Palo Verde Valley Area Plan

Revised: December 8, 2015

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General Plan Amendments adopted since 12/31/09
- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;

Palo Verde Valley Area Plan

Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of The Palo Verde Valley Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

"Riverside County is a family of special communities in a remarkable environmental setting."

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer are almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:

“

Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.

★

Factoids: interesting information about Riverside County that is related to the element

☞

References: contacts and resources that can be consulted for additional information

Definitions: clarification of terms and vocabulary used in certain policies or text.

The Palo Verde Valley Area Plan guides the evolving character of this expansive agricultural and desert area. This eastern rampart of unincorporated Riverside County focuses on the mighty Colorado River and is anchored by the City of Blythe. The Palo Verde Valley Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision. The County of Riverside Vision details the physical, environmental, and economic qualities that the County of Riverside aspires to achieve by the year 2020. Using that Vision as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Palo Verde Valley Area Plan, on the other hand, provides customized direction specifically for this easternmost reach of Riverside County.

The Palo Verde Valley Area Plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the future of this area to understand the physical, environmental, and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing the planning area. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the City of Blythe. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While some of these designations reflect unique features found in the Palo Verde Valley, certain special policies are still necessary to address unique issues here. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. The Plan also describes relevant transportation issues in the Circulation section. The key to

understanding the valued open space network is described in the Multipurpose Open Space section. There are both natural and manmade hazards to consider, and they are spelled out in the Hazards section.

It is important to understand that the incorporated City of Blythe, located entirely within the Palo Verde Valley planning area, is not covered by this plan. It is governed by its own general plan and zoning. Nevertheless, city/county coordination is a critical component of this Plan.

The Palo Verde Valley planning area is a gateway between Riverside County and points east. Being directly adjacent to the State of Arizona, the Palo Verde Valley planning area plays a pivotal role in the access connections and impressions for the huge number of people entering Riverside County from the east. The Palo Verde Valley Area Plan seeks to capture and capitalize upon, not only the special qualities of the land, but its strategic location as well.

The physical setting and location of the Palo Verde Valley define the planning area's uniqueness and identity. The rugged desert and Colorado River combine to define the development and land uses here. The Colorado River and its historic floodplain provide fertile soils and a steady water source for one of the most productive agricultural areas in the state. Not only that: the River is a major recreational feature and tourist draw, renowned throughout the greater Southwest. Development in the unincorporated areas is concentrated around the City of Blythe, along Interstate 10 leading west, and along the Colorado River.

It is important to note that data in this area plan is current as of March 23, 2010. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Palo Verde Valley.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Environmental Setting. The Palo Verde Valley planning area includes a large valley that is situated between the Palo Verde Mesa to the west and the Colorado River to the east. The unique mesa, valley, and river combination creates distinct ecosystems within the planning area because the dry, arid mesa contrasts with the fertile river valley. The character of the area is reflected by the prominence of the Open Space-Rural and Agriculture land use designations here.

Colorado River. The Colorado River is both an asset to and opportunity for the Palo Verde Valley planning area. The River is the basis for the powerful agricultural economy in the Palo Verde Valley, a region-wide recreational draw, and a natural biological resource. The area plan land use designations and the Recreational Policy Area reinforce the long-term value of the Colorado River.

Agricultural Lands. The agricultural lands found in the Palo Verde Valley planning area were created by periodic floods from the Colorado River. Agriculture is the major economic activity here. The agricultural lands are preserved for the business of agriculture and the character in the Palo Verde Valley planning area.

Location

The strategic location of this area is clearly evident in Figure 1, Location. Interstate 10 stretches out of the Valley and into the seemingly endless desert to the west and winds more steeply into the Arizona desert to the east. Down river, the Palo Verde Valley planning area borders Imperial County to the south. Desert lands border the area to the north and west. This is emphasized by the fact that the Palo Verde Valley Area Plan does not share a border with any other area plan in Riverside County. Figure 1, Location, depicts the incorporated City of Blythe, as well as other significant features in the area.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. The Palo Verde Valley's portion of that setting is defined by the huge expanses of desert and agricultural croplands, a landscape ignored by many, but appreciated by those who understand the richness of this land. This point is magnified by the stark contrast between fertile, highly irrigated agricultural lands and the arid desert to the west and north. The Colorado River, almost a startling presence as one approaches from the east or west, forms the eastern border of the State of California, Riverside County, and the Palo Verde Valley Area Plan. The River's meandering path forms not only interesting topography, but offers a remarkable natural resource and a recreational attraction as well. These defining features are shown on Figure 2, Physical Features.

Setting

Though the entire planning area lies within the Sonoran Desert, the eastern half of this area is basically a lush, flat valley floor created by the continuous flooding of the Colorado River. It is a stark contrast to the sand and rock dominated western half of this planning area. While the western portion is arid, the eastern half is patterned and colored by a constantly changing array of cultivated crops. Even though the east is predominantly agricultural in

nature, it contains the majority of development, including resort development along the Colorado River. The incorporated City of Blythe is located in this half of the planning area and provides the only significant concentration of urban/suburban development. In a notable departure from the eastern floodplain, rougher desert mountains emerge to the north in the form of the Big Maria Mountains. Even the sparsely populated western desert area is punctuated by rugged peaks. A sharp accent to this sparseness is provided by the Chuckwalla and Ironwood Prisons, interestingly enough, located within a non-contiguous portion of the City of Blythe.

Unique Features

The Palo Verde Mesa and Valley

The planning area is shaped in part by an elevated mesa that roughly divides the terrain into two distinct halves. The western half consists of this elevated mesa, which is part of the rugged Sonoran Desert. The eastern half is a valley formed by the Colorado River. Flooding has left alluvial soil rich in nutrients and accessible to a supply of water for irrigation. The relatively slight changes in elevation and natural conditions between mesa and valley account for considerably distinct environmental and development characteristics.

Agricultural Lands

The Palo Verde Valley is one of the richest agricultural regions in California. The soils, deposited over the eons by the Colorado River, are considered prime agricultural lands of statewide importance. Irrigation for the crops is provided by Palo Verde Irrigation District channels using Colorado River water.

Colorado River

The Colorado River provides both a riparian and recreational resource for the region. It is a source of water for agriculture and a substantial recreational and tourist draw. In the future, it may serve as a catalyst for specialized development. Residents and tourists alike already enjoy a number of recreational pursuits, such as fishing, water sports, nature walks, bird watching, and other activities a river of this consequence affords. Its value is indicated by the location of five river-oriented county parks, as well as a number of recreational vehicle (RV) and camping facilities.

Mountains

The Big Maria, McCoy, and Mule mountains surrounding the Palo Verde Valley are rugged visual landmarks that accent the area's environment. Their stark presence is accented by the fact that there are no foothills, just steep rock structures that jut out of the surrounding mesa. They form a backdrop that helps to create a natural boundary between the vegetation rich valley and the surrounding desert areas.

☞

Riparian habitats are water-dependent ecosystems characterized by rich and diverse groups of plant and animal species. A valuable community resource, riparian ecosystems play a key role in reducing flood peaks, and enhancing water quality, soil stability, and groundwater replenishment. Riparian areas also provide important open space and recreational opportunities.

Intaglios

A unique element of the remarkable environmental setting in this area was created by the activities of early civilizations. The Blythe Intaglios or "Giant Figures," are geoglyphs located on a terrace above the Colorado River a few miles north of Blythe. These giant intaglios include human figures more than 60 feet long, a mountain lion, and a geometric pattern. Made by Yuman speaking tribes, geoglyphs such as these were used during ritual pilgrimages made along the Colorado River between the Land of the Dead, to the south, and the more northerly Place of Creation. Intaglios were created at the locations of mythic events, and were intended to portray the legendary beings whose actions occurred at these spots. Now these striking creations are a protected tourist attraction and a powerful cultural artifact.

Blythe Airport

Located in the center of the Palo Verde Valley planning area adjacent to Interstate 10, Blythe Airport is the only public airport serving the portion of Riverside County easterly of the Coachella Valley. The 3,094-acre facility is a general aviation airport that is owned by Riverside County and has two runways situated in a north-south and east-west direction. This public facility is often used as a base for crop spraying operations, flight rental, and flight instruction.

As shown in Figure 4, Overlays and Policy Areas, an Airport Influence Area surrounds the airport. Land uses, concentrations of population, and height of proposed development within this airport influence area are restricted in certain areas. For more information on the Blythe Airport Influence Area and its policies, see the Policy Areas section of this area plan and the Airport Land Use Compatibility Plan for Blythe Airport in Appendix L-1.

Unique Communities

A "Asphere of influence" is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

Nicholls Warm Springs/Mesa Verde

The residential community of Nicholls Warm Springs/Mesa Verde is located immediately south of the Blythe Airport. This community is mainly composed of single- family dwellings and mobile homes.

Ripley

Ripley is located in the Palo Verde Valley south of Blythe. Ripley is an agricultural community based on agricultural uses and shipping. Ripley is built around the Atchison Topeka & Santa Fe (AT&SF) railroad line.

Incorporated Cities

The City of Blythe, incorporated in 1916, is the focus of development in the Palo Verde Valley. As of 2009, the City of Blythe encompasses an area of over 27.2 square miles and has a population of 21,329.

East County - Desert Area

Big Maria Mountains

McCoy Mountains

95

6TH AVE

LOVEKIN BLVD

10TH AVE

COMMUNITY OF EAST BLYTHE

CITY OF BLYTHE

BROADWAY

DONLON ST

14TH AVE

COMMUNITY OF CHUCKWALLA VALLEY

COMMUNITY OF MESA VERDE

10

BLYTHE AIRPORT

COLORADO RIVER

CITY OF BLYTHE

COMMUNITY OF WILLEYS WELL

LOVEKIN BLVD

COMMUNITY OF RIPLEY

CHUCKWALLA VALLEY AND IRONWOOD STATE PRISONS

78

28TH AVE

COMMUNITY OF PALO VERDE

La Paz County Arizona

Mule Mountains

Imperial County

Data Source: Riverside County

Highways

Area Plan Boundary

City Boundary

Waterbodies

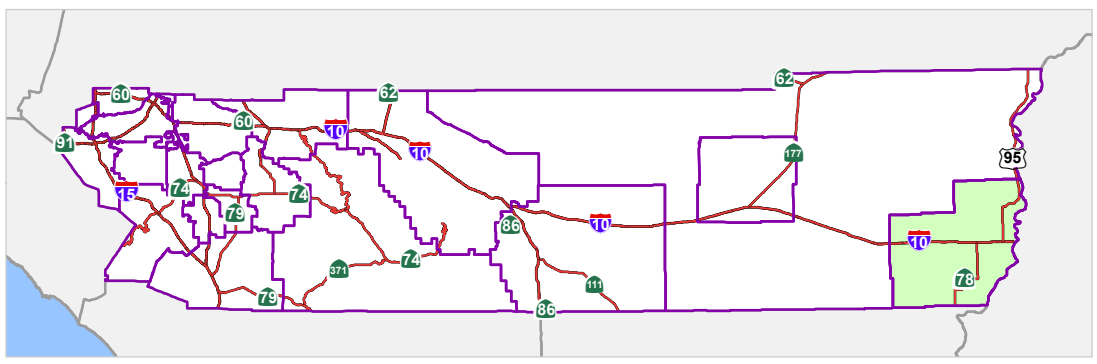

Figure 1

December 8, 2015

0 2.5 5 Miles

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RIVERSIDE COUNTY PLANNING DEPARTMENT

BOARD of SUPERVISORS Riverside County California

PALO VERDE VALLEY AREA PLAN LOCATION

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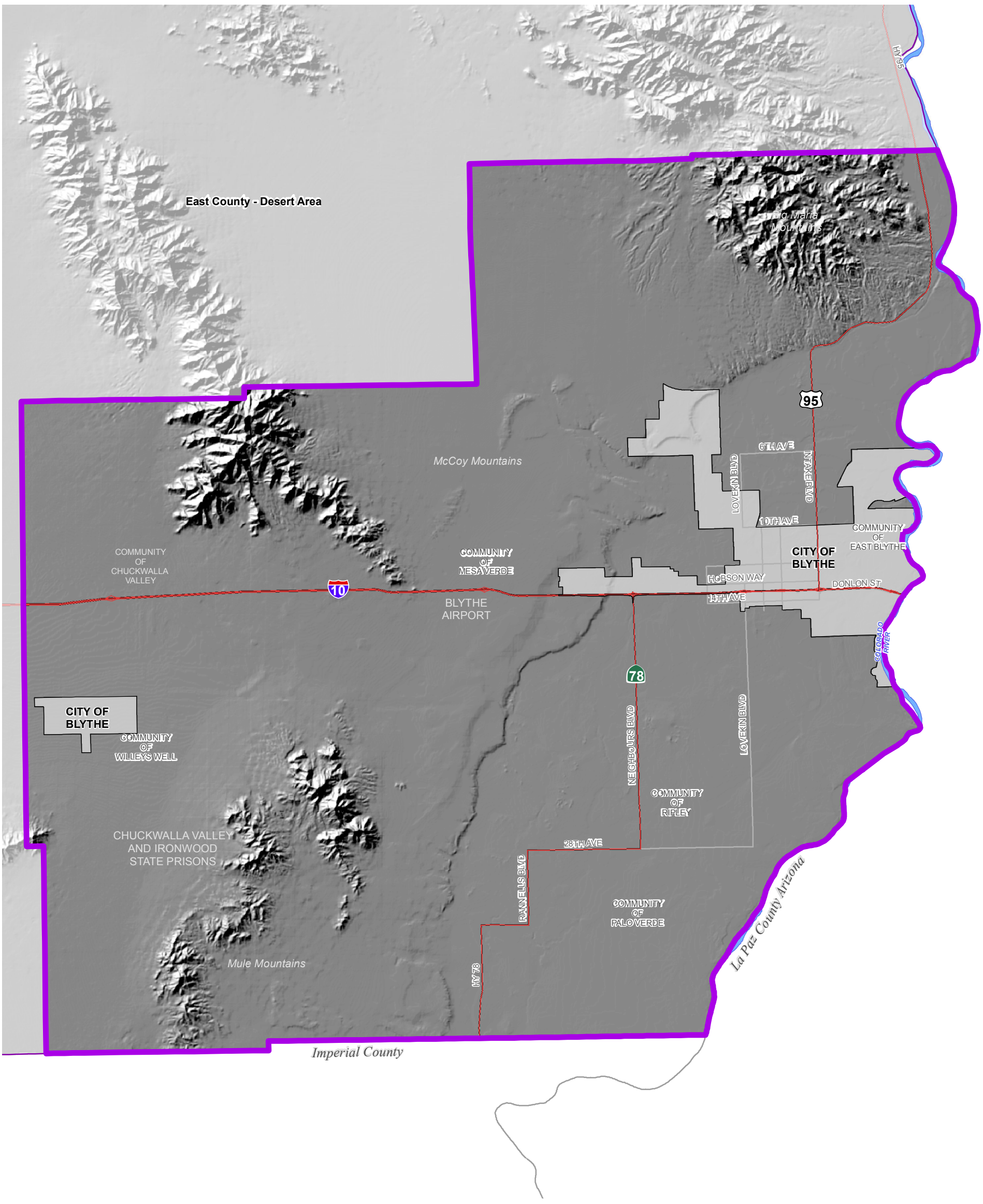

Data Source: Riverside County

Highways

Area Plan Boundary

City Boundary

Waterbodies

Figure 2

December 8, 2015

Miles

0 2.25 4.5

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BOARD OF SUPERVISORS Riverside County California

PALO VERDE VALLEY AREA PLAN PHYSICAL FEATURES

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The City of Blythe represents the only significant urban area in the region. The Chuckwalla and Ironwood State Prisons, located approximately 15 miles west of Blythe, are a non-contiguous island of the City of Blythe. The prisons are one of the major sources of employment in the Palo Verde Valley and consist of two facilities (Ironwood and Chuckwalla), which, combined, house approximately 5,800 inmates and employ a staff of approximately 1,800.

The City of Blythe's sphere of influence extends roughly from Second Street on the north, to Fifteenth Avenue on the south, and from the Colorado River on the east to approximately the western boundary of the Blythe Airport.

Land Use Plan

The Land Use Plan focuses on preserving the unique features found only in the Palo Verde Valley planning area and, at the same time, accommodating future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Palo Verde Valley Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this planning area. The Plan is organized around 22 Area Plan land use designations. These area plan land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community, and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. A constant theme through which all of these factors were viewed was the desire to reinforce the Riverside County Vision and its related planning principles wherever possible. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Palo Verde Valley Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population and employment capacities.

> *"Each of our rural areas and communities has a special character that distinguishes them from urban areas and from each other. They benefit from some conveniences such as small-scale local commercial services and all-weather access roads, yet maintain an unhurried, uncrowded lifestyle."*
>
> *- RCIP Vision*

> *"The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its sustainability is reinforced by strong open space and urban development commitment provided for in the RCIP Vision."*
>
> *-RCIP Vision*

Land Use Concept

> *"Long a major foundation of our economy and culture, agriculture remains a thriving part of Riverside County. Riverside County remains a major agricultural force in California and the global market."*
>
> *- RCIP Vision*

The eastern portion of the Plan is intended to preserve the agricultural character and the rich economic base of the Palo Verde Valley. Community Development residential designations allowing more than two dwelling units per acre are limited to the communities of Mesa Verde and Ripley, a few small pockets adjacent to the City of Blythe, and two areas north of Blythe along the Colorado River. A considerable amount of land is designated Light Industrial. The land use plan also allows for limited development of appropriately designed recreational resorts along the Colorado River to respond to expanded tourist and recreational draw.

Rural community land use designations are proposed near Interstate 10 and along major roads proceeding north and south.

The western half of the Land Use Plan maintains the sparsely populated, rugged desert and mountain character of the Palo Verde Mesa. There is some potential for commercial uses at the intersection of Interstate 10 and Wiley's Well Road, which is the main access to the prisons. Blythe Airport is accommodated and enhanced to provide an economic magnet with the inclusion of the Business Park and Commercial Retail land use designations. The Nicholls Warm Springs/Mesa Verde community is accommodated immediately south of the airport.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2,3,4]	Notes
Agriculture	Agriculture (AG)	10 ac min.	• Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. • One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	• Single-family residences with a minimum lot size of 5 acres. • Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. • Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2,3,4]	Notes
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	• The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	• Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	• Recreational uses including parks, trails, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	• One single-family residence allowed per 20 acres. • Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	• Mineral extraction and processing facilities. • Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes .
	Very High Density Residential (VHDR)	14 - 20 du/ac	• Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	20+ du/ac	• Multi-family dwellings, includes apartments and condominium. • Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	• Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2,3,4]	Notes
Community Development	Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses .
	Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	• Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	• Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	• Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed Use Planning Area		• This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	• Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	• Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	• The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. • The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. • In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	• This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	• Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	• Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot

size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

Table 2: Statistical Summary of Palo Verde Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS[1]		
	ACREAGE[5]	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS[6]				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	113,352	5,668	16,153	5,668
Agriculture Foundation Sub-Total:	*113,352*	*5,668*	*16,153*	*5,668*
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	2,375	356	1,015	*NA*
Rural Mountainous (RM)	0	0	0	*NA*
Rural Desert (RD)	2,192	110	312	*NA*
Rural Foundation Sub-Total:	*4,567*	*466*	*1,327*	*0*
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	531	186	530	*NA*
Very Low Density Residential (RC-VLDR)	1,644	1,233	3,513	*NA*
Low Density Residential (RC-LDR)	20	30	86	*NA*
Rural Community Foundation Sub-Total:	*2,195*	*1,449*	*4,129*	*0*
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	49	*NA*	*NA*	*NA*
Open Space-Conservation Habitat (OS-CH)	0	*NA*	*NA*	*NA*
Open Space-Water (OS-W)	1,062	*NA*	*NA*	*NA*
Open Space-Recreation (OS-R)	134	*NA*	*NA*	20
Open Space-Rural (OS-RUR)	154,193	3,855	10,986	*NA*
Open Space-Mineral Resources (OS-MIN)	0	*NA*	*NA*	0
Open Space Foundation Sub-Total:	*155,438*	*3,855*	*10,986*	*20*
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	19	7	19	*NA*
Very Low Density Residential (VLDR)	29	22	62	*NA*
Low Density Residential (LDR)	6	9	26	*NA*
Medium Density Residential (MDR)	324	1,133	3,229	*NA*
Medium-High Density Residential (MHDR)	303	1,972	5,620	*NA*
High Density Residential (HDR)	31	336	956	*NA*
Very High Density Residential (VHDR)	0	0	0	*NA*
Highest Density Residential (HHDR)	0	0	0	*NA*
Commercial Retail[2] (CR)	45	*NA*	*NA*	673
Commercial Tourist (CT)	120	*NA*	*NA*	1,964
Commercial Office (CO)	0	*NA*	*NA*	0
Light Industrial (LI)	994	*NA*	*NA*	12,779
Heavy Industrial (HI)	0	*NA*	*NA*	0
Business Park (BP)	129	*NA*	*NA*	2,101
Public Facilities (PF)	3,849	*NA*	*NA*	3,849
Community Center (CC)[3]	0	0	0	0
Mixed Use Planning Area (MUPA)	0	0	0	0
Community Development Foundation Sub-Total:	*5,849*	*3,479*	*9,912*	*21,366*
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	281,401	14,917	42,507	27,054

LAND USE	AREA	STATISTICAL CALCULATIONS[1]		
	ACREAGE[5]	D.U.	POP.	EMPLOY.
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	17,429	---	---	---
Indian Lands	1,058	---	---	---
Freeways	141	---	---	---
Other Lands Sub-Total:	*18,628*			
TOTAL FOR ALL LANDS:	300,029	14,917	42,507	27,054
SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.				
OVERLAYS AND POLICY AREAS				
POLICY AREAS[4]				
Wiley's Well Road	78	---	---	---
Colorado River	4,199	---	---	---
Blythe Airport Influence Area	22,290	---	---	---
Total Area Within Policy Areas:[4]	*26,567*			
TOTAL AREA WITHIN SUPPLEMENTALS:[5]	26,567			

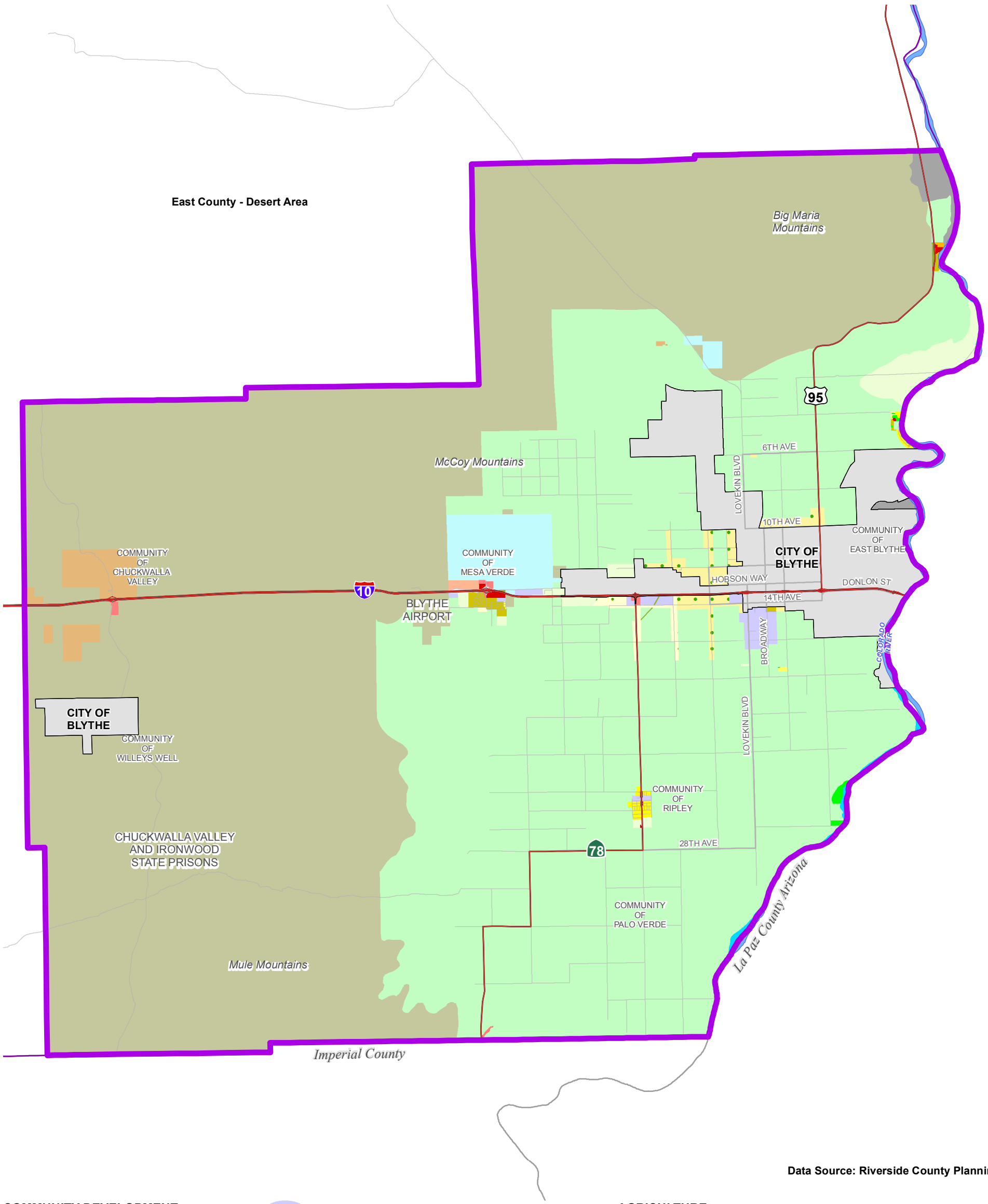
FOOTNOTES:
1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
4 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
5 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
6 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

Policy Areas

A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries for the three Palo Verde Valley policy areas are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

Policy Areas

Three policy areas have been designated within the planning area. In some ways, these policies are even more critical to the sustained character of the Palo Verde Valley planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, with the exception of the Blythe Airport Influence Area boundary, shown on Figure 4, Overlays and Policy Areas, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.



Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Estate Density Residential
- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Commercial Retail
- Commercial Tourist
- Light Industrial
- Business Park
- Public Facilities

RURAL COMMUNITY

- Rural Community - Estate Density Residential
- Rural Community - Very Low Density Residential
- Rural Community - Low Density Residential

RURAL

- Rural Residential
- Rural Desert

AGRICULTURE

- Agriculture

OPEN SPACE

- Conservation
- Open Space Recreation
- Open Space Rural
- Water

MISCELLANEOUS

- Tribal Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 3

December 8, 2015

Miles
0 2 4

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.

PALO VERDE VALLEY AREA PLAN LAND USE PLAN

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Colorado River

The Colorado River is a major recreational/tourist attraction and a notable economic asset. A special policy area applies to the land adjacent to the river, both northerly and southerly of the City of Blythe. The intent is to allow commercial tourist developments such as river-oriented hotels, fishing camps, resort parks, campgrounds, marinas, golf courses, and restaurants to serve the recreation/tourist industry, along with residential developments that would provide opportunities for second homes and/or housing to accommodate employees of these facilities. In accommodating these activities, it is essential to recognize the critical need to incorporate sensitive design that respects the value of the river, provides for public access to, and views of, the river, and maintains compatibility with wildlife and resource protection values.

★

PVVAP = Palo Verde Valley Area Plan Policy

Policies:

PVVAP 1.1 Allow land adjacent to the Colorado River to be used for recreation-based tourist purposes to promote economic activity within the Palo Verde planning area. Uses such as hotels, restaurants, small retail shops, marinas, fishing camps, resorts, recreational vehicle parks, and campgrounds could potentially be allowed on lands not subject to Land Conservation (Williamson Act) Contracts in order to serve the tourist population.

PVVAP 1.2 Adhere to the guidelines set forth in the Land Use section of this Area Plan regarding recreational vehicle park development within the Colorado River Policy Area.

PVVAP 1.3 All proposed developments in this area requiring CEQA (California Environmental Quality Act) analysis shall be reviewed for compatibility with City of Blythe Colorado River Corridor Plan, or, in the absence of such Plan, City of Blythe standards for development along the Colorado River.

PVVAP 1.4 Notwithstanding the Agriculture and Rural designations of properties in this area, any proposal to establish planned communities in this area pursuant to a Specific Plan of Land Use shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administrative Element, provided that:

a. The overall density of the project (including commercial, open space, and recreational areas) does not exceed one dwelling unit (excluding vacation recreational vehicle spaces and hotel/motel rooms) per acre.

b. The project provides for a riverside scenic roadway and/or pedestrian and bike trail system.

c. The project provides for protection of structures for human occupancy from flooding under 100-year storm events and mitigates geologic hazards to the satisfaction of the County of Riverside.

d. The project does not include any industrial or polluting uses (excluding utility and infrastructure facilities such as water and sewer facilities to serve project residents and visitors).

e. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

PVVAP 1.5 The exemption from the eight-year limit and other procedural requirements applicable to Foundation Component amendments shall also apply to areas of the planned community extending beyond the boundaries of the mapped Colorado River Policy Area, provided that such areas lie not more than two miles westerly of the river. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

Wiley's Well Road

The area adjacent to Interstate 10, west of Nicholls Warm Springs and north of the state prisons, could accommodate tourist commercial uses. This designation is intended to accommodate retail and service commercial activities that serve the traveling public. Service stations, restaurants, markets, and convenience stores are typical uses that would be allowed in this designation.

Policies:

PVVAP 2.1 Allow land uses that serve nearby residents and travelers, such as service stations, markets, and restaurants, to develop at the intersection of Interstate 10 and Wiley's Well Road.

Blythe Airport Influence Area

The Blythe Airport is located west of the City of Blythe adjacent to Interstate 10. The boundary of the Blythe Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, Blythe Airport Influence Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Blythe Airport). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

PVVAP 3.1 To provide for the orderly development of Blythe Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Blythe Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual development projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The two specific plans located in the Palo Verde Valley planning area are listed in Table 3, Adopted Specific Plans in Palo Verde Valley Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in Palo Verde Valley Area Plan

Specific Plan	Specific Plan #
River City	136
Riverview Ranch	175

Source: County of Riverside Planning Department.

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Blythe Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac)[1]	Other Uses (people/ac)[2]			Req'd Open Land[3]	Prohibited Uses[4]	Other Development Conditions[5]
			Aver-age[6]	Single Acre[7]	with Bonus[8]			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remain-ing	• All structures except ones with location set by aeronautical function • Assemblages of people • Objects exceeding FAR Part 77 height limits • Storage of hazardous materials • Hazards to flight [9]	• Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Places of worship • Bldgs with >2 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses [10] • Aboveground bulk storage of hazardous materials[11] • Critical community infrastructure facilities [12] • Hazards to flight [9]	• Locate structures maximum distance from extended runway centerline • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings [13] • Airspace review required for objects >35 feet tall [14] • Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	• Same as Zone B1	• Locate structures maximum distance from runway • Minimum NLR of 25 dB in residences (including mobile homes) and office buildings[13] • Airspace review required for objects >35 feet tall [14] • Avigation easement dedication
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	• Children's schools, day care centers, libraries • Hospitals, nursing homes • Bldgs with >3 aboveground habitable floors • Highly noise-sensitive outdoor nonresidential uses [10] • Hazards to flight [9]	• Minimum NLR of 20 dB in residences (including mobile homes) and office buildings [13] • Airspace review required for objects >70 feet tall [15] • Deed notice required

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac)[1]	Other Uses (people/ac)[2]			Req'd Open Land[3]	Prohibited Uses[4]	Other Development Conditions[5]
			Aver-age[6]	Single Acre[7]	with Bonus[8]			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or [16] (2) ≥5.0 (average parcel size ≤0.2 ac.)[19]	100	300	390	10%	• Highly noise-sensitive outdoor nonresidential uses [10] • Hazards to flight [9]	• Airspace review required for objects >70 feet tall [15] • Children's schools, hospitals, nursing homes discouraged [17] • Deed notice required
E	Other Airport Environs	No Limit	No Limit [18]			No Req't	• Hazards to flight [9]	• Airspace review required for objects >100 feet tall [15] • Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks [18]
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	• Same as Underlying Compatibility Zone	• Airspace review required for objects >35 feet tall [14] • Avigation easement dedication

Notes:

1 Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).

2 Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.

3 Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.

4 The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.

5 As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.

6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.

7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.

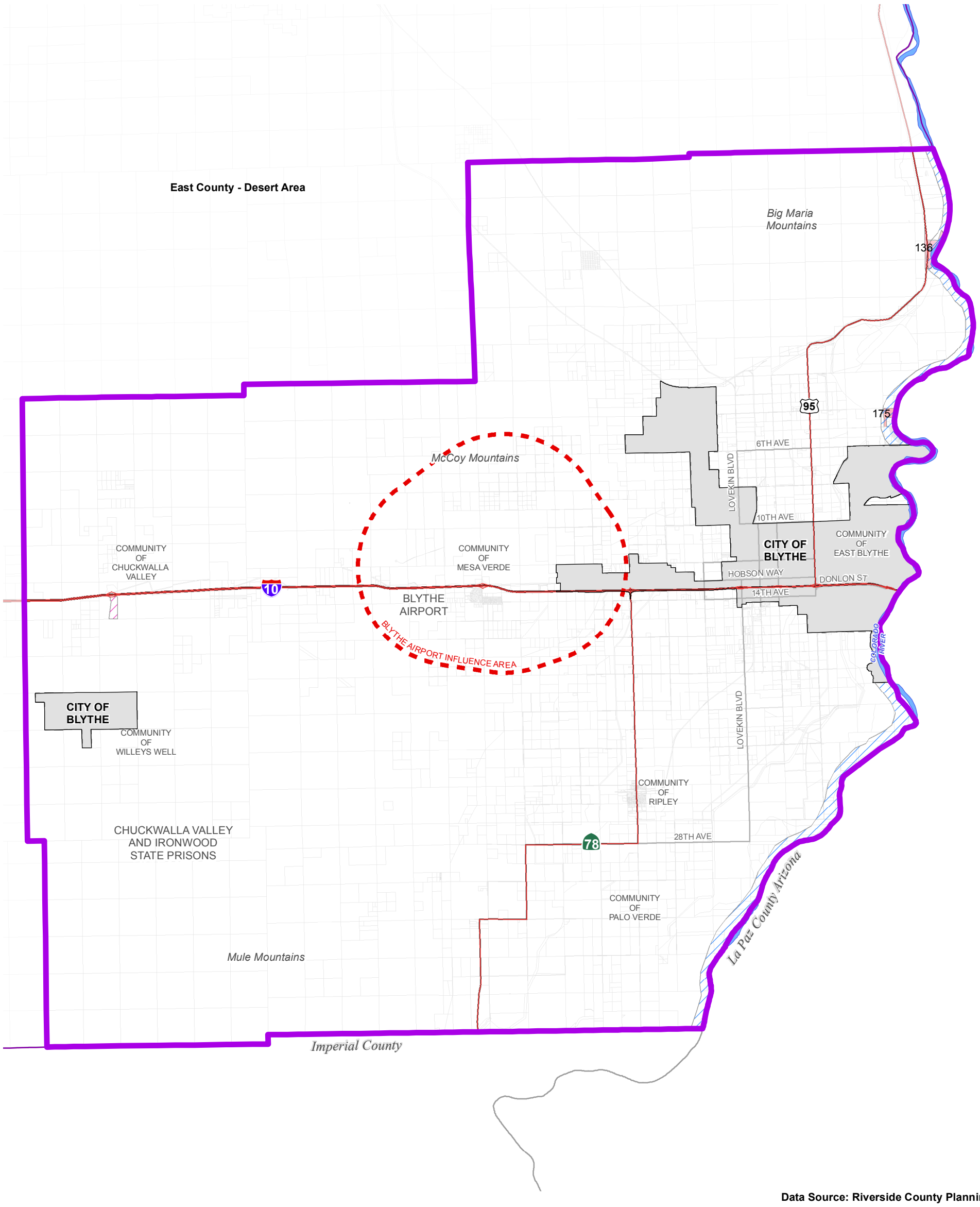
8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.

9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.

10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.

11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.

12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
19 Residential densities in Compatibility Zone D shall be calculated on a "net" rather than "gross" acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.



Data Source: Riverside County Planning

Colorado River Policy Area

Wiley's Well Road Policy Area

Airport Influence Areas

Specific Plans

Highways

Area Plan Boundary

City Boundary

Waterbodies

Figure 4

December 8, 2015

Miles

0 2 4

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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PALO VERDE VALLEY AREA PLAN OVERLAYS AND POLICY AREAS

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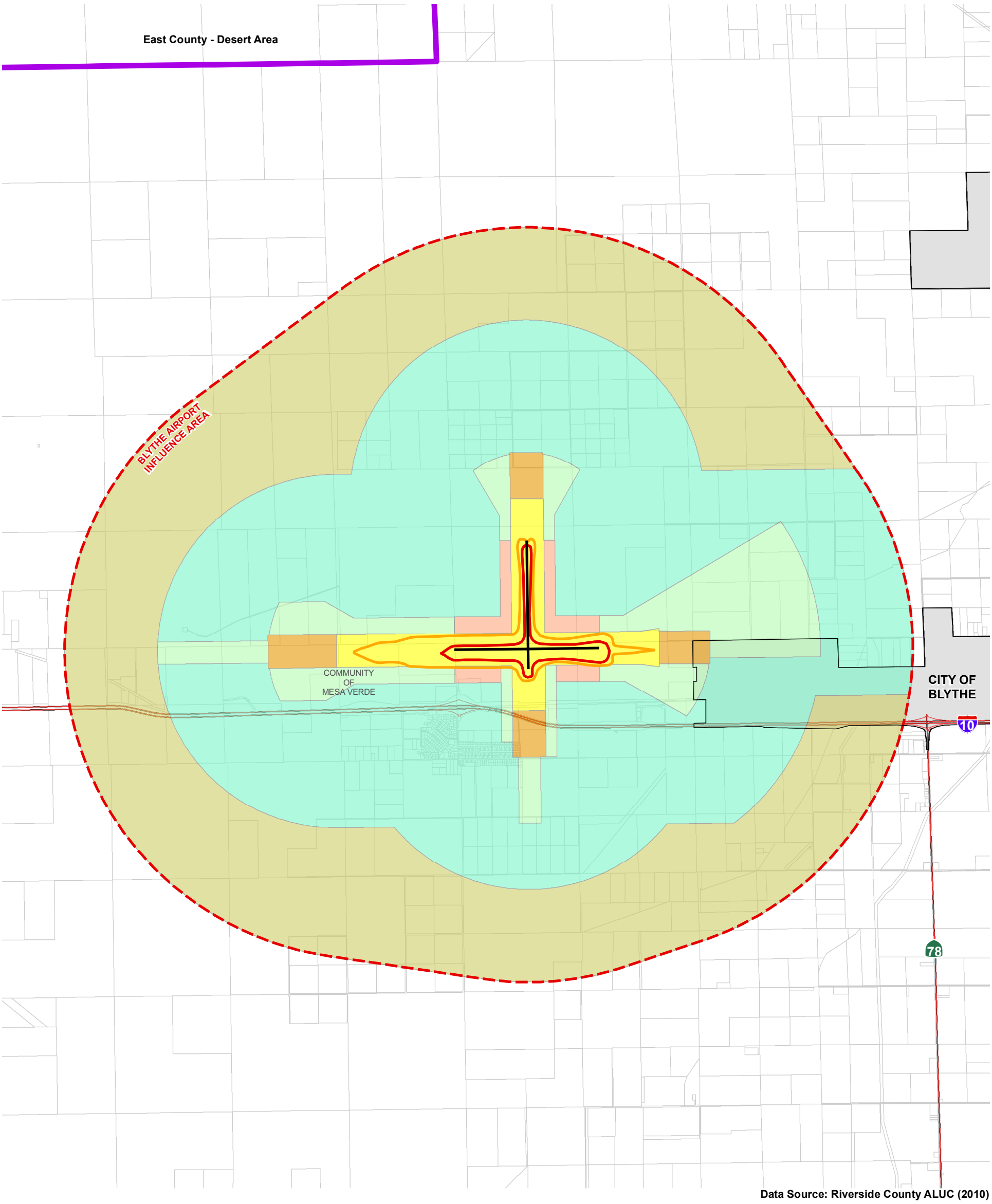

COMPATIBILITY ZONES

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

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR
- Airport Influence Area
- Airport Runways

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5

December 8, 2015

Miles
0 0.5 1

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PALO VERDE VALLEY AREA PLAN
BLYTHE AIRPORT INFLUENCE AREA

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Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Palo Verde Valley planning area, additional policy guidance is necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. The Local Land Use section provides policies to address these issues. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities. The intent is to enhance and/or preserve the identity and character of this unique area.

Local Land Use Policies

Agricultural Preservation

Agriculture is the major economic activity in the Palo Verde Valley. The farms are an important economic asset to the County of Riverside. Maintaining viable agricultural land for future generations is an important aspect of the Palo Verde Valley Area Plan. The long term preservation of agricultural lands is reinforced by the high level of participation in Land Conservation (Williamson Act) contracts.

Policies:

PVVAP 4.1 Protect farmland and agricultural resources in Palo Verde Valley through adherence to the Agriculture sections of the General Plan Multipurpose Open Space and Land Use Elements.

Recreational Vehicle Development

The vast desert and mountainous terrain, along with a pleasant, moderate winter climate and an abundance of recreational opportunities, makes the Palo Verde Valley planning area a haven for recreational vehicle enthusiasts. Recreational vehicle parks can be found scattered along the Colorado River. As with any other type of land use, recreational vehicle developments require guidelines for provision of service, land use compatibility, safety, and accessibility.

Recreational vehicle development in the Palo Verde Valley planning area is classified in two categories: Resort Recreational Vehicle and Remote Recreational Vehicle. Resort Recreational Vehicle developments are projects that offer improved facilities for recreational vehicles including full hookups for sewage disposal and water. These parks may also provide recreational amenities such as golf courses, swimming pools, recreational lakes, and recreational buildings. Internal roads are paved and designed to control drainage. Resort recreational vehicle developments are appropriate primarily in urban areas and require community water and sewer facilities in accordance with Community Development land use standards.

Remote Recreational Vehicle developments differ from Resort recreational vehicle projects in several ways:

- Spaces are not fully improved.
- Spaces will accommodate tent camping.

- Sewers are not available.
- Fully developed recreational facilities are not provided, though open space areas may be provided.
- Internal roads may not be paved.
- The development site is designed to provide a campground appearance.

Policies:

PVVAP 5.1 Ensure proper service provision, land use compatibility, design standards, safety, and accessibility for recreational vehicle development in the Palo Verde Valley planning area through adherence to General Plan policies found in the Infrastructure, Public Facilities and Service Provision section of the Land Use Element.

PVVAP 5.2 Allow resort recreational vehicle developments within the following land use designations: Low Density Residential, Medium Density Residential, Medium High Density Residential, Commercial Tourist, Open Space-Recreation, and within the Colorado River Policy Area.

PVVAP 5.3 Limit Resort recreational vehicle developments to a density of sixteen spaces per acre.

PVVAP 5.4 Allow remote recreational vehicle developments within the following land use designations: Very Low Density Residential, Estate Density Residential, Rural Residential, Rural Mountainous, Rural Desert, Open Space-Recreation, and Open Space-Rural.

PVVAP 5.5 Limit remote recreational vehicle developments to a density of seven spaces per acre.

Farmworker Housing Policies

There is a significant population of seasonal farmworkers that are in need of housing. These migrant workers need temporary accommodations while they tend the agricultural fields in The Palo Verde Valley. In order for these housing arrangements to remain habitable, temporary dwellings must meet basic life and property standards.

Policies:

PVVAP 6.1 Allow farmworker housing that meets basic safety standards in areas designated Agriculture per the Agriculture section of the General Plan Land Use and Housing Elements.

Circulation

The circulation system is vital to the prosperity of a community. The circulation system provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. The circulation system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

As stated in the Vision and the Land Use Element, Riverside County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Palo Verde Valley Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of The Palo Verde Valley Area Plan is tied to the county-wide system and its long range direction. As such, successful implementation of the policies in this Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

> *"Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents."*
>
> *- RCIP Vision*

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Palo Verde Valley Area Plan is shown on Figure 6, Circulation. The vehicular circulation system in this planning area is anchored by Interstate 10, which runs east to west through the planning area, connecting the Palo Verde Valley with the rest of Riverside County, and the State of California with bordering Arizona. State Route 95, State Route 78, and Neighbors Street are other major arterials running north south through the eastern portion of the planning area. A system of major and secondary arterials, and collector roads serves both regional and local needs. Midland Road travels northwest through the eastern portion of Palo Verde Valley and is considered a Mountain Arterial.

Policies:

PVVAP 7.1 Design and develop the vehicular roadway system per Figure 6, Circulation, and in accordance with the Functional Classifications section of the General Plan Circulation Element.

PVVAP 7.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Rail Transit

The AT&SF Railroad is located within this planning area, running in a generally north-south direction through the Palo Verde Valley. The railroad is currently being used for freight and agricultural uses and may be able to be used for alternative service if there is ever sufficient demand.

Policies:

PVVAP 8.1 Encourage the maintenance and enhancement of existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.

Trails and Bikeway System

The County of Riverside contains multi-purpose bicycle, pedestrian, and equestrian trails that traverse urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. These trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities.

While, there are currently no adopted regional trails in or through the Palo Verde Valley planning area, there is considerable opportunity to create a trail system along the Colorado River linking the established parks and recreation areas. This system of trails could follow the path of the Colorado River and be an attraction for residents and tourists. This system of trails could also join the regional trails system that has been adopted by Riverside County and the City of Blythe's adopted trail system.

Policies:

PVVAP 9.1 Develop a system of multi-purpose trails that enhances the Colorado River's recreational values and connects with the adopted trails system of Riverside County.

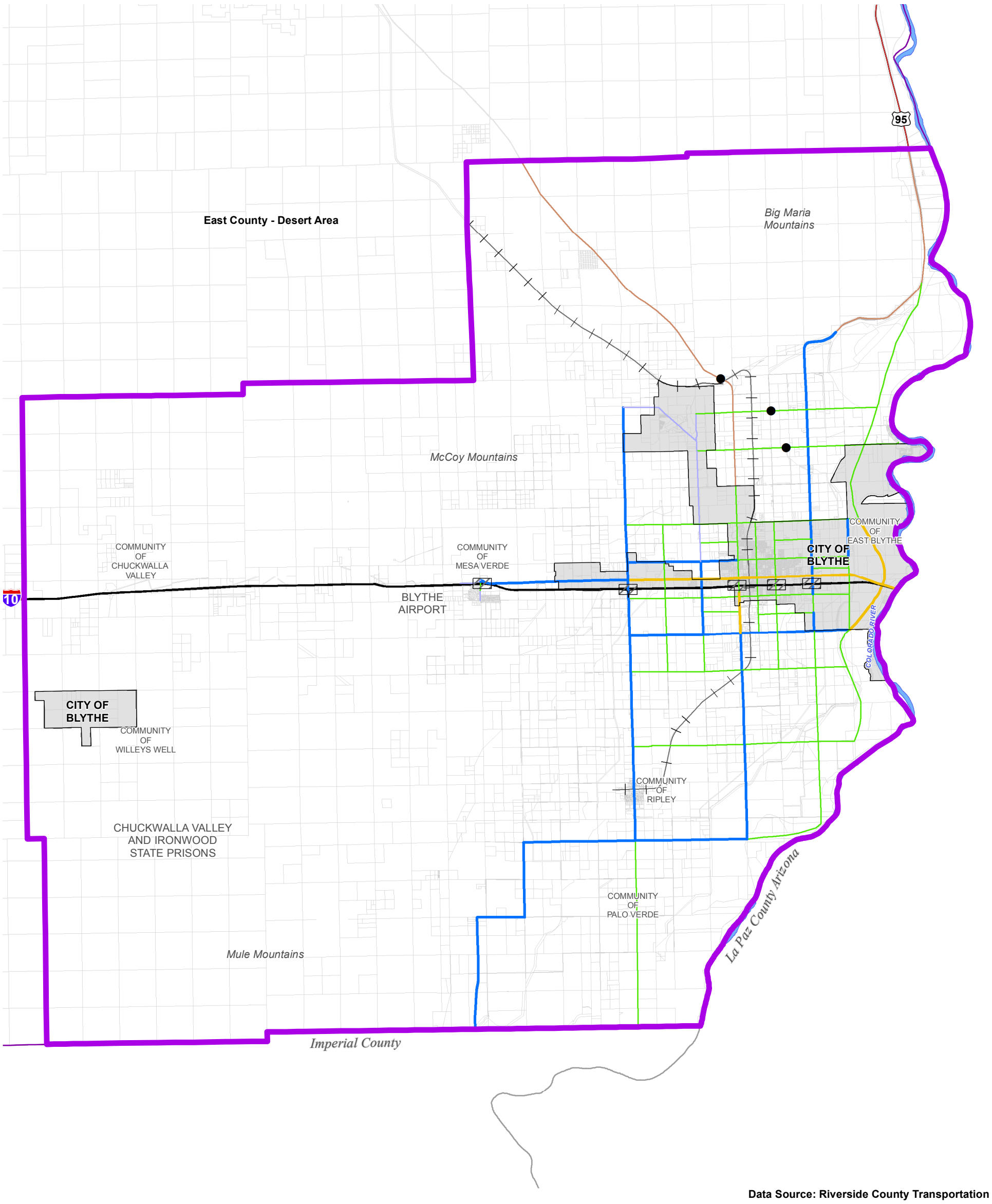
Scenic Highways

★

The purpose of the California Scenic Highways program, which was established in 1963, is to "Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways."

Scenic Highways are a unique component of the circulation system as they provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along scenic highways and corridors so that it will not detract from the area's natural characteristics.

As shown on Figure 8, Scenic Highways, there are two highways that have been nominated for County Scenic Highway status due to their scenic value. They currently have status as Eligible County Scenic Highways. The two highways are US Highway 95 as it extends north from Interstate 10 to the San Bernardino County line, and Interstate 10 from the western boundary of the planning area to the Colorado River. Riverside County applies design standards to adjacent properties on these highways. These segments have not been designated as eligible or official Scenic Highways in accordance with the California Scenic Highways Program. However, the following policies apply to these routes and their corresponding corridors to help preserve their scenic qualities. These routes should be included in the California State Scenic Highway Program.



Data Source: Riverside County Transportation

- Freeway (Variable ROW)
- Arterial (128' ROW)
- Major (118' ROW)
- Secondary (100' ROW)
- Mountain Arterial 2 Ln (110' ROW)
- Collector (74' ROW)
- Existing Interchange
- Railroads Amended
- Existing Bridge
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 6

December 8, 2015

Miles
0 2 4

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PALO VERDE VALLEY AREA PLAN CIRCULATION

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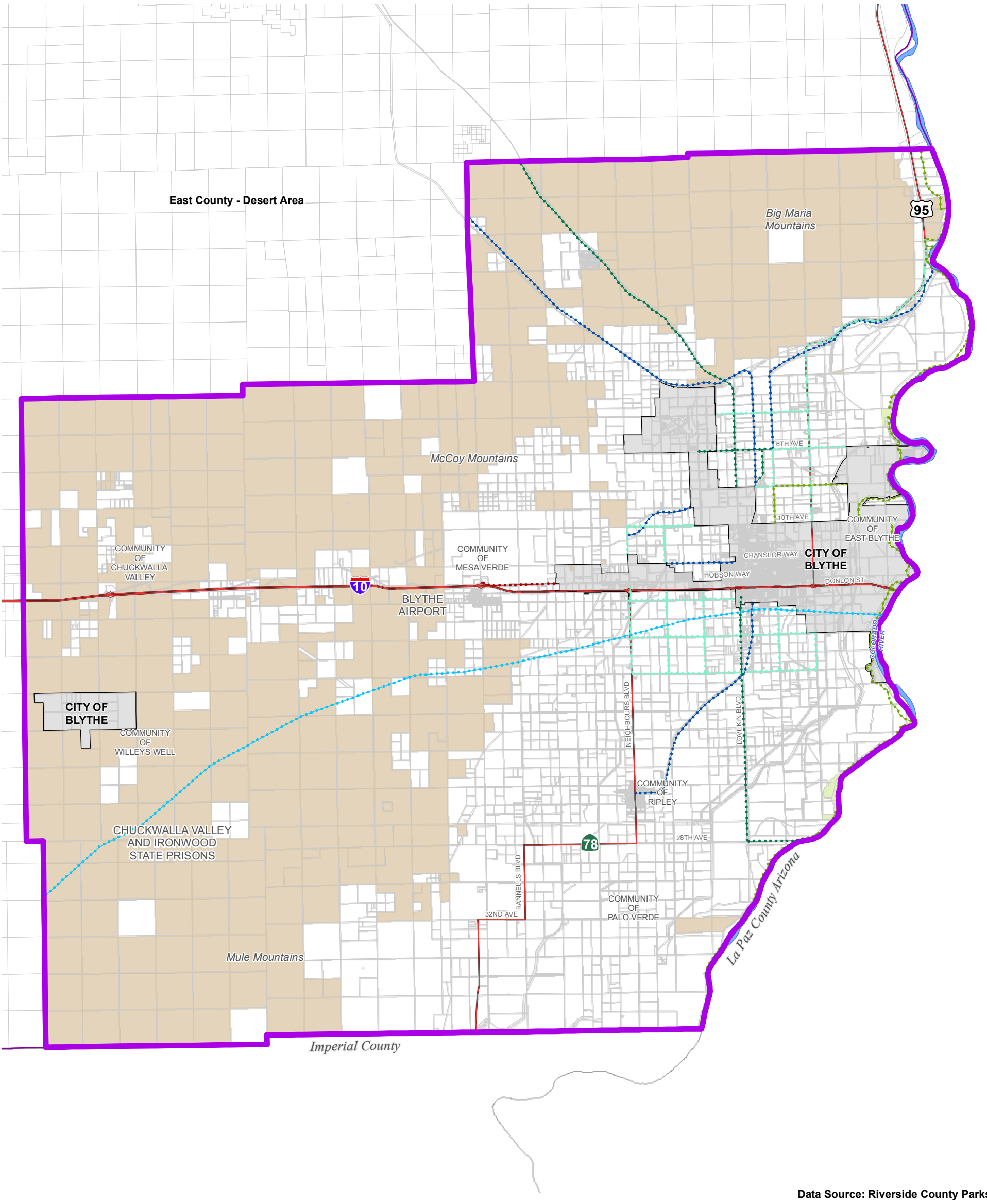

Data Source: Riverside County Parks

- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail / Class I Bike Path)
- Class I Bike Path
- Class II Bike Path
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Bureau of Land Management (BLM) Lands
- Miscellaneous Public Parks and Forest Lands
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Note: Trails shown in non-county jurisdictions for informational/coordination purposes only.

Data Source: Primarily Riverside County Regional Park and Open Space District, with assistance from Riverside County TLMA/Transportation and Planning Departments, Riverside County Economic Development Agency, and other local, state, and federal recreational services agencies.

Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside County Regional Park and Open Space District.

Note: Except for major regional facilities, trails and bikeways systems located within cities are generally not shown. Where trails and bikeways exist or are planned in the unincorporated area in such a manner that there are opportunities for connections with existing or planned trails and bikeways within adjacent cities, an arrow symbol is used to show the approximate location of the intended connection opportunity. The reader should contact the appropriate city for all information about that city's existing or planned trails and bikeways systems.

Figure 7

December 8, 2015

0 2.5 5 Miles

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PALO VERDE VALLEY AREA PLAN TRAILS & BIKEWAY SYSTEM

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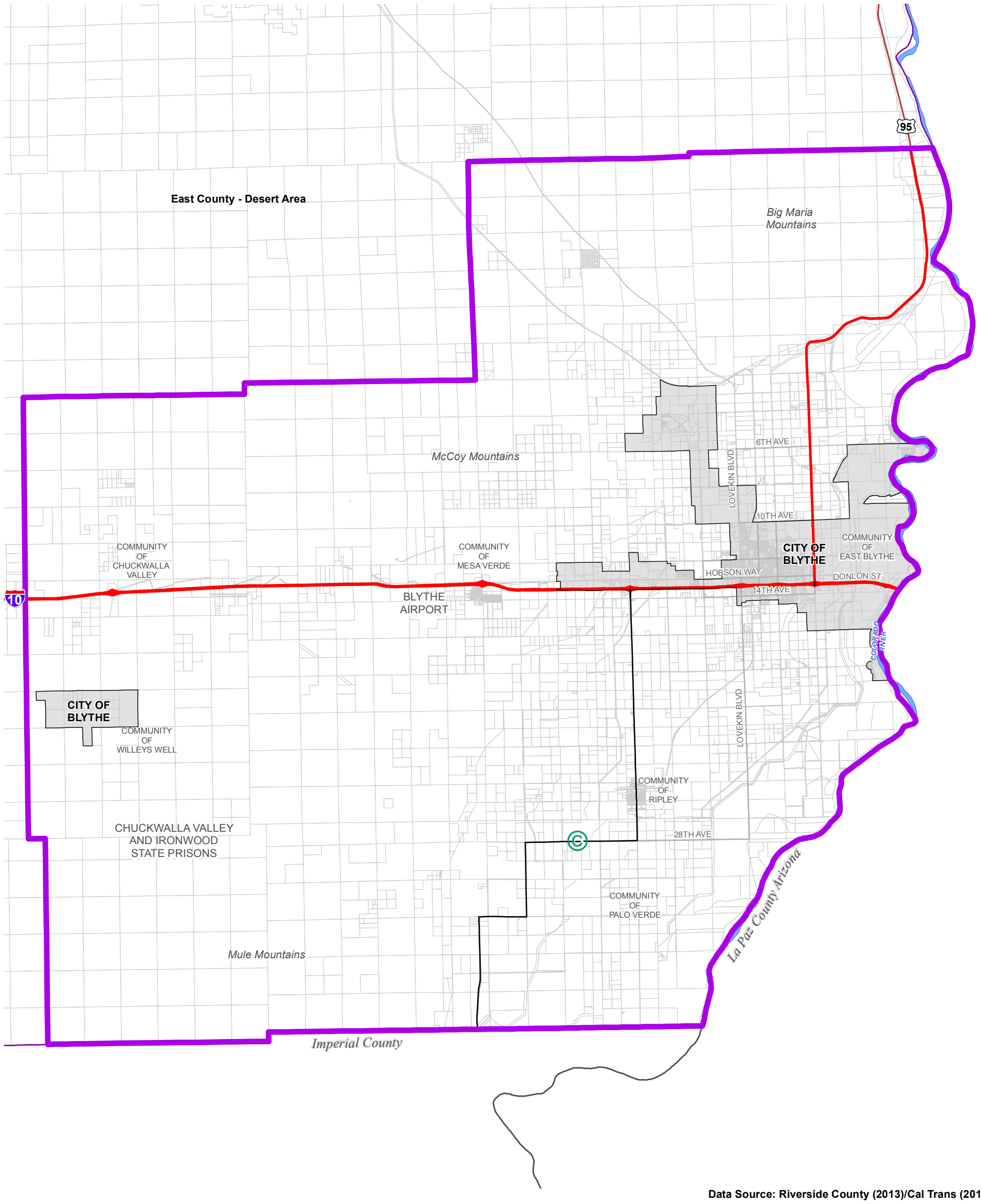

Data Source: Riverside County (2013)/Cal Trans (2013)

County Eligible
Not Designated
Highways
Area Plan Boundary
City Boundary
Waterbodies

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Figure 8

December 8, 2015

Miles
0 2 4

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PALO VERDE VALLEY AREA PLAN SCENIC HIGHWAYS

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Policies:

PVVAP 10.1 Protect the scenic highways in the Palo Verde Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

PVVAP 10.2 Encourage the designation of Interstate 10 and US Highway 95 as eligible and subsequently Official Scenic Highways in accordance with the California State Scenic Highway Program.

Multipurpose Open Space

The Palo Verde Valley planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The Palo Verde Valley area's open space system is richer and more varied than the casual observer might appreciate. It includes features such as the Big Maria, McCoy, and Chuckwalla mountains, the extensive desert expanse between these ranges, the visual presence of irrigated farmlands stretching across the Palo Verde Valley and, of course, the Colorado River itself. A surprising variety of plants and animal life may be found here. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Palo Verde Valley planning area. Preserving the scenic background and the natural resources of this area gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between the communities of Blythe, Ripley, and Mesa Verde, which is another important aspect of the Vision.

The Palo Verde Valley is in a unique position within the County of Riverside in that it has experienced relatively little growth over the past 20 years. This area is projected to experience continued but moderate growth over the next 20 years. Much of the desert and mountain land here is untouched and is not served by any infrastructure. The thrust of this area plan is to maintain a balance between growth, natural resource conservation, and character preservation, a balance of utmost importance to this area of Riverside County.

A watershed is the entire region drained by a waterway that drains into a lake or reservoir. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include combinations of forests, glaciers, deserts, and/or grasslands.

Local Open Space Policies

Watershed, Floodplain, and Watercourses

The Palo Verde Valley is completely contained within the Colorado River watershed and located immediately east of the Palo Verde Valley Mesa. This watershed provides water and alluvial soil for agricultural uses, as well as habitat for wildlife.

Policies:

PVVAP 11.1 Protect the Colorado River watershed and habitat, and provide recreational opportunities and flood protection through adherence to the Open Space, Habitat, and Natural

Resource Preservation section of the General Plan Land Use Element and the Wetlands and Floodplain and Riparian Area Management sections of the Multipurpose Open Space Element, as well as through use of Best Management Practices.

Habitat Conservation

There is a substantial concentration of biological resources in the Palo Verde Valley planning area, including the Colorado River and its banks, the agricultural fields in the Valley, and the Sonoran Desert to the west. Riparian corridors can be found along the Colorado River. Many species of flora and fauna thrive in the lush environment formed in the historic floodplain, and a number of desert species, such as the desert tortoise, can be found on the Mesa. Numerous animal species and narrow endemic plant families are found in the Palo Verde Valley area as well. These resources help define the livability of the Palo Verde Valley planning area.

Policies:

PVVAP 12.1 Protect biological resources in the Palo Verde Valley planning area through adherence to the Environmentally Sensitive Lands, Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Hazards

Hazards are natural and man made conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions.

Portions of the Palo Verde Valley planning area may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figures 9 to Figure 13, and are located throughout the Palo Verde Valley planning area at varying degrees of risk and danger. Some hazards must be avoided entirely, while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Palo Verde Valley planning area.

Local Hazard Policies

Flooding and Dam Inundation

The Palo Verde Valley is an ancient floodplain of the Colorado River. The valley was regularly inundated until the construction of dams upstream. Dam inundation is a an unlikely but real threat. Failure of an upstream dam could result in significant hazard to life and property. The Colorado River flooded in 1983, and today the 100-year flood plain spans most of the extensive area between the Colorado River and the Palo Verde Valley Mesa. The 100-year flood plain also encompasses an area with very high liquefaction potential due to a combination of soil types and shallow ground water.

Of the many techniques that may be used to address the danger of flooding and dam inundation, the most applicable for much of this area is maintaining uses that can tolerate periodic flooding. That is a major reason

why agricultural and recreation-oriented uses make sense here. The following policies address the hazards associated with flooding and dam inundation.

Policies:

PVVAP 13.1 Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.

PVVAP 13.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County Ordinance No. 458 Regulating Flood Hazards.

PVVAP 13.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential, or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

Fire Fact:

Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds enhance the fire danger throughout Southern California.

Seismic

Given the pervasive nature of earthquake faults in California, it is gratifying that there are relatively few seismic hazards and seismically related hazards present in the Palo Verde Valley planning area. There are however, some faults outside of the planning area in San Diego County that pose seismic threat to life and property here. The most significant fault within the Palo Verde Valley is in the northeastern sector of the area, mostly in the Big Maria Mountains. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. In the Palo Verde Valley planning area, liquefaction poses the most significant threat from a seismic event. Generally, the use of building techniques and practical avoidance measures will help to mitigate potentially dangerous seismic events. Refer to Figure 11, Seismic Hazards, for the location of faults and liquefaction areas within this Area Plan.

Liquefaction occurs primarily in saturated, loose, fine to medium-grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as "sand boils," "sand blows" or "sand volcanoes." Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

Policies:

PVVAP 15.1 Protect life and property from seismic related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

Slope

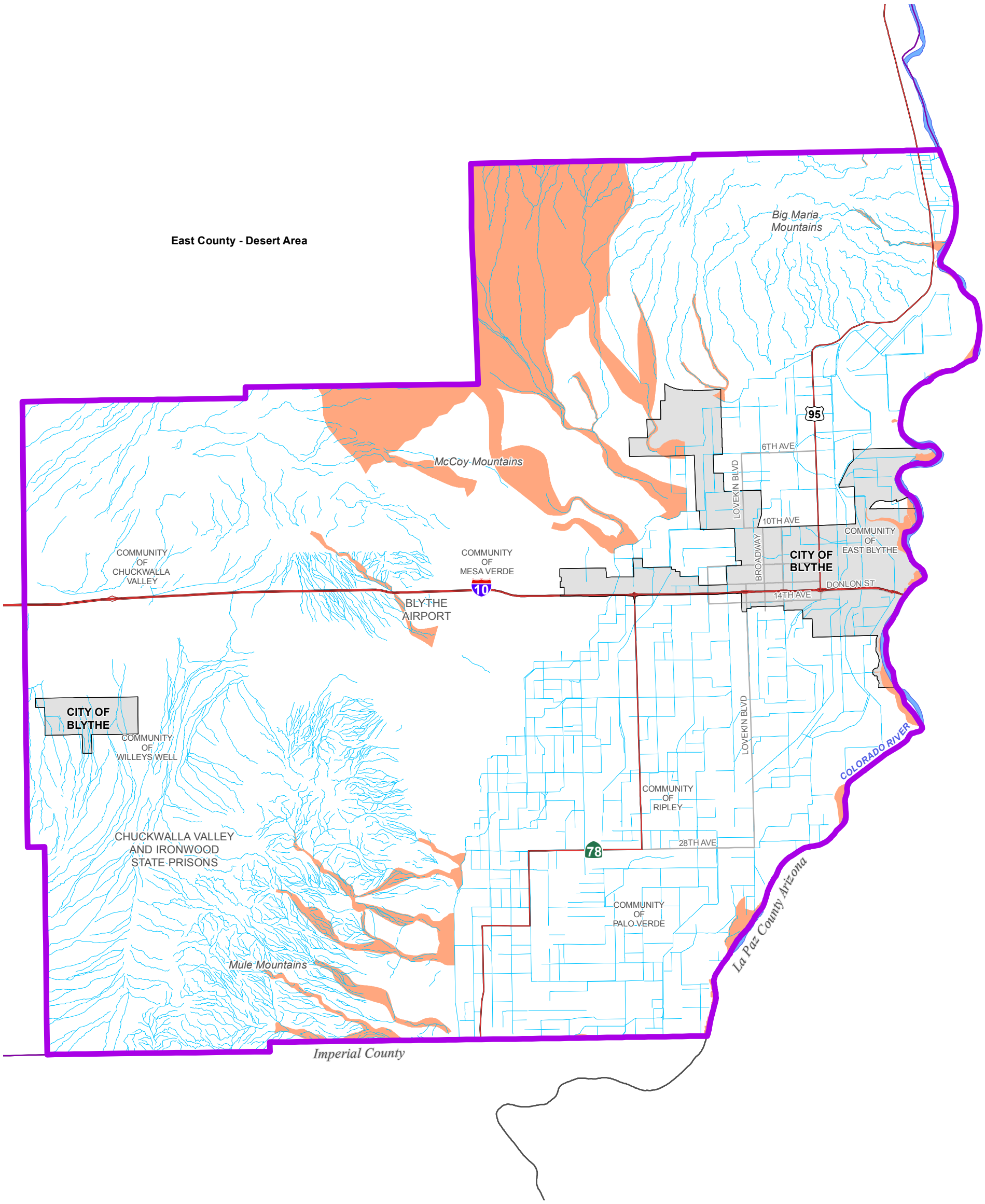
The Palo Verde Valley planning area is home to mountain ranges that have extremely steep slopes. While this terrain helps to form the character and the backdrop of the Palo Verde Valley planning area, their abrupt slopes are highly vulnerable to erosion, rockslides, and landslides. While the adopted designations minimize impact on these slopes, it is still important to avoid scarring and damage to their natural character that could result from excessive or improper grading. The following policies are intended to protect life

and property while preserving important features that define the character of the Palo Verde Valley. Figure 12, Steep Slope, depicts the areas of 25% or greater slope in the Palo Verde Valley. Also refer to Figure 13, Slope Instability, for areas of possible landslide.

Policies:

PVVAP 16.1 Protect ridgelines and slopes that provide a significant visual resource for the Palo Verde Valley area through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.

PVVAP 16.2 Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the policies within the Rural Mountainous and Open Space Designations of the Land Use Element and the Slope and Soil Instability Hazards policies of the General Plan Safety Element.



Data Source: Riverside County Flood Control (2015)

Disclaimer:
The Public Flood Hazard Determination Interactive Map incorporates all of the Special Flood Hazard Areas in the unincorporated County of Riverside as listed in Ordinance No. 458.14 Section 5. It is updated quarterly to include any amendments, revisions or additions thereto that go into effect pursuant to Federal Law, and those that are adopted by resolution by the Board of Supervisors of the County of Riverside after a public hearing.

The flood hazard information is believed to be accurate and reliable. Flood heights and boundaries may be increased by man-made or natural causes. Moreover, this Interactive Map does not imply that land outside the regulated areas or the uses and development permitted within such areas will be free from flooding or flood damages. It is the duty and responsibility of CVWD and RCFC&WCD to make interpretations, where needed, as to the exact location of the boundaries of the special flood hazard areas and whether a property is governed by Ordinance 458.
Decisions made by the user based on this Interactive Map are solely the responsibility of the user. RCFC&WCD and CVWD assume no responsibility for any errors and are not liable for any damages of any kind resulting from the use of, or reliance on, the information contained herein without first consulting the respective flood control agency with jurisdiction. If the property of interest is close to a floodplain, users are advised to contact the appropriate flood control agency for additional information and to obtain information regarding building requirements.

Flood Prone Areas

- Drainages
- Special Flood Hazard Areas
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

Figure 9

December 8, 2015

0 2.5 5 Miles

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PALO VERDE VALLEY AREA PLAN SPECIAL FLOOD HAZARD AREAS

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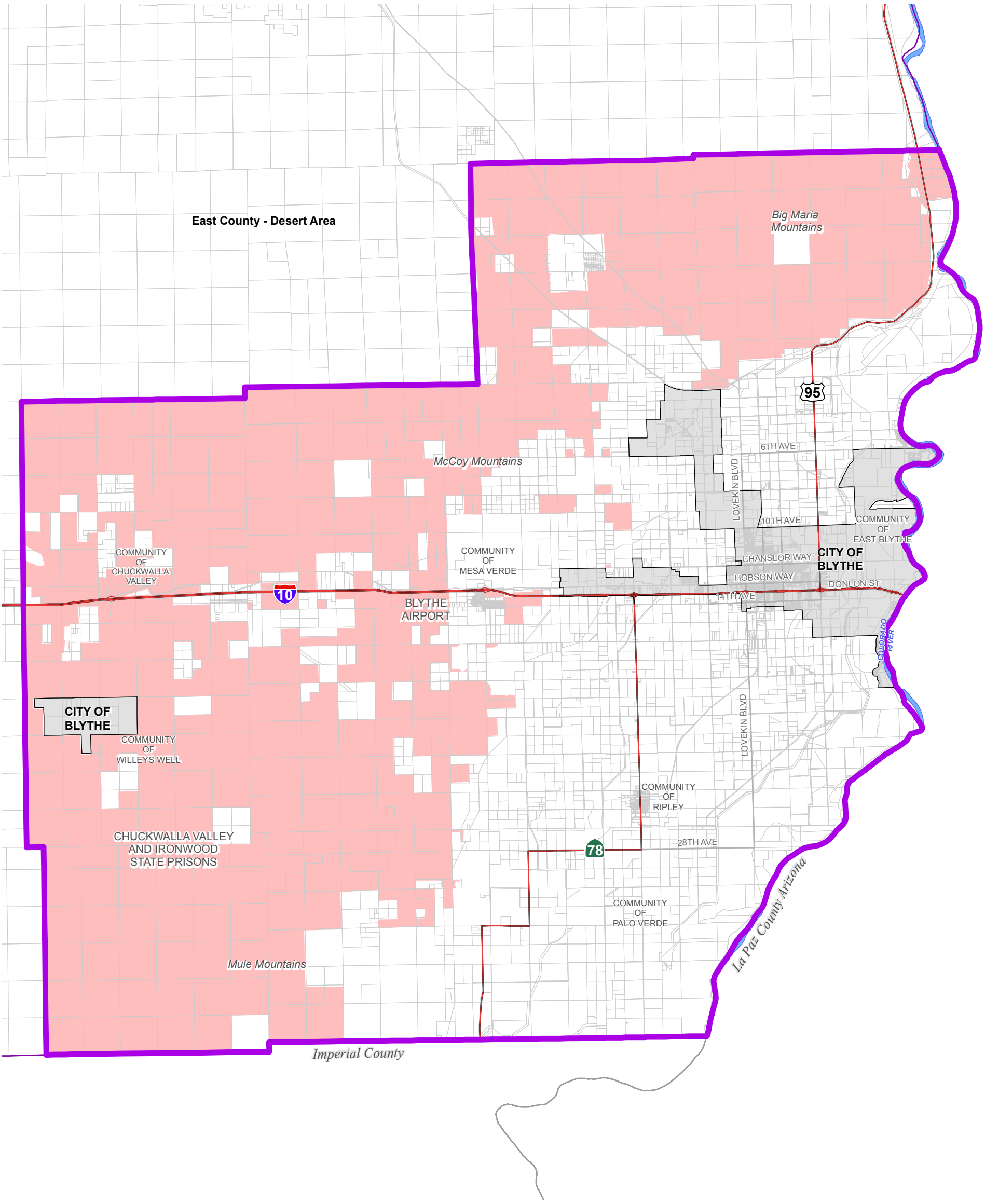

Data Source: California Department of Forestry and Fire Protection (CAL FIRE, 2010)

Fire Hazard Severity Zones (FHSZ)

State Responsibility Area/Federal Responsibility Area

Very High/High/Moderate FHSZ

Highways

Area Plan Boundary

City Boundary

Waterbodies

Figure 10

December 8, 2015

0 2.5 5 Miles

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PALO VERDE VALLEY AREA PLAN WILDFIRE SUSCEPTIBILITY

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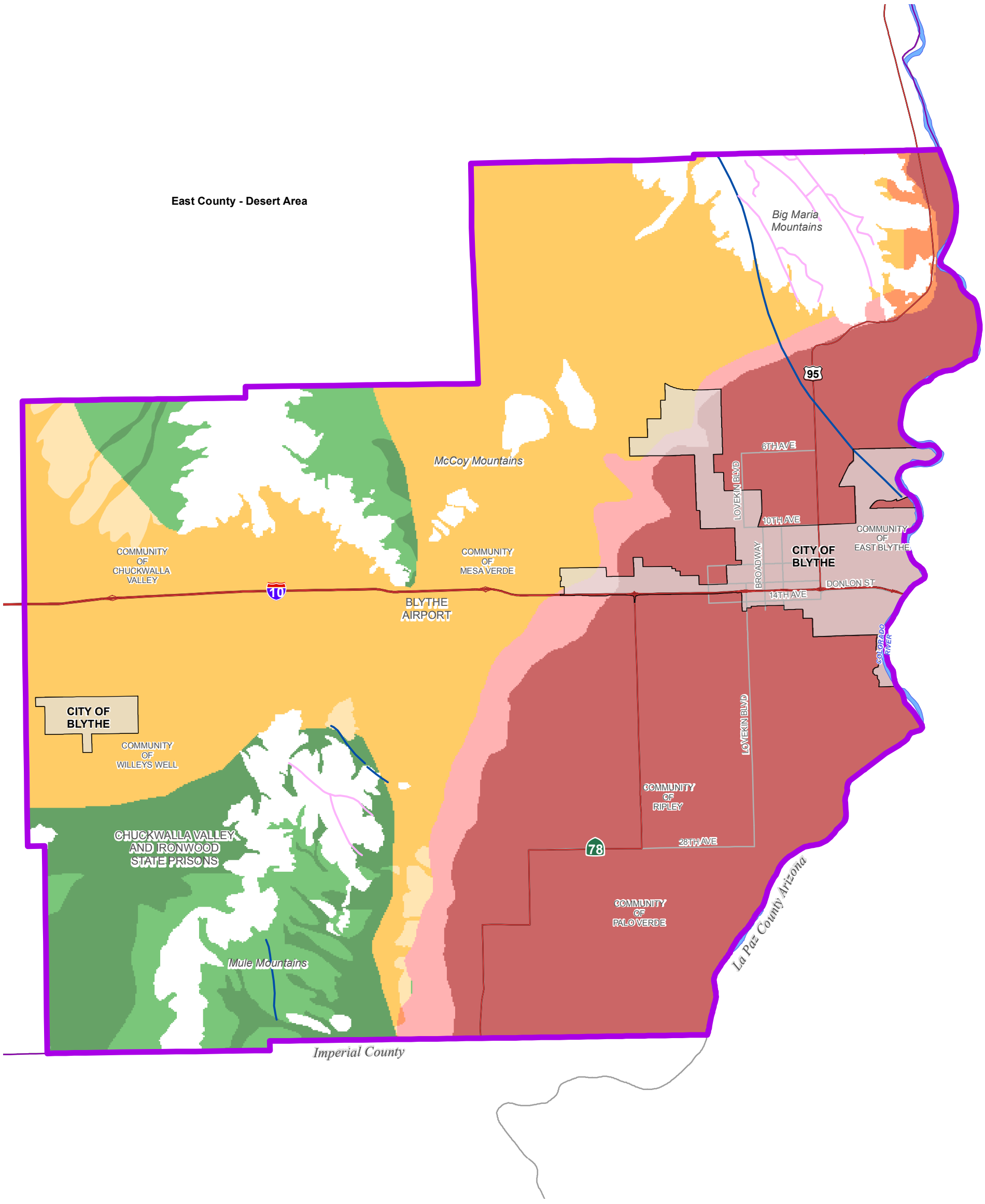

Data Source: Riverside County Geology (2013) / California Geological Survey (2008)

Fault Activity

- Quaternary
- Pre-Quaternary

Liquefaction Susceptibility

Shallow Groundwater Susceptible Sediments
- Very High
- Moderate
- Low

Deep Groundwater Susceptible Sediments
- Moderate
- Low

No Groundwater Data Susceptible Sediments
- Moderate
- Low

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 11

December 8, 2015

0 2.5 5 Miles

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PALO VERDE VALLEY AREA PLAN SEISMIC HAZARDS

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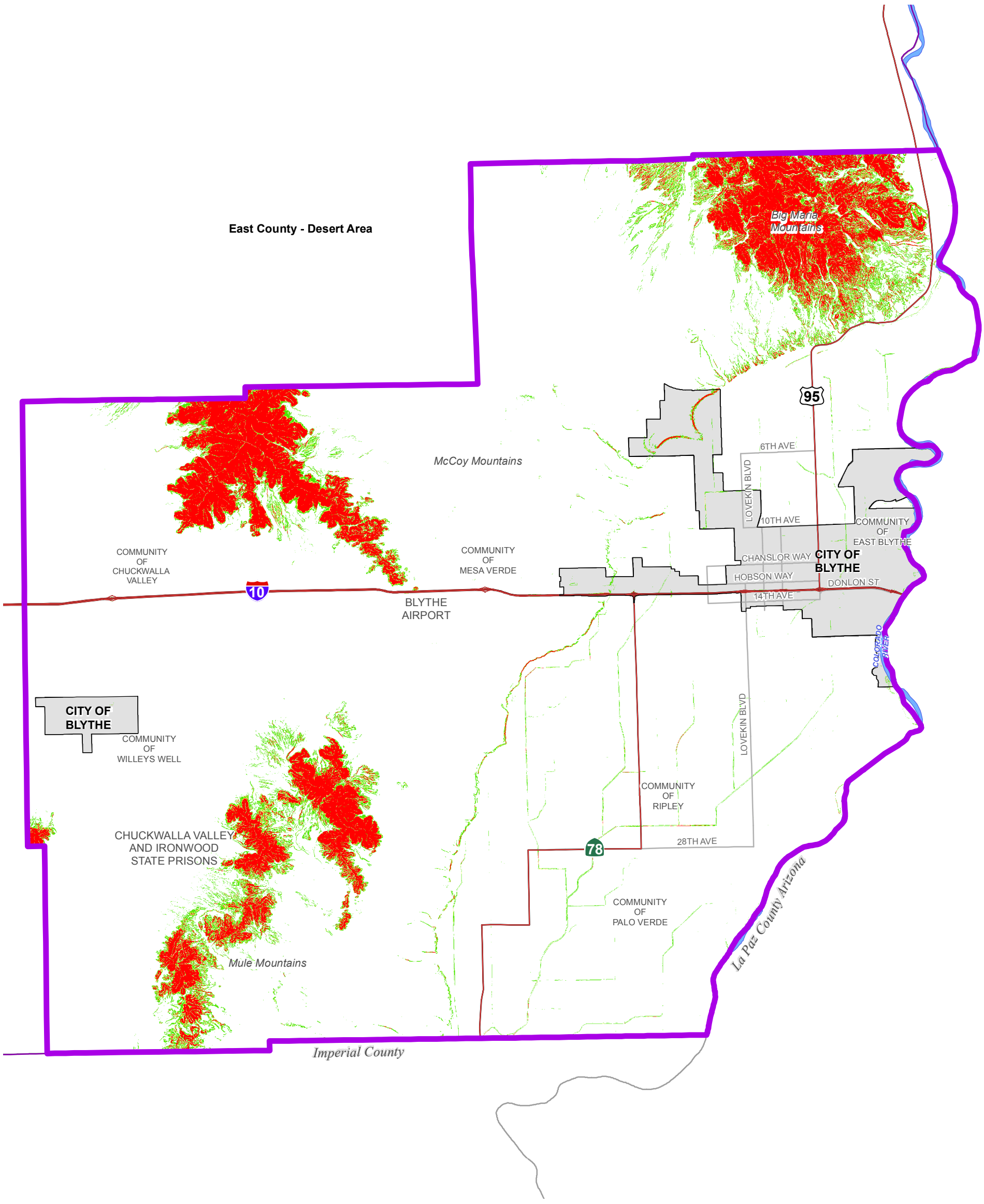

Data Source: Riverside County (2007)

Slope Angle

- Less Than 15%
- 15%-25%
- 25%-30%
- 30% and Greater

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 12

December 8, 2015

0 2.5 5 Miles

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

PALO VERDE VALLEY AREA PLAN STEEP SLOPE

Path: X:\Projects\Planning\AreaPlan960\PaloVerdeValley\MXDs\vnPVAP_Steep_Slope.mxd

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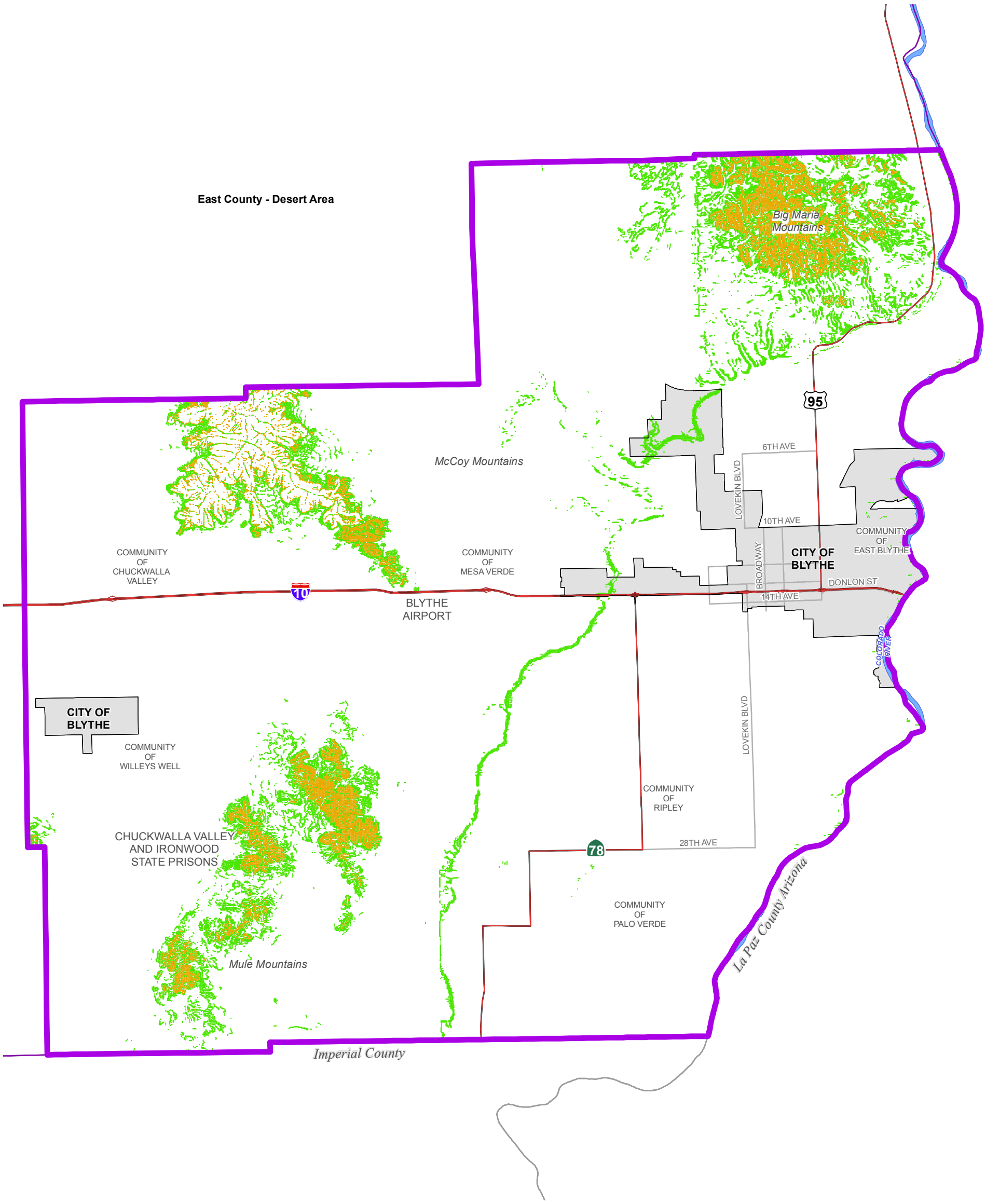

Data Source: California Geological Survey (2008)

Slope Instability

- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 13

Path: X:\Projects\Planning\AreaPlan960\PaloVerdeValley\MXDs\nPVAP-Slope_Instability.mxd

December 8, 2015

Miles

0 2.5 5

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PALO VERDE VALLEY AREA PLAN SLOPE INSTABILITY

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