. Airport Compatibility Zones B1, C, D, and E affect land use planning and development activities within the boundaries of the Vista Santa Rosa Land Use Concept Plan. Therefore, these zones are superimposed on attached Figure 1: Vista Santa Rosa Area Proposed General Plan Land Use Element, and are hereby incorporated into this plan.**

**ii. Table 2A, entitled "Basis Compatibility Criteria," of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, specifies for each of the**

Airport Compatibility Zones, permitted maximum densities/intensities of residential and other land types of land uses, whether and how much open land is required, prohibited uses, and other requirements for development. Table 2A is hereby incorporated into this plan by reference, and it is attached as Appendix A.

- iii. Residential land uses within the portion of Policy Area 1 that is located within Airport Zone D shall ~~be~~ not be developed with less than five dwelling units per acre.
- iv. Policy Areas 3 and 4 include policies that require new residential units (other than individual dwelling units on existing legal lots and second units) in Airport Compatibility Zone D to either comply with the density criteria of Table 2A (which allows clustered development envelopes of five or more dwelling units per acre, but otherwise restricts density to a maximum of one dwelling unit per five acres, in accordance with Option A below), or with the specifications of Option B or Option C, as stated below.
- v. All “legislative” actions in the Airport Influence Area (Compatibility Zones B1,C,D, and E) shall be submitted to the Airport Land Use Commission for mandatory review , and all major land use actions as defined in the Riverside County Airport Land Use Compatibility Plan within the Airport Influence Area shall be submitted to the Airport Land Use Commission for advisory review.
- vi. All projects ten acres or larger within Airport Compatibility Zone D shall set aside ten percent of land area in “qualified open areas” – areas not less than 300 feet in length and 75 feet in width and free from obstructions, as defined by the Airport Land Use Compatibility Plan, unless the project is located in a development area within which a 50-acre contiguous open space area has been established or is being concurrently established. The “qualified open areas” may include pastures, polo and soccer fields, golf course fairways, drainage easements, and roadways. Trees, light poles exceeding four feet in height, and trash enclosures are not permitted in such open areas.
- vii. At the time of the adoption of the Vista Santa Rosa Concept Plan or sooner, the County shall amend the Eastern Coachella Valley Area Plan to incorporate the current compatibility criteria for Jacqueline Cochran Regional Airport in the plan’s Policy Areas text and tables.
- viii. Schools, lakes, streams, and water features (other than existing water features) will not be permitted to be located in the portion of the east-west Lifestyle Corridor located in Airport Compatibility Zone D, and any commercial and public-use structures and uses that may be located within the east-west Lifestyle Corridor ~~are~~ ~~is~~ required to comply with the person intensity limits specified in the Airport Land Use Compatibility Plan.
- ix. If the property at the northwest corner of 60<sup>th</sup> Avenue and Harrison Street is developed pursuant to the Community Center Overlay, residential densities there shall not be less than five dwelling units per acre.
- x. Airport Compatibility Zone B1 overlays a small area designated Business Park along Harrison Street, between Airport Boulevard and Avenue 58. Airport

Compatibility Zone C overlays an area designated Commercial Tourist southwesterly of the intersection of Airport Boulevard and Harrison Street, and an area designated Business Park along the west side of Harrison Street, northerly of Avenue 58. The intensity of uses in the areas designated Business Park and Commercial Tourist that are overlain by Airport Compatibility Zones B1 and C shall comply with the person intensity limits of the applicable Airport Compatibility Zone, as specified in Table 2A.

- xi. The land use designations of the portions of Policy Areas 3 and 4 within Airport Compatibility Zone D for residential development at densities of 0.5 to 3.0 dwelling units per acre is inconsistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan, in that Airport Zone D prohibits intermediate residential densities greater than 0.2 dwelling units per acre and less than 5.0 dwelling units per net acre, unless special findings are made pursuant to Section 3.3.6 of the 2004 Riverside County Airport Land Use Compatibility Plan. However, the community's overall vision of open space, agriculture, and roadways with wide setbacks to preserve vistas is compatible with appropriate design for residential communities in the vicinity of airports. These types of open areas, collectively, are regarded as "qualified open areas space," for purposes of airport safety landing opportunity purposes, and are described in more detail under Section II.D.1) Open Space and Community Amenities," of this plan.

In reviewing this matter, there are several factors that are unique to the Vista Santa Rosa community as it relates to the Jacqueline Cochran Regional Airport:

- i) The Vista Santa Rosa Concept Plan is built around the concept of "open space-oriented community amenities" and requires minimum proportions of project **acreage average** that must be allocated to such amenities in order for a project with a density greater than one dwelling unit per acre to be approved.
- ii) The Plan was initiated in response to citizen action by residents of Vista Santa Rosa interested in maintaining the rural atmosphere of the community.
- iii) The entire Vista Santa Rosa area lies outside the 55 dB(A) CNEL contour on maps depicting noise contours based on the ultimate activity levels for Jacqueline Cochran Regional Airport .
- iv) The inclusion of Vista Santa Rosa in Airport Zone D (with the exception of the easterly 500 feet) is attributable to Runway 12-30. The standard lateral distance from Runway 17-35 used in demarcating Zones D and E at this airport is 8,000 feet, and only the easterly 500 feet is located within this 8,000-foot lateral distance.
- v) According to the Airport Activity Data Summary of the adopted Airport Land Use Compatibility Plan, Runway 12-30 is expected to account for not more than 10% of annual activity by single engine and twin-engine piston aircraft and not more than 4% of annual activity by twin-engine turboprop aircraft, helicopters, and small business jets.
- vi) The maximum pavement strength of Runway 12-30 is 20,000 pounds, compared with a maximum pavement strength of 174,000 pounds for Runway 17-35. Therefore, it is unlikely that Runway 12-30 would be utilized for air cargo service

in the future.

- vii) The Concept Plan offers an opportunity for the community to be designed in a manner that improves safety in the long term by assuring that, as the community transitions from agricultural to suburban estate residential uses, provision will be made for either a larger proportion of land area available for emergency landing or one large emergency landing area that would be clearly visible to aircraft pilots.
- ix) In light of all of the factors presented above, the Airport Land Use Commission has agreed that there is reasonable justification for consideration of special criteria to be applied when evaluating the proposed intermediate densities within the Vista Santa Rosa community. These special criteria would allow for development at an overall density of 0.2 to 2.5 dwelling units per acre provided that ~~an~~ aviation easements are conveyed to the Riverside County Economic Development Agency as owner-operator of Jacqueline Cochran Regional Airport and that a substantially larger proportion or area of open space is provided.
- x) The alternatives for residential development in the Airport Zone D area are as follows:

OPTION A:

Development at a density of one dwelling unit per five acres, development at an overall density of five or more dwelling units per acre within residential areas, or development within clustered pods of five or more dwelling units per acre (net density of residential planning areas including roads less than 74 feet in width). Such development is subject to recordation of a deed notice and, if the project is 10 acres or larger in area, the required 10% of project acreage in qualified ALUC open area. (Option A is consistent with Table 2A density criteria.)

OPTION B:

Development at an overall density of 0.2 to 1.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an aviation easement is recorded and that not less than 15% of project acreage is dedicated to qualified open areas not less than 75 feet in width and not less than 600 feet in length.

Development at an overall density of 1.5 to 2.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an aviation easement is recorded and that not less than 20% of project acreage is dedicated to qualified open areas not less than 75 feet in width and not less than 600 feet in length.

OPTION C:

Development at an overall density of 0.2 to 2.5 dwelling units per acre may be found consistent pursuant to Section 3.3.6, provided that an aviation easement is recorded. In lieu of dedicating the percentages of open areas specified in OPTION B above, the development may choose to set aside an area of 50 contiguous acres of qualified open area with no linear dimension less than 600 feet, with such qualified open area to be dedicated as open area in perpetuity. Once such an area is set aside for this purpose, this area will meet the open area requirement for up to

**450 acres of development area (excluding that open area) within the portion of Airport Zone D located northerly of 60<sup>th</sup> Avenue.**

**5) Agriculture Buffers**

*Equestrian uses will be considered agriculture uses for the purposes of this section.*

Vista Santa Rosa contains a large amount of agriculture, **which can be either crop or animal-related**, and agriculture is expected to remain important in the area into the foreseeable future. The need for buffering will depend on whether the owner of the lands in agricultural use expects that use to continue in the foreseeable future (i.e. - at least 5 years). Buffers will generally be at least 150 feet wide, depending on the type of use proposed adjacent to agriculture; i.e. – houses or more intense development vs. open space, trails, parks, Detention basins, golf courses, rows of trees and shrubs, and fences, where they do not impair long views. ~~Except where other policies in this plan require even deeper setbacks, the minimum setback for residential units from agriculture that, under the provisions of this section require buffering from residential development on adjacent land, shall not be less than 50' from that agriculture.~~

In the event buffered land converts to land uses other than agriculture, areas within projects that are designated as agricultural buffers are permitted to be converted to other uses, such as residential lots, subject to the other existing requirements in the VSR LUCP.

Riverside County Ordinance No. 625, the “Right-to-Farm” ordinance, provides some protection for agriculture, but that protection is often not sufficient in the face of major residential growth in an area. The County will explore revision of its “Right-to-Farm” ordinance, an extension of the ordinance’s “Notice” area to 1,320 feet from agricultural property, and additional means of disseminating information to the public about its “Right-to-Farm” ordinance, to make the ordinance more effective.

**7) Protection of Vistas and View-sheds**

One of the main elements of the image of Vista Santa Rosa is the openness of this very rural area, which leads to spectacular views of the nearby Santa Rosa Mountains to the south, the Little San Bernardino Mountains to the north, and the open pastoral views of near-at-hand agriculture and rural lifestyles, including farm animals and horses. It is also an area of tall trees, and because of the openness of the area, these trees can often be seen from long distances across the community.

All of this is in contrast to many other areas in the Coachella Valley, where although mountains can usually be seen to some degree, most views of landscaping, walls, buildings, etc. are close-up, and while those views can be beautiful and varied, they do not generally have an open feel to them. In Vista Santa Rosa, it will be important to protect these views and the general feel of openness of the community as development occurs.

Therefore, building setbacks along the primary mile-spaced streets and avenues will be required to be significant enough to help preserve open views. Generally, building setbacks from the future right-of-way constructed curb face of the primary mile-spaced streets shall be a minimum average of 150 feet, but are permitted to vary widely so that architecturally significant buildings, and existing or future “icons,” may occasionally encroach close to the street, to enhance their visibility and profile in the community. The minimum setback from

curb face shall be 50 feet. Areas of setback deeper than 150 feet should be designed to provide open and long views of trails, parks, golf courses, polo fields, and farmland, wherever possible. Straight-line setbacks of all buildings are to be avoided. The resulting highly varied and weaving pattern of setbacks will lend more visual interest to the streets, and to the views between groupings of buildings.

It is recognized that the 150 foot average building setback could present a significant and unreasonable constraint to development on smaller parcels where development would otherwise comply with these Land Use Planning Concept policies. Therefore, flexibility will be granted on a case-by-case basis where the parcel involved is smaller than 10 acres. On smaller parcels, iconic architecture can also be used to justify occasional street encroachments. In any event, on parcels less than 10 acres, setbacks from the face of curb shall vary wherever possible, but it is recognized and accepted that they will mostly be at or near the minimum of 50 feet.

To protect distant views, no part of any single-family residential unit located within 150 feet of any primary mile-spaced street and avenue shall exceed one story in height.

#### **D. Open Space and Community Amenities; Community Icons; Lifestyle Corridors**

##### **1) Open Space and Community Amenities**

Whenever the terms "Open Space and Community Amenities" (OSCA) are used in these Land Use Concept Plan policies, the definitions of this sub-section are intended to apply. OSCA is to include all areas of a project site, other than areas where such is already required by the regular application of standard subdivision and zoning ordinance regulations (example: parkway landscaping in a standard cross-section of an existing general plan road is not included), that would be publicly or quasi-publicly (HOA, for example) owned, and have open space characteristics, as defined herein.

Privately-held properties - agriculture of all types and rural residential parcels 2 acres gross or larger, provided that they are dedicated to such usage on a permanent basis, would count toward the percentages required for "open space and community amenities," for any project for which higher densities are sought in accordance with these policies. Examples of other items that would count toward OSCA include decorative neighborhood landscaping, whether green or natural desert or made-to-appear desert landscaping, elongate landscaped Detention basins, parks, golf courses, community stables **(including a caretaker's residence, which will not count toward a project's overall residential density)**, libraries, pools, tennis courts, including parking areas for them, benches, community gardens, watering troughs, trailhead facilities, and other facilities if determined appropriate. To receive credit for OSCA percentage calculations, they need to be mostly (but not necessarily entirely) visible and must contribute to long or iconic vistas when a project is seen from primary mile-spaced streets.

For projects not located along primary mile-spaced streets, frontage along a trail system or a Lifestyle Corridor presents opportunities for OSCA percentage calculations. Community icons and Lifestyle Corridors, described below, both will generally qualify for OSCA percentage credit.

**"Qualified Open Land" (For Airport Compatibility Zone D application purposes): In the event that a light aircraft is forced to land away from the airport, the risks to the**

people on board can best be minimized by providing as much open land area as possible within the airport vicinity. This concept is based upon the fact that the majority of light aircraft accidents and incidents occurring away from an airport runway are controlled emergency landings in which the pilot has a reasonable opportunity to select the landing site.

i. In order to be classified as “qualified open land,” an area should be:

i) Free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires.

ii) Have minimum dimensions of approximately 75 feet by 300 feet.

ii. Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.

iii. Open land requirements for each compatibility zone are to be applied with respect to the entire zone. Individual parcels may be too small to accommodate the minimum-size open area requirement. Consequently, the identification of open land areas must initially be accomplished at the general plan or specific plan level or as part of large (10 acres or more) development projects.

vi) Clustering of development, subject to the limitations noted below, and providing contiguous landscaped and parking area is encouraged as a means of increasing the size of open land areas.

v) Building envelopes and the airport compatibility zones should be indicated on all development plans and tentative maps for projects located within the influence area of airports covered by this Compatibility Plan. Portraying this information is intended to assure that individual development projects provide the open land areas identified in the applicable general plan, specific plan, or other large-scale plan.

## **2) Community Icons**

Buildings that reflect VSR’s unique character, tall trees, interesting architecture, and even specially adorned gates and neighborhood entry monuments, and open vistas of the Santa Rosa Mountains and Little San Bernardino Mountains are all examples of community icons. Some community icons already exist. Others will be built in the future as part of privately initiated or public projects. It is important to build upon and enhance Vista Santa Rosa’s unique identity as the community develops, so that it does not lose the characteristics that make it special.

Therefore, the preservation, enhancement, and construction of new community icons will all count toward “OSCA” [definition provided in Section II.D.1)] percentage calculations, as described previously.

## **3) Lifestyle Corridors**

As described previously, amid Vista Santa Rosa’s proposed trail network, two specially amenitized, cross-community Lifestyle Corridors are planned. One Lifestyle Corridor will be routed north-south, mid-block between primary mile-spaced streets, from the

northwest corner of Vista Santa Rosa to the southern end of the community. The second Lifestyle Corridor is planned along a traffic-calmed Avenue 58, linking the Olympics event-grade Horse Shows in the Sun (HITS) equestrian training facility, to Lake Cahuilla in the City of La Quinta, thereby providing a linkage to the foot of the Santa Rosa Mountains.

The Lifestyle Corridors would primarily be landscaped trail linkages, for a variety of potential users, connecting the various parts of the community. These corridors would be major elements of community identity, and would be used by equestrians, pedestrians, bicyclists, and golf carts, frequently, for recreation, to visit friends or community facilities, such as schools and libraries, and to access some commercial services compatible with the Lifestyle Corridors such as restaurants, convenience stores, coffee shops, etc., in a pleasant, convenient, recreational manner without having to use a car.

Lifestyle Corridors will generally be a minimum of 50 feet wide, but may very occasionally be narrower, and may flare wider at "portals" to the corridors, such as at crossings of primary mile-spaced streets, where parking, parks, and other facilities may be placed. They should also be wider, wherever possible, at parks and other public and private facilities oriented to outdoor human and equestrian use or open space uses. They can be used to separate inherently incompatible uses, such as commercial vs. residential development or rural residential vs. small lot residential development.

Where they pass by polo fields, farmland, parks, etc., they can also be used to provide the visual feel of even more openness, even though many bordering uses will be private and inaccessible to the general public, and some may not be permanent in nature. Water features, including artificial lakes, streams, and canals, should be incorporated into either the Lifestyle Corridors or adjacent uses, wherever possible.

While through-trail systems will need to be owned and managed by public agencies, some portions of the Lifestyle Corridors and many of the uses along them should be private in nature, wherever possible, to minimize the public costs associated with building and maintaining the corridors, and to ensure that there are a wide variety and number of potential users sited along them. Also, to contain maintenance costs, grass, shrubs, and the incorporation of existing mature trees shall be employed wherever possible.

While the corridors have generally been proposed along existing 50' wide drainage easements, their location is not intended to be fixed. In fact, it would be desirable for them to meander as they travel through the community. Quiet and road-related safety, though, are major objectives. Therefore, for the north-south corridor, its location can vary, but should never encroach laterally closer than 1/8 of a mile to a primary mile-spaced street.

The following are examples of some of the types of public uses that could be sited along or near (within 1/8 mile to 1/4 mile) Lifestyle Corridors: Community gardens, neighborhood and community parks, community pools, recreation centers, community centers, senior centers, libraries, schools, golf courses, tennis courts, water fountains and water troughs (for horses), lakes and streams, decorative landscaping, iconic existing trees, including date groves or portions of them, where development occurs, non-motorized (except for electric golf carts) trails of all types, trailheads, benches, and restrooms.

The following are examples of some of the types of private uses that could occur along Lifestyle Corridors: community stables, tack shops, restaurants (including specialty coffee shops), convenience stores, offices, low, medium, and high density residential uses, and large and small-parcel rural residential uses and agriculture, provided that there is adequate buffering of them from incompatible uses.

Lifestyle Corridors will be developed in conjunction with adjacent development proposals, and may be built off-site of, or in advance of, development, for "OSCA" [definition provided in Section II.D.1)] percentage calculations credit.

**From:** CR72246@aol.com [mailto:CR72246@aol.com]  
**Sent:** Friday, June 13, 2008 12:00 PM  
**To:** District1; District2; District3; District4; District5  
**Cc:** COB; Jolliffe, Jerry  
**Subject:** Vista Santa Rosa Land Use Concept Plan--6/17/08 Agenda Item 3.41

*Charles F. Rechlin*

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June 13, 2008

Board of Supervisors  
County of Riverside  
4080 Lemon Street  
Riverside, CA 92501

Re: Vista Santa Rosa Land Use Concept Plan—June 17, 2008 Agenda Item 3.41

Gentlemen:

As a member of the Vista Santa Rosa Planning Task Force, I am writing to urge your approval of the Vista Santa Rosa Land Use Concept Plan, in the form it was presented to the Planning Commission by the Planning Department staff at the Commission's May 14, 2008 workshop held in La Quinta (LUCP). I further urge you to reject the amendments to the LUCP (Commercial Overlay Amendments) added to the text of the LUCP after that workshop and made public only yesterday.

A resident and landowner in VSR since 2003, I have actively participated in the land use planning process, not only serving on the Task Force, but working with the members and staff of the numerous governmental bodies charged with planning in the County and in neighboring cities, and taking part in neighborhood gatherings and "town hall" meetings at which the future development of the community has been discussed and debated. I have been delighted that, as a result of a two-year cooperative effort, the Task Force has succeeded in articulating a shared vision for VSR, and crafting an effective plan to implement that vision.

Although necessarily involving compromises, I believe the LUCP reflects the best thinking, and has the strong support, of the overwhelming majority of VSR stakeholders—residents, landowners and developers alike. This is because, while facilitating orderly residential and commercial development, the LUCP also protects and enhances the community's special agricultural and equestrian lifestyles, preserving its largely rural character for future generations. As noted by several members of the Airport Land Use Commission (ALUC) in approving the LUCP's consistency with its

policies, the plan is unique in being a genuinely “bottom-up” initiative forged by those within the community, rather than by those outside of it.

As you know, the incomplete nature of the VSR land use policies set forth in the 2003 General Plan has produced a project-by-project, tract map-by-tract map planning process for the community which has not only proved frustrating to residents and landowners having long-term commitments to VSR, but has encouraged neighboring cities to pursue strategies of “piecemeal” annexation that take scant, if any, account of the long-range planning interests of our community. By adopting the LUCP, the Board can at last send an unambiguous message that VSR now has clearly-articulated, comprehensive, community-based land use plan, which must be given an opportunity to work.

In this regard, I believe it is critical that the Board maintain the consistency and integrity of the LUCP by adopting it as it was presented by the Planning Department staff to the Planning Commission and the public at the May 14 workshop, which was in all material respects the form it was approved by the Task Force and the VSR Community Council, and amended to ensure consistency with ALUC policies. I specifically urge the Board to reject the Commercial Overlay Amendments, appearing under “II. Land Use Policies--B. Other Land Use Types” in the text submitted by the Planning Department staff, which would permit (a) development of up to 15 acres of retail commercial near the corner of Monroe Street and Airport Boulevard, and (b) increase the allowance for small neighborhood commercial uses elsewhere in VSR from five to ten acres. These changes represent proposals by certain Task Force members to make patchwork amendments to the LUCP for the sole purpose of benefiting private landowners they represent. They would give permission to create an amorphous commercial “gateway” to VSR, as well as other large-scale shopping plazas in the community, which would be entirely inconsistent with both the central “Village Center” concept underlying the LUCP and with the primarily rural character of VSR. (The defects of the Commercial Overlay Amendments are more fully discussed in the letter to the Board of Ellen Lloyd Trover, which I wholly endorse.) If VSR is ever to free itself of the type of project-specific, “flavor-of-the-month” planning it has experienced since 2003, incomplete, hastily-conceived amendments of this type must be rejected.

As always, I appreciate the support Supervisor Wilson and the other Board members have given to the Task Force’s efforts over the past two years.

Sincerely,

CHARLES F. RECHLIN

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**Rector, Kimberly**

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**From:** Ellen Lloyd Trover [etrover@yahoo.com]  
**Sent:** Friday, June 13, 2008 10:47 AM  
**To:** COB  
**Subject:** 6/17; Agenda Item 4.31

The following is a letter being emailed to each Supervisor; I will hand deliver a copy to the Board on Tuesday:

Riverside County Board of Supervisors  
 RE: June 17, 2008, Agenda item 3.41: Vista Santa Rosa Land Use Concept Plan

Dear Supervisor Buster, Tavaglione, Stone, Wilson & Ashley (respectively):

While I fully support the work of the Vista Santa Rosa Task Force, I am opposed to the addition of 15 acres of retail commercial on the corners at Airport Blvd. & Monroe Street; this text is located in **II. Land Use Policies, B. Other Land Use Types**, first paragraph **D** (lines 9-16 on page 11), and as indicated by the green text on page 11 of the "color version," in response to comments by Planning Commissioners.

I wish to note that the Task Force spent hundreds of hours studying the issues and had intimate familiarity with the community and the physical characteristics of the area. With all due respect to the two Planning Commissioners who made this suggestion, they have not had the same opportunities and knowledge.

I have also met with Gilbert Ramirez Jr., owner of Kennedy Market, who advises me that he is withdrawing from the larger development. I support improvements on the Kennedy Market property, but oppose larger commercial development(s) as proposed, for the following reasons:

- 1) Enlargement/improvement of the Kennedy Market, a local institution of long standing, is entirely consistent with the VSR Land Use Concept Plan, encouraging rural/tourist friendly commercial of up to 5 acres (I have advised Gilbert that my support is conditional upon his resolving any code issues);
- 2) Development on the southeast corner would be within 1000 feet of a school and unable to have sales of tobacco and alcohol; unfortunately, it is an economical reality that such sales are necessary for commercial areas to be viable;
- 3) Larger commercial developments are inconsistent with the Plan that the Task Force developed; the proponents of this type of development raised the issue at the last task force meeting and met with opposition from resident and long-term landowners on the task force;
- 4) Specifically, the task force did not endorse commercial in this location; indeed, at its last meeting John Pedalino, representing the owner of the land on the northeast corner, pointed out that they had withdrawn their earlier proposal for commercial at Airport & Monroe because it was not consistent with the goal of the Plan. In response to the request for retail on the southeast corner, they are now pursuing commercial on the northeast corner;
- 5) Approving these commercial areas will encourage further proposals for "strip malls," destroying the

land use plan; we all know that scattered commercial development has been a death knell to our country's inner cities. Rather than repeating that mistake, the County's Village/Town Center mixed-use concept would focus commercial development and promote its long-term viability;

6) The Plan encourages mixed-use Village Centers, consistent with the County General Plan; the proposals for Monroe & Ave. 58, as well as the principal VSR Village Center, are for exactly that; these 15 acre retail commercial areas are not mixed-use. Breaking from the Plan and establishing one or more commercial centers will effectively stifle development of the Village Centers, at best leaving them as higher density residential, not "smart planning;"

7) Indeed, I believe this development will effectively "kill" small tourist/rural commercial, as stores such as national chains would be in direct competition with the convenience store aspect of local stores;

8) The argument that it would provide a "Gateway" to the community seems rather stretched. Airport Blvd. ends one mile east at Madison Street at a back gate to PGA West. The eastern corners of Ave. 54 & Monroe would seem to be more of a gateway, in that Ave. 54 is the direct connection between Jefferson Street (a major thoroughfare, where it ends by Silver Rock Resort & the main entrance to PGA West) and the Augustine Casino. Christian Neuman owns the southeastern corner of Ave. 54 & Monroe St., and my family owns the northeastern corner; neither of us have sought commercial overlays (& hence increased value) for our corners as we have been working within the Plan and the goals of the community.

I understand the goal of developers/speculators who want to profit from development in our community, but my family and I are in this community for the long-term, and we want to see a reasonable long-term planning effort that will make the VSR of the future as beautiful as it was 50 years ago.

Thank you for your continuing efforts on behalf of our County and the community of Vista Santa Rosa,

Respectfully Submitted,  
Ellen Lloyd Trover

cc: this letter is being sent to each Supervisor; to the Clerk of the Board; Jerry Jolliffe, Deputy Planning Director