



Mead Valley Area Plan

This page intentionally left blank

TABLE OF CONTENTS

VISION SUMMARY	1
INTRODUCTION.....	4
A Special Note on Implementing the Vision	5
LOCATION.....	6
FEATURES.....	6
SETTING	6
UNIQUE FEATURES.....	7
Gavilan Hills.....	7
Steele Peak	7
Motte-Rimrock Reserve.....	7
UNIQUE COMMUNITIES	7
Good Hope	7
Old Elsinore Road	8
INCORPORATED CITIES	8
LAND USE PLAN	8
LAND USE CONCEPT	9
Community Center Overlay	9
OVERLAYS AND POLICY AREAS	20
OVERLAYS AND POLICY AREAS	20
Cajalco Wood Policy Area	21
March Joint Air Reserve Base Airport Influence Area.....	22
Highway 74 Policy Area	22
Highway 74 Policy Area Neighborhoods	24
Specific Plans	25
LAND USE.....	32
LOCAL LAND USE POLICIES	32
Community Centers Overlay	32
Mead Valley Town Center	33
Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Area)	35
Good Hope Community	36
Industrial Development.....	47
Third and Fifth Supervisorial District Design Standards and Guidelines	47
Mount Palomar Nighttime Lighting	48
CIRCULATION	48
LOCAL CIRCULATION POLICIES.....	49
Vehicular Circulation System	49
Rail Transit	49
Trails and Bikeway System	49
Scenic Highways	50
Transit Oasis	50
Community Environmental Transportation Acceptability Process (CETAP) Corridors	51

MULTIPURPOSE OPEN SPACE	61
LOCAL OPEN SPACE POLICIES	61
Watersheds, Floodplains, and Watercourses	61
Oak Tree Preservation	62
MULTIPLE SPECIES HABITAT CONSERVATION PLAN	62
MSHCP Program Description	62
Key Biological Issues	63
HAZARDS	63
LOCAL HAZARD POLICIES	64
Flooding and Dam Inundation	64
Wildland Fire Hazard	64
Seismic	65
Slope	65

LIST OF FIGURES

Figure 1:	Mead Valley Area Plan Location	13
Figure 2:	Mead Valley Area Plan Physical Features	15
Figure 3:	Mead Valley Area Plan Land Use Plan	17
Figure 4:	Mead Valley Area Plan Overlays and Policy Areas	27
Figure 5:	Mead Valley Area Plan March Joint Air Reserve Base and Perris Valley Airport Influence Areas	29
Figure 3A:	Mead Valley Area Plan Mead Valley Town Center Neighborhoods	38
Figure 3B:	Mead Valley Area Plan Mead Valley Community I-215/Nuevo Road Vicinity Neighborhoods	40
Figure 3C:	Mead Valley Area Plan Good Hope Community Neighborhood	42
Figure 3D:	Highway 74 Policy Area Neighborhood 1	45
Figure 7:	Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area	53
Figure 8:	Mead Valley Area Plan Circulation	55
Figure 9:	Mead Valley Area Plan Trails and Bikeway System	57
Figure 10:	Mead Valley Area Plan Scenic Highways	59
Figure 11:	Mead Valley Area Plan Flood Hazard Zone	67
Figure 12:	Mead Valley Area Plan Fire Hazard Severity Zone	69
Figure 13:	Mead Valley Area Plan Historic Wildfire Areas	71
Figure 14:	Mead Valley Area Plan Seismic Hazards	73
Figure 15:	Mead Valley Area Plan Steep Slope	75
Figure 16:	Mead Valley Area Plan Slope Instability	77

LIST OF TABLES

Table 1:	Land Use Designations Summary	10
Table 2:	Statistical Summary of Mead Valley Area Plan	19
Table 3:	Adopted Specific Plans in the Mead Valley Area Plan	25
Table 4:	Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base) ^{1,2}	25

Mead Valley Area Plan

General Plan Amendments approved since 12/31/09

- GPA No. 936, BOS RSLN 2014-040, 03/11/14;
 - GPA No. 1058, BOS RSLN 2015-214, 09/22/15;
 - GPA Nos. 950, 1036, BOS RSLN 2016-098; 03/29/16;
 - GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
 - GPA No. 190006, BOS RSLN 2021-183; 09/28/21
 - GPA No. 1205, BOS RSLN 2023-018, 12/12/23
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
 - GPA No. 960, BOS RSLN 2015-260, 12/08/15;
 - GPA No. 1168, BOS RSLN 2016-239, 12/06/16;
 - GPA Nos. 1151, 1152, BOS RSLN 2018-118, 06/26/18;

This page intentionally left blank.



Mead Valley Area Plan

Vision Summary

The County of Riverside General Plan and Area Plans have been steered 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 Desert Center Area as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020 and beyond.

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

More than twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through the County of Riverside, 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; and
- 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 more than 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 Riverside County. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. The customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choice in the kind of community and neighborhood we prefer is 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.

Mead Valley is not just any valley. From virtually any place here, you have a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The Cajalco Road Corridor and Highway 74 cross the community in an east-west fashion and Interstate 215, which runs north-south, divides the planning area roughly in half.

The Mead Valley Area Plan guides the evolving physical development and land uses in the unincorporated area west of the City of Perris. It is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision Statement. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020 and beyond. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes standards and policies for development within the entire unincorporated Riverside County territory. The Mead Valley Area Plan, on the other hand, provides customized direction specifically for the Mead Valley area.

The Mead 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 Mead Valley 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 and the reasons for the more localized policy direction found in this document.

Each section of this plan addresses critical issues facing the 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. In the Location section we explain where the planning area fits with what is around it and how it relates to the cities that are part of it. We go on to describe the physical features in a section that highlights the 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 local levels.

While some of these designations reflect land patterns unique to this area, a number of special policies are still necessary to address specific portions of the Mead Valley planning area. The Policy Areas section presents these additional policies. Land use related issues are addressed in the Land Use section. The Area Plan also describes relevant transportation issues in the Circulation section. A variety of routes and modes of travel are envisioned to

Mead Valley Area Plan

serve this area. The key to understanding the area's valued open space network is described in the Multipurpose Open Space section. There are 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 Perris is not covered by this area plan. It is governed by its own plan. Nevertheless, city/county coordination is a critical component of this Plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County.

The relationships between cities and Riverside County territory can be seen on Figure 1, Location.

The Mead Valley Area is in a pivotal position along Interstate 215 and includes key connections to Interstate 15 to the west. Consequently, it plays an important role in the vast central portion of western Riverside County. The Mead Valley Area Plan seeks to capture and capitalize upon, not only the special qualities of the land, but its strategic location as well.

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.

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 conditions in Mead Valley.

To illustrate how the Vision has shaped the Mead Valley planning area, 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.

Community Centers Overlay. This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, and create a transit friendly and walkable environment is a major device for implementing the Vision. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is provided with a Community Center Overlay, offering an option for development of a mix of commercial, office, and industrial land uses. The envisioned Job Center could capitalize on the nearby March Inland Port, the proximity of the rail line, access to Interstate 215 and the future Ramona-Cajalco CETAP corridor, and the fast-track authorization and Development Incentives approved



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. However, it may also contain state and federal properties that lie outside of Board authority.

by the Board of Supervisors for the portions of this area in Community Facilities District No. 88-8. This Community Center Overlay would be non-residential in nature.

Business Expansion Center. A major thrust of the Riverside County General Plan is to attract new businesses that can provide jobs for the extensive local labor force that now, in significant numbers, must commute to Orange and Los Angeles Counties. A substantial industrial strip covers almost the entire eastern edge of Mead Valley, which provides outstanding rail and freeway access. This not only leverages the Employment Center immediately adjacent to it, but focuses more intensive activities where multiple transportation modes converge.

Rural character. The land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle in this part of Riverside County. This contributes as well to the desire for distinct shifts in development character as a means of defining community separators or edges.

It is important to note that the data in this area plan is current as of December 12, 2023. 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.

Location

The strategic location of the Mead Valley planning area is clearly evident in Figure 1, Location. The Mead Valley Area Plan is surrounded by the incorporated City of Perris and the nearby cities of Lake Elsinore, Canyon Lake, and Moreno Valley. Mead Valley borders on six other area plans: Reche Canyon/Badlands to the north, Lakeview/Nuevo to the east, Harvest Valley/Winchester to the southeast, Sun City/Menifee Valley to the south, Elsinore to the south and southwest, and the Lake Mathews/Woodcrest Area Plan to the west. The March Joint Air Reserve Base is also located north of the planning area.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That theme is certainly applicable here. Mead Valley is especially situated to capture mountain views in almost every direction. That quality is evident in the functions, setting, and features that are unique to Mead Valley. These features can be seen on Figure 2, Physical Features, and are described in greater detail in the following section.

Setting

The Mead Valley planning area contains a wide variation in physical terrain, including flat valley floors, gentle foothills, and steep hillsides. This area lies entirely within the larger Perris Valley, which is framed by the Gavilan Hills to the west, and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the planning area's western boundary.

The unincorporated portion of this planning area is basically divided into northern and southern halves, defined by the foothills of the Gavilan Hills and the Motte-Rimrock Reserve. The northern half contains Cajalco Creek and a portion of the Colorado River Aqueduct. In fact, the terrain here is similar in character to the largely developed

Mead Valley Area Plan

part of the valley occupied by the City of Perris to the east. Except for a few rolling hills and gentle slopes, the southern half of the County of Riverside territory is considerably more rugged, containing a series of steep peaks and valleys. Steele Peak, in the southwestern corner of the planning area, provides one of the area's most distinctive features.

Unique Features

Gavilan Hills

Located in the western portion of the planning area, the Gavilan Hills stretch north to south from Temecula to Corona. They contribute to the area's most spectacular terrain before dropping precipitously down into Temescal Canyon and Lake Elsinore to the west. In fact, they constitute a natural and spectacular edge between the Mead Valley planning area and other communities to the west.

Steele Peak

Located in the southwestern portion of the planning area in the Gavilan Hills is Steele Peak. Steele Peak, at 2,529 feet, is the tallest peak in the planning area and serves as a major landmark for the community.

Motte-Rimrock Reserve

The Motte-Rimrock Reserve encompasses a rocky plateau above the City of Perris. The Reserve protects important archaeological sites, including an unexcavated ceremonial site and well-preserved pictographs. The Reserve environment is rich in coastal sage scrub, riparian grassland, and chaparral, and contains six seasonal springs that enrich the diversity of plant species found here. Animal life prospers as well, this being a home to the Stephen's Kangaroo Rat, a federally protected endangered species.

Unique Communities

Good Hope

The rural and equestrian oriented community of Good Hope is located in the southwestern portion of the planning area among distinctive rock outcroppings, just east of Steele Peak. Currently, Highway 74 carves a swath through this otherwise remote community, serving scattered commercial and industrial development. The County is evaluating the Ethanac Road/State Route 74/Nichols Road Corridor Project, that could realign Highway 74 from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the planning area. Mead Valley

Cajalco Road is the anchor for the community of Mead Valley. As a major link between Interstates 215 and 15, this important east/west corridor provides the opportunity for the commercial uses along Cajalco Road to assume a more prominent role in the future. South of Cajalco Road is a mixture of equestrian homes, which are set among rolling hills and large stands of Eucalyptus. The sense of community here is reinforced by a community center and a fire station. The area north of Cajalco Road is predominantly a grid-like pattern of half-acre and larger residential lots, the centerpiece of which is a local school.



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

Old Elsinore Road

Old Elsinore Road runs north-south through a narrow valley formed by the Gavilan Hills and the Motte-Rimrock Reserve. The road is lined by rural residential uses set on larger lots that can accommodate equestrian activities.

Incorporated Cities

The City of Perris, incorporated in 1911, occupies the entire eastern part of the planning area. The City of Perris’s sphere of influence encompasses all of the unincorporated lands within the Mead Valley planning area. In 2009, the City of Perris encompassed nearly 31.7 square miles with a total of more than 15,510 dwelling units. The City of Perris’s sphere of influence area is approximately 31 square miles and is located largely to the east of the City of Perris proper with a smaller portion located to the northeast of the downtown area. Land uses in this influence area are a mixture of residential, industrial, commercial, agricultural and conservation habitat.

Land Use Plan

The Land Use Plan focuses on preserving the rural community character of this area and, at the same time, accommodates future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Mead Valley Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this planning area. The Area Plan is organized around 21 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 Riverside County; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. 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 Mead 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.

Land Use Concept

The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the planning area.

Pockets of open space, including the Motte-Rimrock Reserve and Steele Peak, are designated as Open Space Conservation Habitat to preserve their scenic and natural qualities.

The Highway 74 Policy Area is designated along a portion of the present alignment of Highway 74, which is located in the southern portion of the planning area. The Highway 74 Policy Area would serve as a focal point for the surrounding Good Hope community. This Policy Area allows for a mixture of local serving commercial and small-scale industrial/service commercial uses, with residential and mixed use development. The Land Use Element provides a further description of this land use designation and its intent.

Mobility within the open space system is not ignored, either. Multi-use trails are conceptually located throughout the planning area, providing the framework for future trail improvements and connections. Thus, there is a strong relationship in the Area Plan between land uses and associated transportation and mobility systems, no matter what the intensity of uses may be.

Community Center Overlay

In recognition of the strategic importance of the Ramona/Cajalco interchange with Interstate 215 to the future of western Riverside County, the Mead Valley Area Plan includes a Community Center Overlay covering an extensive area centered on the first signalized intersection westerly of the freeway on Cajalco Expressway – the intersection of Cajalco with Harvill Avenue. As may be expected, the intersection has already attracted the types of commercial development that one might expect to find in the vicinity of significant freeway interchanges. Riverside County's vision for this area extends beyond roadside services. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is envisioned as a major employment center, which may include a mixture of industrial, office, business park, and commercial uses.

A Community Center Overlay is utilized here rather than a Community Center designation because the area is comprised of many parcels under separate ownerships. The preparation of the Specific Plan would be necessary for this area to be developed as a Community Center, and this could take time. In order to avoid delaying those landowners who are interested in development in the near future, the Community Center Overlay is utilized. As an alternative to development of a Community Center, individual landowners may choose to develop in accordance with the underlying designations. The presence of the Community Center Overlay is specifically not intended to prohibit to any extent the development of uses allowable pursuant to the underlying designations.

“

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



For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the **General Plan Land Use Element**.

The Job Center envisioned here would provide region-wide services with a mixture of business park, office, and retail commercial uses. Typical uses would include, but not limited to, research and development firms, manufacturing, private and public research institutions, academic institutions, medical facilities, and support commercial uses.

The Community Center Overlay at this location does not provide for residential uses, except for existing residential uses, caretaker's residences as permitted by zoning, and new residences on existing lots that are zoned for residential use.

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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Open Space	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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.	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
Community Development	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> 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.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Community Development	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> 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 Area		<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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)	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> 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:

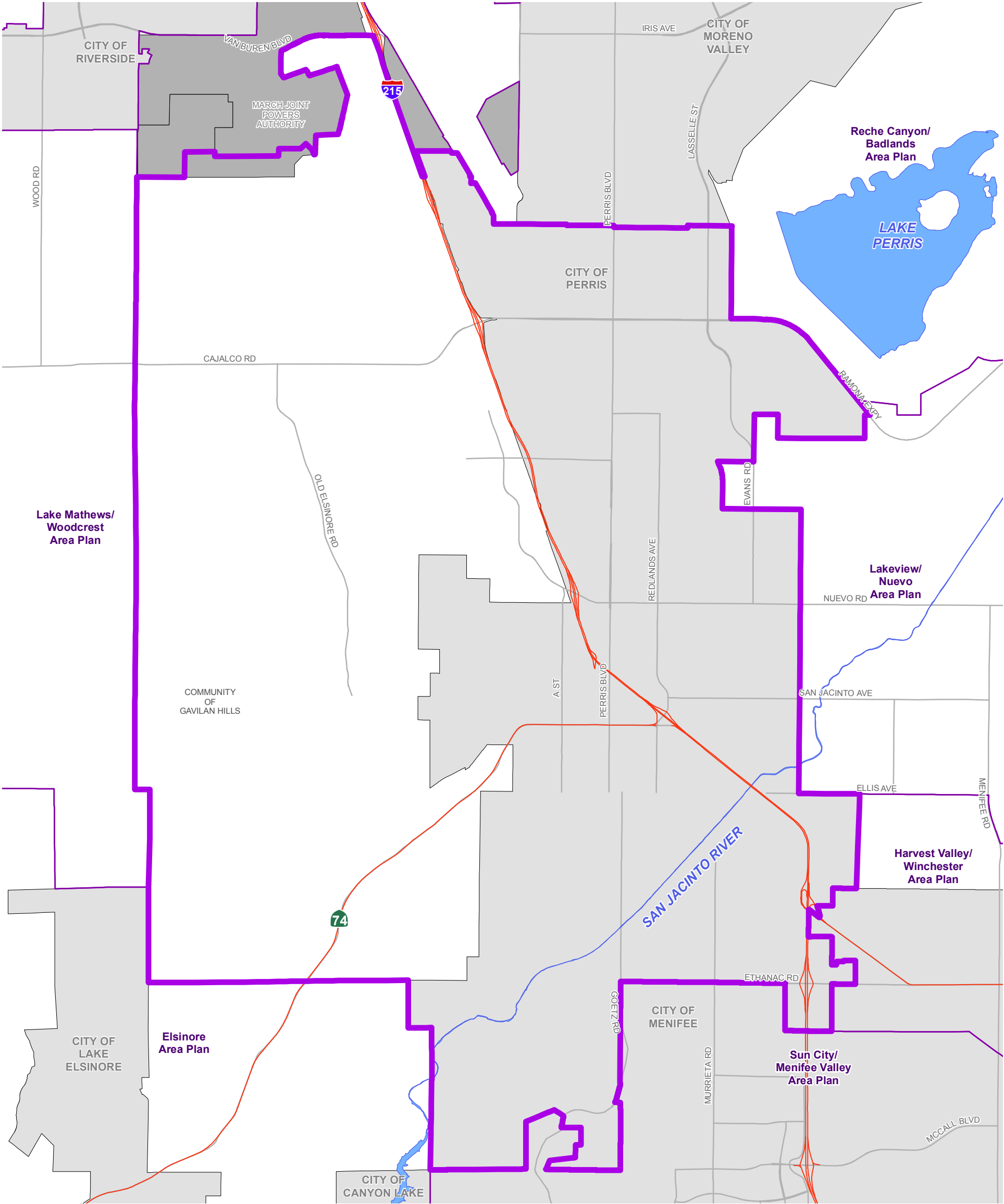
1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

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.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)



Data Source: Riverside County

- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies

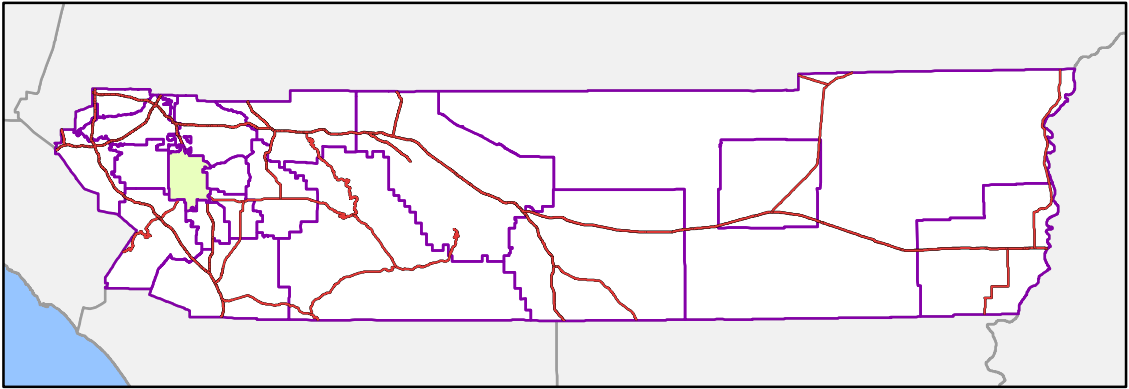


Figure 1



December 8, 2015

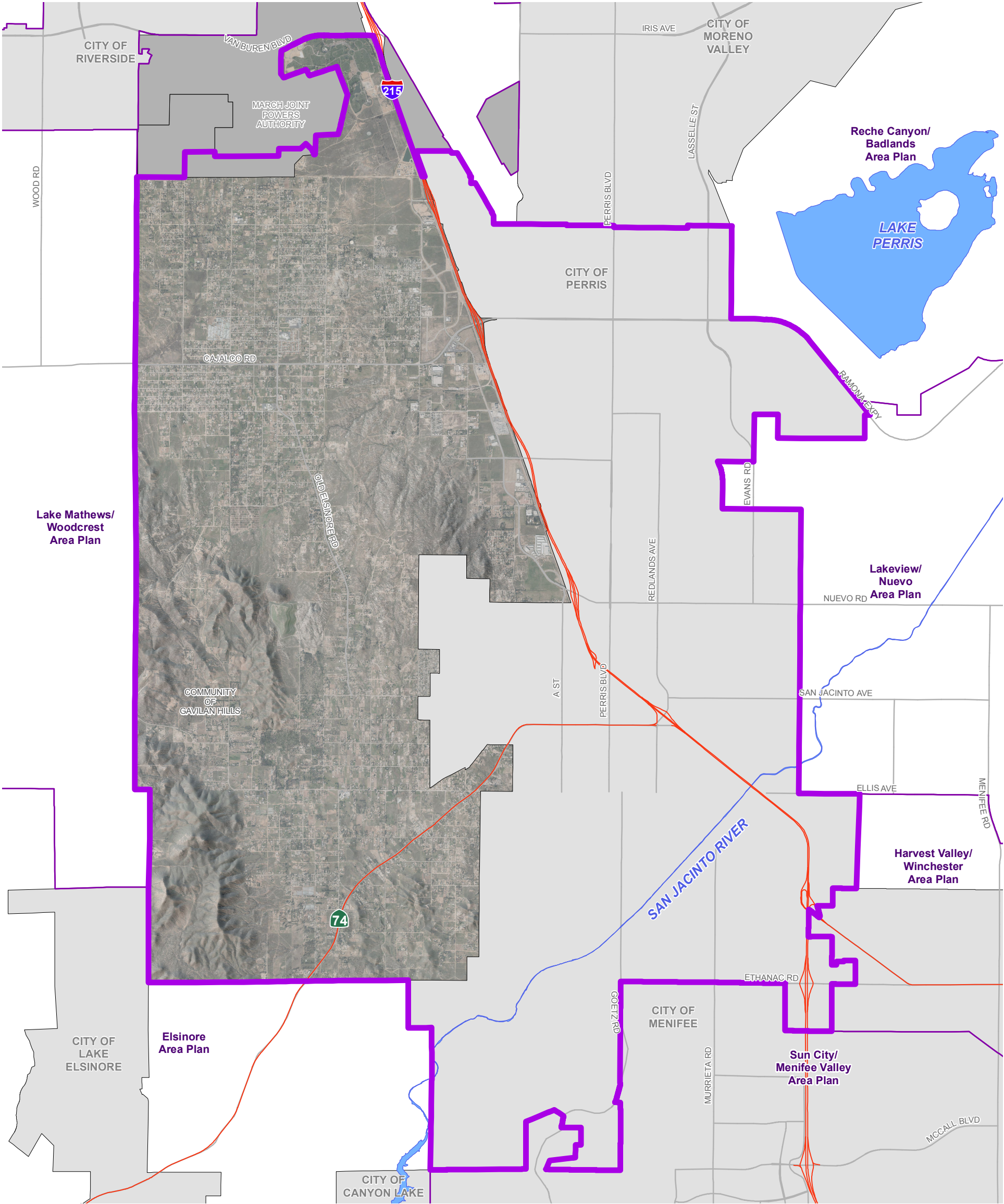
0 1 2 Miles

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.



MEAD VALLEY AREA PLAN
LOCATION

This page intentionally left blank

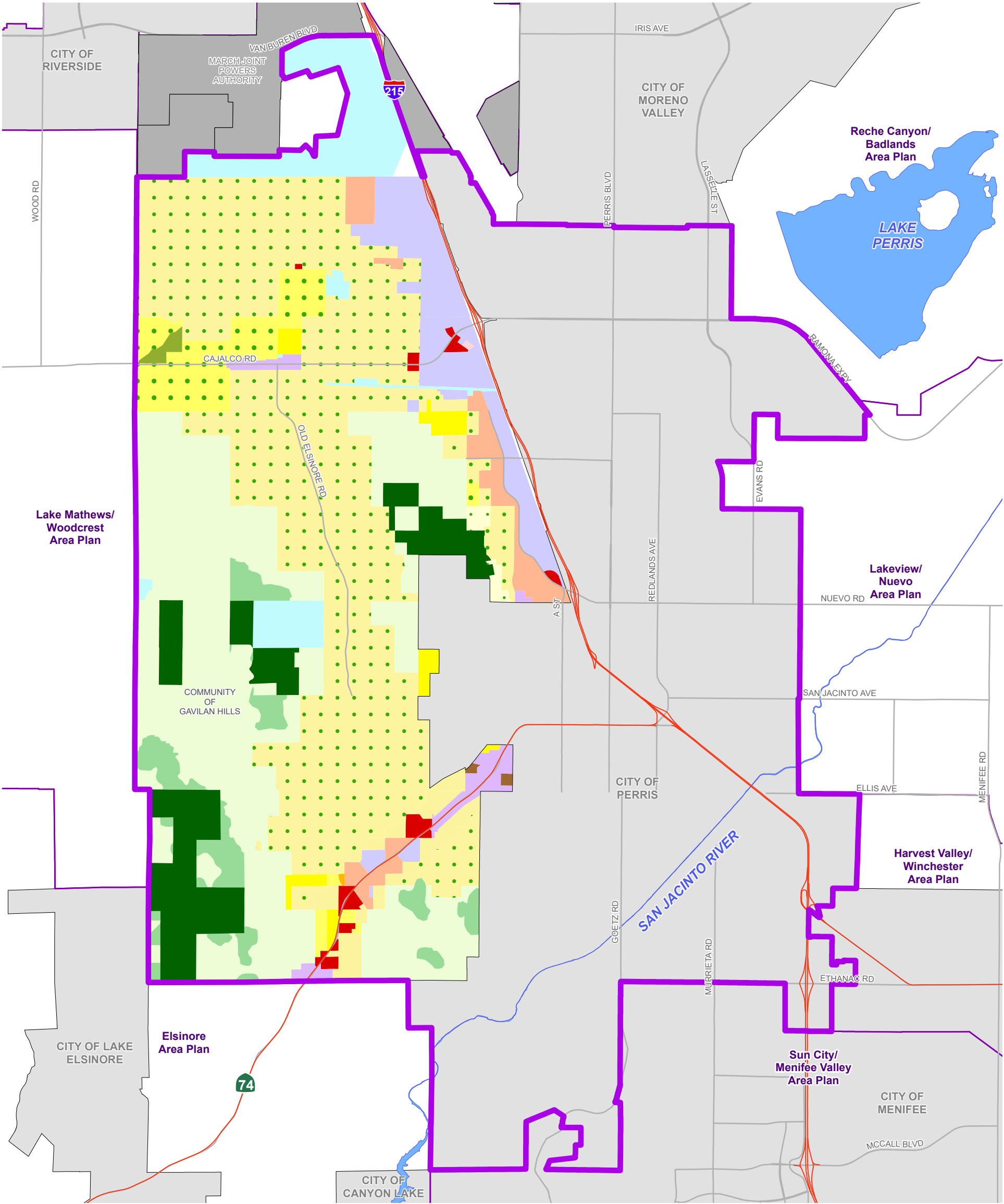


Data Source: Riverside County

- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies

Figure 2

This page intentionally left blank



Data Source: Riverside County Planning

COMMUNITY DEVELOPMENT

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential

- Highest Density Residential
- Commercial Retail
- Commercial Office
- Light Industrial
- Business Park
- Public Facilities
- Community Center
- Mixed-Use Area

RURAL COMMUNITY

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

RURAL

- Rural Residential
- Rural Mountainous

AGRICULTURE

- Agriculture

OPEN SPACE

- Conservation
- Conservation Habitat
- Open Space Recreation
- Water

- March Joint Powers Authority
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary

Figure 3

This page intentionally left blank

Mead Valley Area Plan

Table 2: Statistical Summary of Mead Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁸				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	5,261	789	2,840	NA
Rural Mountainous (RM)	698	35	126	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	5,959	824	2,966	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	79	28	101	NA
Very Low Density Residential (RC-VLDR)	7,697	5,773	20,783	NA
Low Density Residential (RC-LDR)	856	1,284	4,622	NA
<i>Rural Community Foundation Sub-Total:</i>	8,632	7,085	25,506	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	47	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	1,428	NA	NA	NA
Open Space-Water (OS-W)	0	NA	NA	NA
Open Space-Recreation (OS-R)	0	NA	NA	0
Open Space-Rural (OS-RUR)	0	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	1,475	0	0	0
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR)	389	292	0	NA
Low Density Residential (LDR)	69	104	0	NA
Medium Density Residential (MDR)	256	896	3,226	NA
Medium-High Density Residential (MHDR)	0	0	0	NA
High Density Residential (HDR)	4	43	0	NA
Very High Density Residential (VHDR)	0	0	0	NA
Highest Density Residential (HHDR)	17	287	1,033	NA
Commercial Retail ² (CR)	164	NA	NA	2,972
Commercial Tourist (CT)	0	NA	NA	0
Commercial Office (CO)	4	NA	NA	430
Light Industrial (LI)	256	NA	NA	3,292
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	556	NA	NA	9,085
Public Facilities (PF)	1,276	NA	NA	1,276
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA)	280	3,192	11,491	19,334
<i>Community Development Foundation Sub-Total:</i>	3,271	4,814	15,750	36,389
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	19,337	11,101	44,222	36,389
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	19,589	---	---	---
Indian Lands	0	---	---	---
Freeways	98	---	---	---
<i>Other Lands Sub-Total:</i>	20,421			
TOTAL FOR ALL LANDS:	39,758	13,493	48,583	28,949

Table 2, continued

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				
OVERLAYS^{4, 5}				
Community Center Overlay ¹	317	745	2,682	7,486
<i>Total Area Subject to Overlays:^{4, 5}</i>	317	745	2,682	7,486
POLICY AREAS⁶				
Cajalco Wood	155	---	---	---
Highway 74	1,041	---	---	---
March Joint Air Reserve Base Influence Area	19,262	---	---	---
Perris Valley Airport Influence Area	126	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	20,584			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	20,901			

FOOTNOTES:

1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.

2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.

4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.

5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.

6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.

7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

* Table was updated to include GPA Nos. 950,1036,1168, 1122, 1151, 1152, 1205 ; as well as city incorporations, adopted after December 08, 2015

* Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Overlays and Policy Areas

Not all areas within an area plan are the same. Distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A policy area is a portion of a planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

Overlays and Policy Areas

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

Cajalco Wood Policy Area

The Cajalco Wood Policy Area consists of approximately 1,020 acres located within the Lake Mathews/Woodcrest and Mead Valley Area Plans, both northerly and southerly of Cajalco Road, easterly of Wood Road and westerly of Alexander Street. The Policy Area includes the entire site of Specific Plan No. 229 (H.B. Ranches), along with an additional 80 acres to the southwest of the adopted Specific Plan. The Policy Area is located within an area characterized by rural community equestrian lifestyles. Over 180 acres in the southerly portion of the Policy Area are within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) criteria areas and warrant conservation. Additionally, the future development of this Policy Area may be affected by the development of the East-West CETAP Corridor. The character of the surrounding area will be further affected by construction of a high school to the north of this Policy Area. Given these factors, the County of Riverside has determined that consideration should be given to allowing clustered development within this Policy Area, including lot sizes smaller than 20,000 square feet, provided that the development furthers the rural community character of the area and provides infrastructure to enhance the equestrian lifestyle.

Policies:

MVAP 1.1 Notwithstanding the Rural Community foundation component designation of Specific Plan No. 229 and adjacent lands within this Policy Area and any provisions in the Land Use Element providing for a minimum lot size of one-half acre within this foundation component, the minimum area of new residential lots established within this Policy Area may be reduced to 12,000 square feet without need for a general plan amendment under the following circumstances:

- New lots smaller than 20,000 square feet in area shall only be permitted within the boundaries of an adopted Specific Plan.
- The number of residential lots within the boundaries of the Specific Plan as originally adopted shall not be increased above the level originally approved (1,421 dwelling units).
- Lots along the northerly edge of the Policy Area shall be no less than 20,000 square feet in area.
- Approximately one-third of the residential lots shall have a minimum lot size of 20,000 square feet, and in no case shall a residential lot be less than 12,000 square feet in area.
- The keeping of horses in accordance with the provisions of the County of Riverside regarding setbacks of animal-keeping uses from adjoining property lines, residences, and public rights-of-way shall not be prohibited on lots at least 20,000 square feet in area located southerly of Cajalco Road.
- An equestrian under-crossing shall be provided under Cajalco Road.
- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/Woodcrest and Mead Valley Area Plans.



**MVAP = Mead Valley
Area Plan Policy**

- Dwelling units may be transferred from the portion of the Policy Area within the WRC MSHCP criteria areas to portions of the Policy Area outside such areas, provided that the overall limit on number of dwelling units is not exceeded and the minimum lot size requirements specified herein are retained.
- A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the Policy Area. The remainder of the 80 acres shall be conserved in conformance with WRC MSHCP policies.

MVAP 1.2 Notwithstanding the Rural Community foundation component of the Policy Area except for the area depicted as Commercial Retail located at the northeast corner of Cajalco Road and Wood Road and any provisions in the Land Use Element that would otherwise prohibit the establishment of Commercial Retail designations at new locations within Rural Community Specific Plans, the Commercial Retail designation may be relocated to any other location along the ultimate right-of-way of Cajalco Road or the future east-west transportation corridor provided that the total acreage of the Commercial Retail designation is not increased beyond the existing designated area of 15 acres.

March Joint Air Reserve Base Airport Influence Area

The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party, Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. The boundary of the March Joint Air Reserve Base Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are three Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, March Joint Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

MVAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Highway 74 Policy Area

The Highway 74 Policy Area is generally located along a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris. The policy area encompasses approximately 2,216 acres of unincorporated lands

within the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP). However, the policy area segment in the MVAP is about half the total area with approximately 1,073 acres. This area can be defined to include the community of Good Hope; northernly of Ethanac Road and southernly of 7th Street in the City of Perris.

CalTrans relinquished control and maintenance of this segment of Highway 74 to the County of Riverside on June 28, 2017. This provided an opportunity for the County to reassess development opportunities along one of busiest corridors in western Riverside County. The area is relatively rural with large vacant lots, single family residential homes, and small businesses, such as, auto repair shops, and landscape supply stores. The corridor is surrounded by low hilly terrain and large boulders and is prone to periodic flooding.

The Highway 74 Policy Area policies and related land use plan updates were developed and added as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the Highway 74 corridor. The intent of the policy area is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address Environmental Justice.

According to Figure LU-4B of the Land Use Element, the Highway 74 Policy Area is an Environmental Justice Community (EJC), which includes the communities of Good Hope, Meadowbrook, and Warm Springs. Therefore, areas within the Hwy 74 PA are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. In furthering the intent of EJC, the Highway 74 PA contains policies that address specific environmental justice concerns that are specific to this area.

Highway 74 Policy Area General Policies:

- | | |
|----------|--|
| MVAP 3.1 | Encourage consolidation of parcels to promote better land use development and project design. |
| MVAP 3.2 | Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites. |
| MVAP 3.3 | The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s). |
| MVAP 3.4 | Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents. |
| MVAP 3.5 | Development may include live-work spaces within the MUAs where appropriate. |
| MVAP 3.6 | Development should promote vehicle miles traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-modal transportation options within proximity to each other. |
| MVAP 3.7 | Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness. |
| MVAP 3.8 | Encourage commercial parking to be screened from any public right-of-way with |

incorporation of landscaping, walls, berms with trees in support of the streetscape.

- MVAP 3.9 Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.
- MVAP 3.10 Encourage the siting of hazardous waste and hazardous materials facilities, including solid waste and recycling facilities pursuant to policy HC 15.5 to reduce illegal dumping, reduce waste, and increase access to affordable composting and recycling facilities.
- MVAP 3.11 Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

Highway 74 Policy Area Neighborhoods

These neighborhoods are important locations because they establish a sense of uniqueness that differentiate them from each other and adjacent cities. As a result, many of the policies for Hwy 74 PA have derived from local citizen input. Therefore, the purpose of organizing the Highway 74 PA into three distinct neighborhoods is to:

- Encourage stronger neighborhood character and sense of place; and,
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations; and,
- Facilitate the creation of walkable, bicycle-friendly environment with increased accessibility via public transit; and,
- Encourage revitalization of the area, by encourage new economic development, that promote new localized infrastructure improvements; and,
- Promote Environmental Justice appropriately.

The Highway 74 Policy Area contains a total of three neighborhoods. Only, Neighborhood 1 is located within the MVAP. Neighborhood 2 and 3 are located within the ELAP.

- Neighborhood 1: generally located north of Ethanac Road and south of 7th Street in the City of Perris; and within the Mead Valley Area Plan.
- Neighborhood 2: generally located north of Crumpton Street in the City of Elsinore and south of Ethanac Road; and within the Elsinore Area Plan.
- Neighborhood 3: generally located north of Cambern Avenue and south of Trellis Lane in the City of Elsinore; and within the Elsinore Area Plan.

Description of Neighborhood 1

Below is a description of the neighborhood within the MVAP, and includes “neighborhood-specific” policies, that don’t apply to Neighborhood’s 2 and 3.

Neighborhood – 1 primarily has single-story homes on large lots with adjacent establishments such as vehicle and tire service repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and

Mead Valley Area Plan

Mixed-Use Areas, and include Light Industrial and Very Low-Density Residential on the outskirts of its boundary.

This neighborhood presents opportunity to serve as an entry point from the City of Perris to the Highway 74 Policy Area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a “live, work, and play” environment.

MVAP 3.12 New developments within the neighborhood should support the neighborhood’s emerging identity.

MVAP 3.13 Encourage “complete streets” which include street configurations that include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

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 do.

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

Table 3: Adopted Specific Plans in the Mead Valley Area Plan

Specific Plan	Specific Plan #
**Boulder Springs	229
“A” Street Corridor*	100
Majestic Freeway Business Center	341

* For alignment and design of Harvill Road only. This specific plan does not provide land use information.

**Only a portion of this specific plan is within Mead Valley.

Source: County of Riverside Planning Department.

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to March Joint Air Reserve Base)^{1,2}**

Safety Zone	Maximum Population Density	Land Use
Area I	No residential ³	<p>No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities.</p> <ul style="list-style-type: none"> • Places of Assembly, such as churches, schools, and auditoriums. • Large Retail Outlets, such as shopping centers, department stores, “big box” discount stores, supermarkets, and drug stores. • High Patronage Services, such as restaurants, theaters, banks, and bowling alleys.

Safety Zone	Maximum Population Density	Land Use
		<ul style="list-style-type: none"> Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. Communication Facilities for use by emergency response and public information activities. Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	Residential 2.5 acre minimum lots	
Area III	Not Applicable	

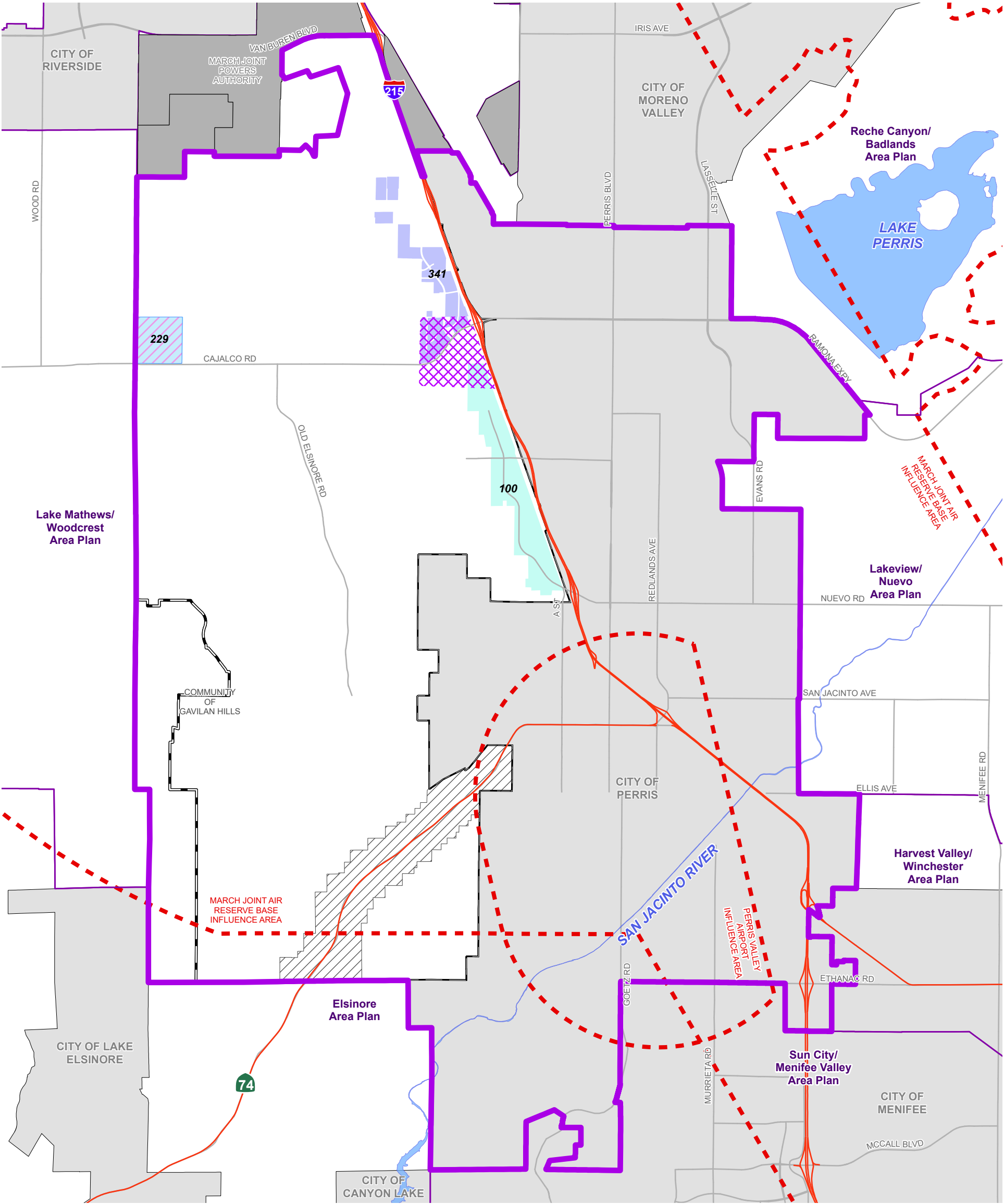
1 The following uses shall be prohibited in all airport safety zones:

- a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
- b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
- c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.

2 Aviation easements shall be secured through dedication for all land uses permitted in any safety zones.

3 Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission.

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



Data Source: Riverside County Planning

- ###

Specific Plans
- Airport Influence Areas
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies
- Community Center Overlay
- Cajalco Wood Policy Area
- Highway 74 Policy Area

Figure 4

This page intentionally left blank

Land Use

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

Local Land Use Policies

Community Centers Overlay

The Mead Valley Area Plan Land Use Plan identifies one Community Center Overlay within the planning area, offering the potential for development of a unique mix of employment, commercial, and public uses. The use of the Community Center Overlay allows development of a mixed-use Community Center through use of a Specific Plan or a Master Plan of Development (or Redevelopment) that would be adopted by the County of Riverside as an incentive to promote this more efficient form of land development, without need for a General Plan Amendment. At the same time, use of the Community Center Overlay allows landowners the alternative of developing their properties pursuant to the underlying designation(s).

Policies:

- | | |
|----------|--|
| MVAP 4.1 | Allow properties within the Community Center Overlay area to be developed in accordance with underlying designations, even if the proposed land use would not be considered an appropriate land use within a mixed-use Community Center. |
| MVAP 4.2 | Encourage development in accordance with the land use standards for Community Centers as detailed in the description of the Community Centers land use designation in the General Plan Land Use Element through provision of voluntary incentives. |
| MVAP 4.3 | Assign high priority to the development of a Specific plan or Master Plan of Development (or Redevelopment) for this area with the objective of increasing the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities. |



Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and Specific Plan design guidelines.



The Community Center Guidelines are located in Appendix J of the General Plan.

Mead Valley Town Center

Mead Valley Town Center (see Figure 3A) contains two Mixed-Use Area (MUA) neighborhoods, the Cajalco Road-Carroll/Brown Streets Neighborhood and the Cajalco Road-Clark Street Northeast Neighborhood. These neighborhoods are located in the core area of the community of Mead Valley. These designated Mixed Use Areas, described below, will provide landowners with the opportunity to develop their properties for mixed-use development, with a mixture of Highest Density Residential (HHDR) and other community supportive uses including retail commercial, office, civic, and other types of uses. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated designs. Both MUA neighborhoods require that 50% of their sites be developed as HHDR, with the remainder of each neighborhood developed for a variety of other, supportive uses, as described below. Mead Valley Town Center provides an opportunity for the creation of a small, but focused community core for Mead Valley, with a variety of housing options, and options for development of retail commercial, offices, and other types of uses to create a true cultural and business focal area for the residents of, and visitors to, this generally rural, but geographically large community.

Potential nonresidential uses include those traditionally found in a “downtown/Main Street” setting, such as retail uses, eating and drinking establishments, personal services such as barber shops, beauty shops, and dry cleaners, professional offices, and public facilities including schools, together with places of assembly and recreational, cultural, and community facilities, integrated with small parks, plazas, and pathways or paseos. Together, these designated Mixed Use Areas will provide a balanced mix of jobs, housing, and services within compact, walkable neighborhoods that feature pedestrian and bicycle linkages (walking paths, paseos, and trails) between residential uses and activity nodes such as grocery stores, pharmacies, places of worship, schools, parks, and community and/or senior centers.

Mixed-Use Area Neighborhoods:

Descriptions of each of Mead Valley Town Center’s two MUA neighborhoods are presented below, along with the policies that apply solely to each neighborhood. Then, policies that apply to both neighborhoods are presented.

Cajalco Road-Carroll/Brown Streets Neighborhood [Neighborhood 1] contains approximately 48 gross acres (about 38 net acres) and is located less than one mile south of Manuel L. Real Elementary School, and about 2.5 miles west of the I-215 freeway. Currently, this neighborhood is mostly developed with low density single family residential homes. This neighborhood generally encompasses the area bounded by Brown Street to the west, Johnson Street to the north, and Carroll Street to the west. The southernmost boundary is southerly of Cajalco Road and northerly of Elmwood Street. Cajalco Road is designated as an Expressway in the Circulation Element, allowing it to be widened beyond its current two-lane configuration. A bus stop is located on the corner of Cajalco Road and Brown Street, the westernmost boundary for this neighborhood.

The Cajalco Road-Carroll/Brown Streets Neighborhood is a Mixed-Use Area that will be developed with a 50 % Highest Density Residential (HHDR) component. This neighborhood is in an optimal location for this type of development because expanding and improving Cajalco Road in accordance with its Expressway designation would complement the higher intensity community core. Additionally, the opportunity exists to expand transit services and provide more bus stops and more bus services. Also, because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing resulting in a walkable neighborhood. This neighborhood would serve surrounding neighborhoods by providing job opportunities through its commercial uses. It should be noted that this neighborhood is affected by a flood zone which would result in special design features in response to floodplain constraints, and provide opportunities for open space edges between land uses of differing intensities and types, and provide routes for intra- and inter-community pedestrian and bicycle access and community trails.

Following are the policies applying to the Carroll Road-Brown Streets Neighborhood:

- MVAP 4.4 Fifty percent of the Cajalco Road-Carroll/Brown Streets Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 4.5 Residential uses are encouraged to be located in the northernmost and southernmost portions of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

Cajalco Road-Clark Street Northeast Neighborhood [Neighborhood 2] is a vacant parcel containing about 15 acres (about 14 net acres) and directly adjoins the northeastern edge of the Cajalco Road/Carroll/Brown Streets Neighborhood. Cajalco Road borders the neighborhood to the south and an existing Medium Density Residential (MDR) neighborhood to the north. Low density single family residential homes are located to the west and east. This neighborhood will be developed with 50% HHDR and will be directly adjacent to commercial uses in the Cajalco Road-Carroll/Brown Streets Neighborhood, providing the potential for jobs to residents in this neighborhood.

Following are the policies applying to the Cajalco Road-Clark Street Northeast Neighborhood:

- MVAP 4.6 Fifty percent of the Cajalco Road-Clark Street Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 4.7 Residential uses are encouraged to be located in the northerly portion of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

Policies applying to both Mead Valley Town Center Mixed-Use Area (MUA) neighborhoods:

- MVAP 4.8 HHDR developments should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 4.9 Nonresidential uses should include a variety of other uses to serve the local population and tourists, such as such as retail commercial, office uses, dining facilities, public uses, community facilities, parkland, and trails and bikeways.
- MVAP 4.10 Nonresidential uses in this area should be designed in a manner that would provide pedestrian and bicycle linkages to enhance non-motorized mobility in this area.
- MVAP 4.11 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.
- MVAP 4.12 All HHDR development proposals should be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily, basis.
- MVAP 4.13 All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide convenient public access to alternative transportation

facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.

- MVAP 4.14 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Area)

Mead Valley Community: I-215/Nuevo Road Vicinity (see Figure 3B) includes a single neighborhood designated as a Mixed-Use Area, located along the north side of Nuevo Road, and the east side of Webster Avenue. This neighborhood is referred to as the Nuevo Road-Webster Avenue Neighborhood. This area is in the midst of important subregional and regional transportation facilities, including I-215, March Air Reserve Base, the new Perris Valley Line for Metrolink commuter train service, and Cajalco Road, which provides an important roadway connection between this area to the core and western part of Mead Valley and beyond to the Temescal Valley and I-15. The area is also an important current and planned future center for industrial development and job creation in the Western Riverside County area.

Mixed-Use Area (MUA) Neighborhood:

Nuevo Road-Webster Avenue Neighborhood [Neighborhood 1] covers about 11 ~~84~~ gross acres (about 10 net acres). It is a Mixed-Use Area (MUA) with a requirement for 50% Highest Density Residential (HHDR) development. It is located near the I-215 interchange at Nuevo Road, and the new Perris Valley Line Metrolink commuter rail service is located very conveniently to the site, with the new Downtown Perris Station located only about two miles to the southeast. This neighborhood currently contains a few single family residential units, along with vacant land. Numerous and varied existing retail commercial uses and the Perris High School, are located nearby, east of I-215, within the City of Perris. Existing residential units lie to the west and south of the site along and near Webster Avenue and Nuevo Road. Park and recreation areas, trails, and lower profile one- or two-story buildings should be used to provide buffers for development, where it would take place across these roads from existing single family development. This neighborhood is situated within proximity of a myriad of different surrounding land use types and could benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations.

Following are the policies that apply to the Nuevo Road-Webster Avenue Neighborhood:

- MVAP 4.15 Fifty percent of the Nuevo Road-Webster Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 4.16 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 4.17 The neighborhood should include pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.
- MVAP 4.18 The neighborhood should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

- MVAP 4.19 Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, offices, community facilities, and parkland and trails.
- MVAP 4.20 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Good Hope Community

The community of Good Hope is located along State Highway 74, southwesterly of the City of Perris. It contains several distinctive rock outcroppings, just east of Steele Peak. The Good Hope Community, covering about 132 acres (see Figure 3C), is located in the northeastern part of Good Hope, adjacent to the City of Perris. It includes two HHDR neighborhoods and one Mixed-Use Area neighborhood, which requires a mixture of neighborhood land uses, including 30% HHDR development. Existing conditions include scattered low density single family residences, light industrial uses (and automotive repair and recycling facilities), and vacant lots. Currently, Highway 74 carves a swath through this community, serving scattered residential, rural, commercial, and industrial development. Highway 74 will be realigned from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the Good Hope Community. This neighborhood is located only about one mile west of the Downtown Perris Station of the new Perris Valley Line Metrolink commuter rail service.

Mixed-Use Area Neighborhood description and policies:

Following is a description of the neighborhood of the Good Hope Community that is designated as a Mixed-Use Area (MUA), and the policies that pertain to it:

Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] contains about 114 gross acres (about 99 net acres), and is designated as a Mixed-Use Area (MUA), with a required 30% Highest Density Residential (HHDR) component. This neighborhood lies along both sides of Highway SR-74, between 7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neitzel Road and Clayton Street, and partly on the east by Bellamo Lane. It is almost completely surrounded by the City of Perris. This neighborhood's mixture of land uses should include commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between this neighborhood's more intense development and neighboring rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Currently, there is a bus stop along SR-74 which allows for the opportunity to expand transit services and provide more bus stops and more bus services in the future.

Policies:

- MVAP 5.21 Thirty percent of the Highway 74-7th Street/Ellis Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- MVAP 5.22 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.
- MVAP 5.23 Land uses in addition to HHDR development may include, but are not limited to, a variety of neighborhood supportive retail commercial, office, community and civic uses, and parks and trails.

MVAP 5.24 This neighborhood should include internal pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.

Highest Density Residential (HHDR) Neighborhoods descriptions and policies:

The Good Hope Community contains two neighborhoods designated entirely for Highest Density Residential (HHDR) development: the Good Hope West Neighborhood and the Good Hope East Neighborhood. Following are the descriptions of these two neighborhoods, and the policies that pertain to them:

The **Good Hope West Neighborhood [Neighborhood 2]** contains about 7 gross acres (also, about 7 net acres) and is located along the east sides of Neitzel Road and Clayton Street, westerly of (but does not adjoin) Highway 74, about halfway between 7th Street and Ellis Avenue.

Policy:

MVAP 5.25 The entire Good Hope West Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Good Hope East Neighborhood [Neighborhood 3]** contains about 10 gross acres (also, about 10 net acres) and is located easterly of (but does not adjoin) Highway 74, along the western side of Bellamo Lane, northerly of (but not adjoining) Ellis Avenue.

Policy:

MVAP 5.26 The entire Good Hope East Neighborhood shall be developed in accordance with the HHDR land use designation.

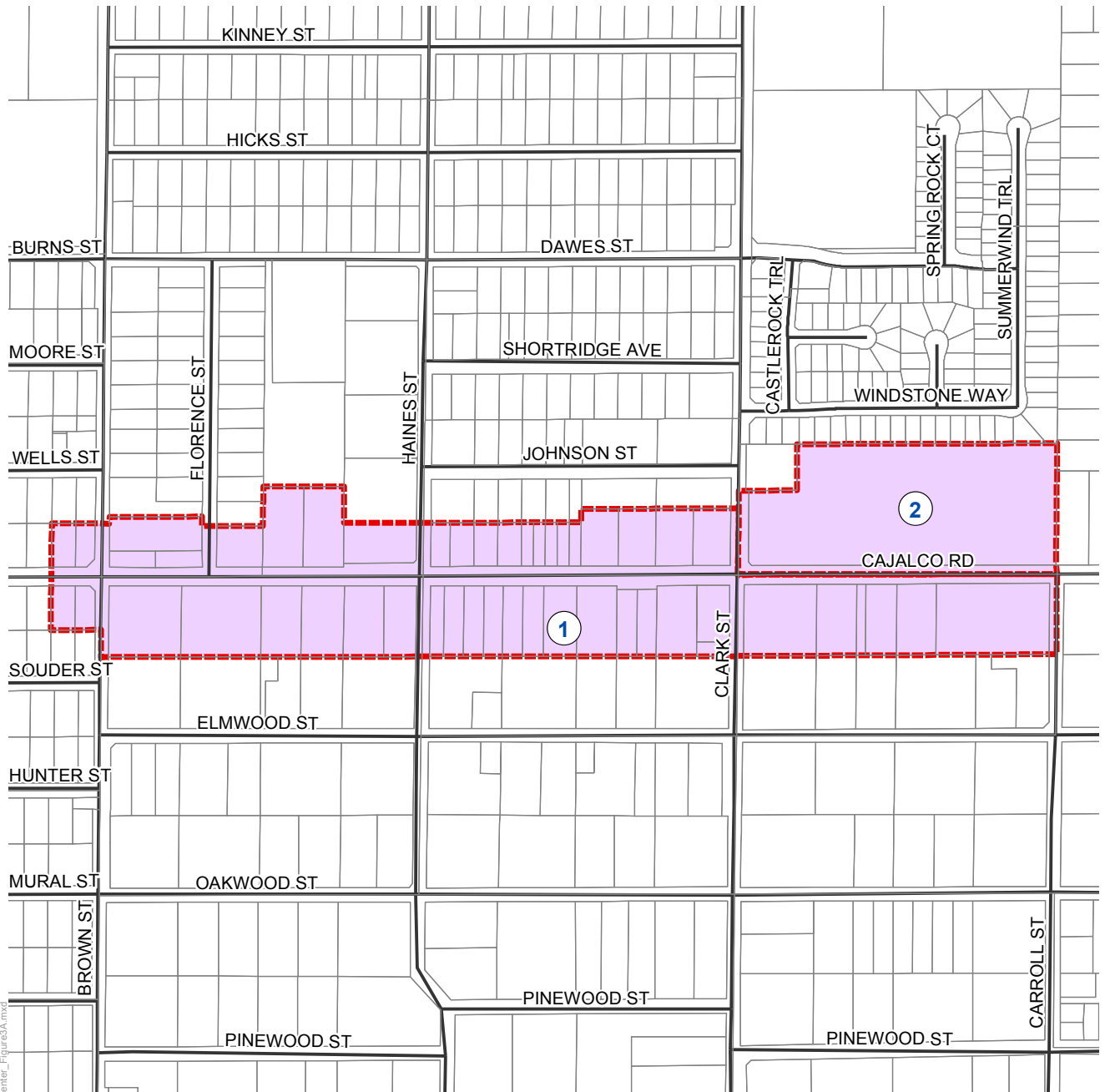
Following are the policies that apply to all neighborhoods in the Good Hope Community, whether they are designated MUA or HHDR:

MVAP 5.27 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP 5.28 These neighborhoods should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

MVAP 5.29 HHDR uses shall be located in areas of the neighborhoods that are located away from Highway 74, as it would be realigned.

MVAP 5.30 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.



Source: Riverside County

COMMUNITY DEVELOPMENT LAND USE DESIGNATIONS:



Mixed-Use Area

MUA NEIGHBORHOODS:

- 1- Cajalco Road - Carroll / Brown Streets
- 2- Cajalco Road - Clark Street Northeast

Figure 3A

MEAD VALLEY AREA PLAN

MEAD VALLEY TOWN CENTER NEIGHBORHOODS

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.

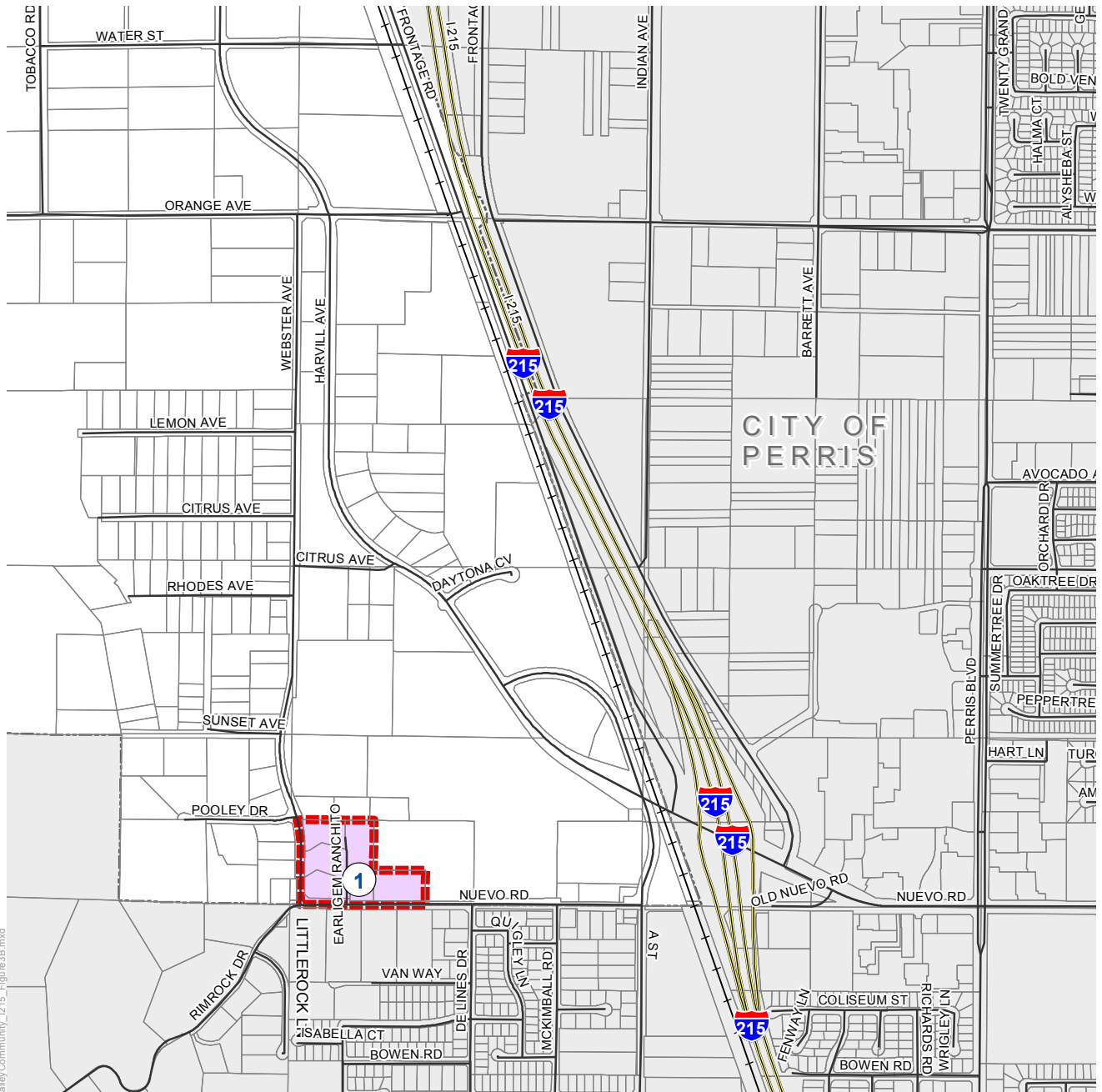


Dec. 6, 2016

0 0.05 0.1 0.2 Miles



This page intentionally left blank



Source: Riverside County

COMMUNITY DEVELOPMENT LAND USE DESIGNATIONS:

 **Mixed-Use Area**

 **Railroads**

 **Cities**

MUA NEIGHBORHOODS:

1- Nuevo Road / Webster Avenue

Figure 3B

MEAD VALLEY AREA PLAN MEAD VALLEY COMMUNITY: I-215 / NUEVO ROAD VICINITY NEIGHBORHOODS

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.

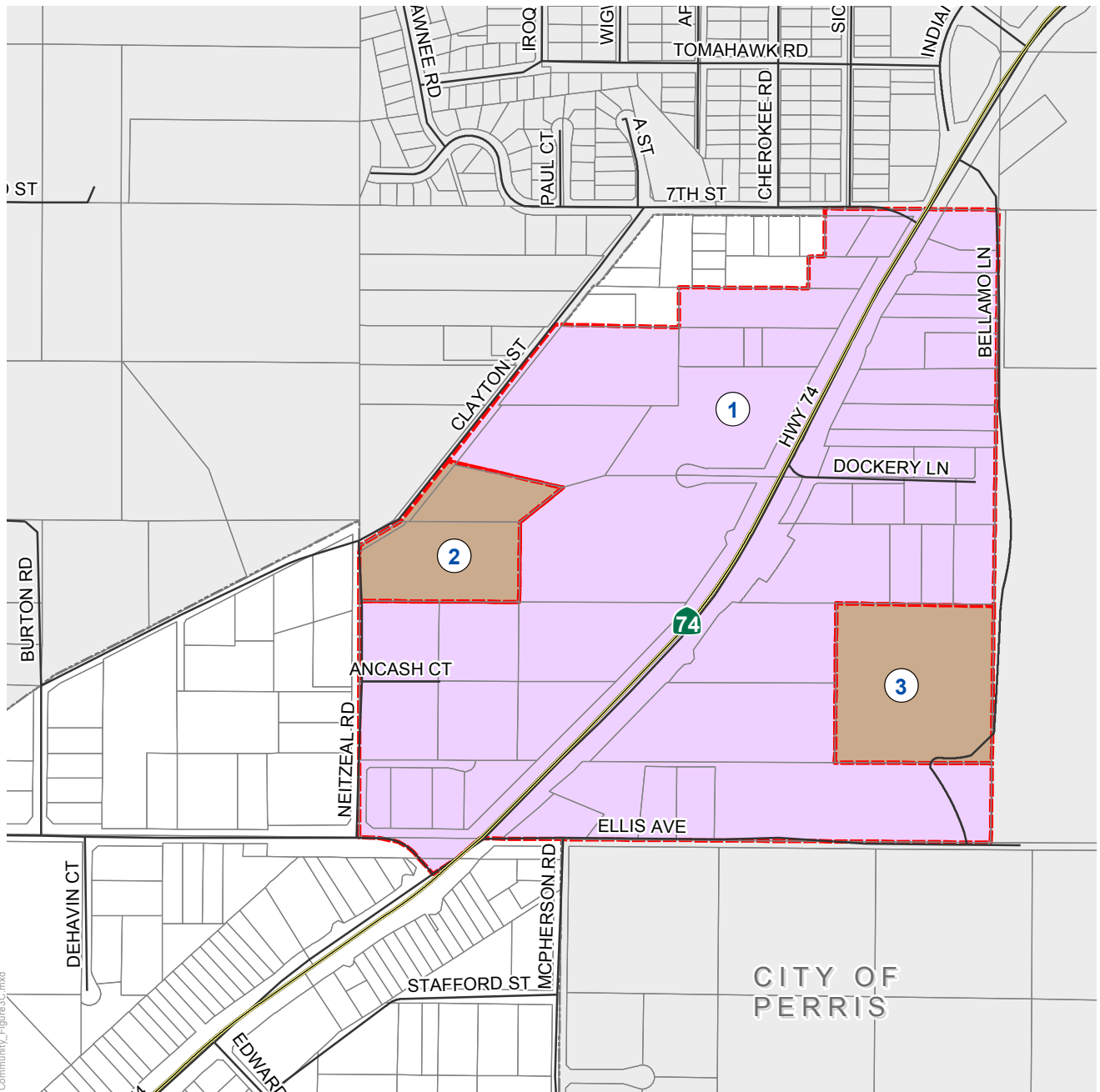


Dec. 6, 2016

0 0.1 0.2 0.4 Miles

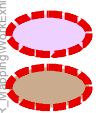


This page intentionally left blank



Source: Riverside County

COMMUNITY DEVELOPMENT LAND USE DESIGNATIONS:



Mixed-Use Area

Highest Density Residential



Cities

HHDR / MUA NEIGHBORHOODS:

- 1- Highway 74 - 7th Street / Ellis Avenue
- 2- Good Hope West
- 3- Good Hope East

Figure 3C

MEAD VALLEY AREA PLAN GOOD HOPE COMMUNITY NEIGHBORHOODS

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.



Dec. 6, 2016

0 0.05 0.1 0.2 Miles



This page intentionally left blank

Industrial Development

The Mead Valley Area Plan includes an extensive area westerly of Interstate 215 from Nandina Avenue on the north to Nuevo Road and the Perris city limits on the south that is designated Light Industrial, Business Park, or Light Industrial with a Community Center Overlay. It is the policy of Riverside County to stimulate economic development in this area of Mead Valley. This area has access to Interstate 215 via two interchanges and includes areas that have all of the infrastructure in place to support economic development. However, given the proximity of the rural community and residential uses, the impacts of industrial expansion on localized air quality, traffic, noise, light and glare need to be assessed in order to apply appropriate measures to mitigate impacts so that the environmental quality of the community and residents' health and welfare are maintained.

Policies:

- MVAP 6.1 In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.
- MVAP 6.2 A minimum 50 foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.

Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial District. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policy:

- MVAP 7.1 Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.



Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.

Mount Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the Observatory's view. Please see Figure 7, Mt. Palomar Nighttime Lighting Policy, for areas that may be impacted by these standards.

Policy:

MVAP 8.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.



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

Circulation

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

As stated in the Vision and the Land Use Element, the County of Riverside is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and 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 Mead 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 planning area is tied to the countywide 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.

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for Mead Valley is shown on Figure 8, Circulation. The vehicular circulation system in Mead Valley is anchored by Interstate 215, Highway 74, and Cajalco Road. Major and secondary arterials and collector roads branch off from these major roadways and serve local uses. Highway 74 will be re-aligned to follow Ethanac Road due east from its present intersection with Highway 74, past Interstate 215, to reconnect with Highway 74 in Romoland.

Policies:

- MVAP 9.1 Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the Functional Classifications section in the General Plan Circulation Element.
- MVAP 9.2 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 Burlington Northern-Santa Fe rail line runs northwest to southeast through the planning area, paralleling the west side of Interstate 215. This line provides freight transport service between the Hemet/San Jacinto area, March Inland Port, and points northwest. The underlying right-of-way is owned by the Riverside County Transportation Commission. This line could potentially provide a viable regional transportation option for residents, employees, and visitors to the area.

Policies:

- MVAP 10.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.
- MVAP 10.2 Work with AMTRAK and MetroLink authorities to accommodate passenger rail service (which may include, but need not be limited to, commuter rail service) along this line, with a possible station located within, or in the vicinity of, the Community Center Overlay area.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose 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. The 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 as well as separations between communities.

As shown on Figure 9, Trails and Bikeway System, an extensive trails system, which mainly follows the vehicular roadway circulation routes, is planned in Mead Valley. The trail system in the planning area must accommodate a range of equestrian, pedestrian, and bicycle users.

Policies:

- MVAP 11.1 Maintain and improve the trails and bikeways system to reflect Figure 9, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
- MVAP 11.2 Install diamond-shaped warning signs indicating Warning: Trail Crossing or depicting the equivalent international graphic symbol at locations where regional or community trails cross public roads with high amounts of traffic, such as Cajalco Road.

Scenic Highways

Scenic Highways 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 these corridors so as to not detract from the area's natural characteristics.

As shown on Figure 10, Scenic Highways, there is one State Eligible Scenic Highway in Mead Valley: Highway 74 as it connects with Interstate 215 in the southern portion of the planning area. Highway 74 is of regional significance because it provides a link between Orange and Riverside Counties through the Santa Ana Mountains and eventually through the San Jacinto Mountains as the famous Palms to Pines Scenic Highway. In the planning area, Highway 74 passes by Steele Peak and the San Jacinto River.

Policy:

- MVAP 12.1 Protect the scenic highways in the Mead 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.

Transit Oasis

The Transit Oasis is a concept to improve transportation options in Riverside County by providing an integrated system of local serving, rubber-tired transit that is linked with a regional transportation system, such as MetroLink or express buses. In the Transit Oasis concept, rubber-tired transit vehicles operate on a single prioritized or dedicated lane in a one-way, continuous loop. The Transit Oasis is designed to fit into Community Centers, which provide the types of densities or intensities of use and concentrated development patterns that can allow this concept to become a reality.

The Transit Oasis concept may be accommodated in the Community Center Overlay area within the Mead Valley Area Plan. The Transit Oasis would provide local serving transit to the businesses establishments in, and in the immediate vicinity of, the Community Center Overlay area. It is envisioned that the Transit Oasis would provide connections to the future transit lines utilizing the East-West CETAP Corridor, park-and-ride facilities, and the future passenger rail station.

Policy:

- MVAP 13.1 Support the development and implementation of the Transit Oasis (and in the vicinity of) the Community Center Overlay area within the Mead Valley Area Plan in accordance with the General Plan Circulation Element.

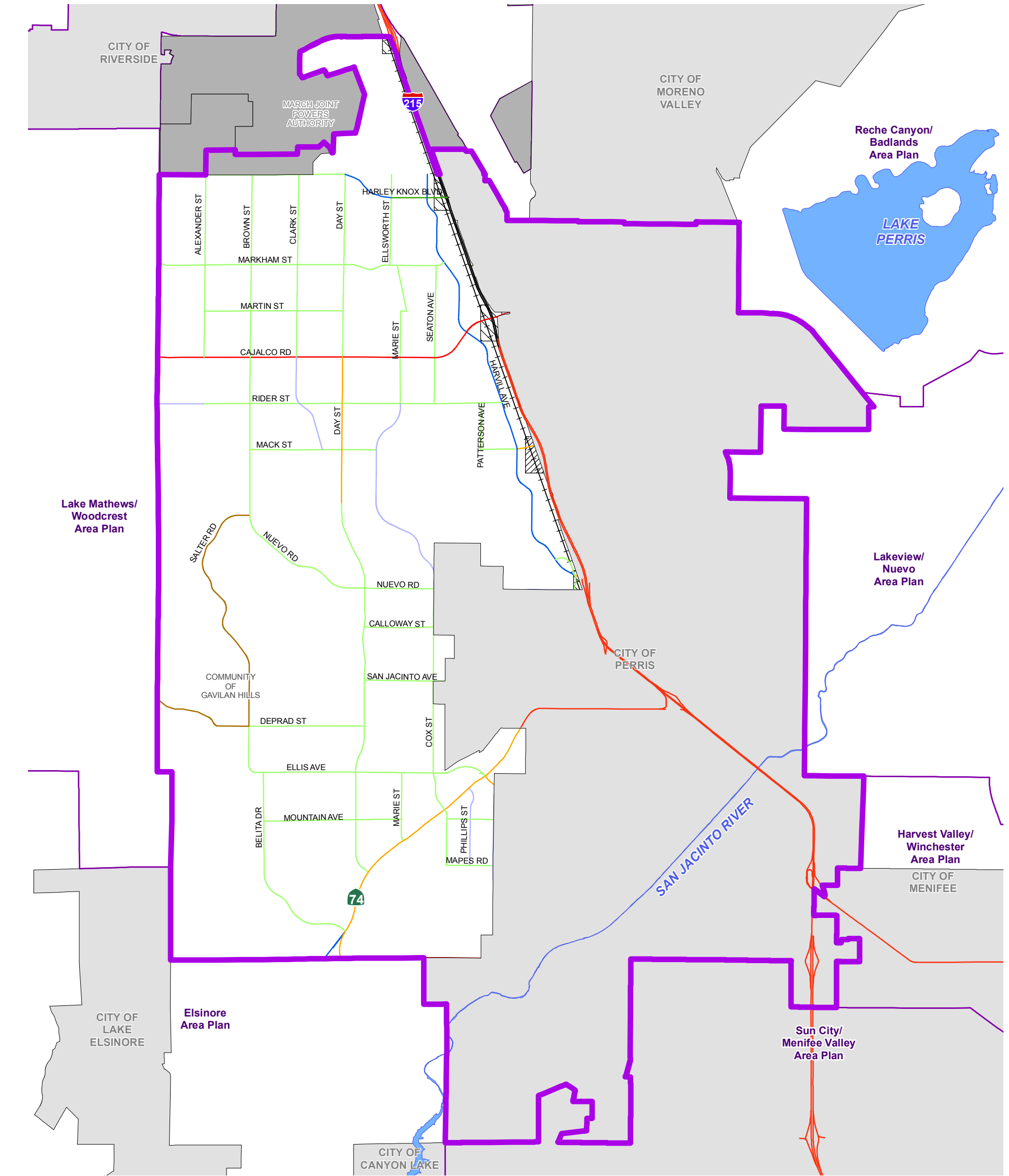
Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The Community Environmental Transportation Acceptability Process (CETAP) was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate the increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

The East-West CETAP Corridor may pass through Mead Valley. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policy:

- MVAP 14.1 Accommodate the East-West CETAP Corridor in accordance with the General Plan Circulation Element.

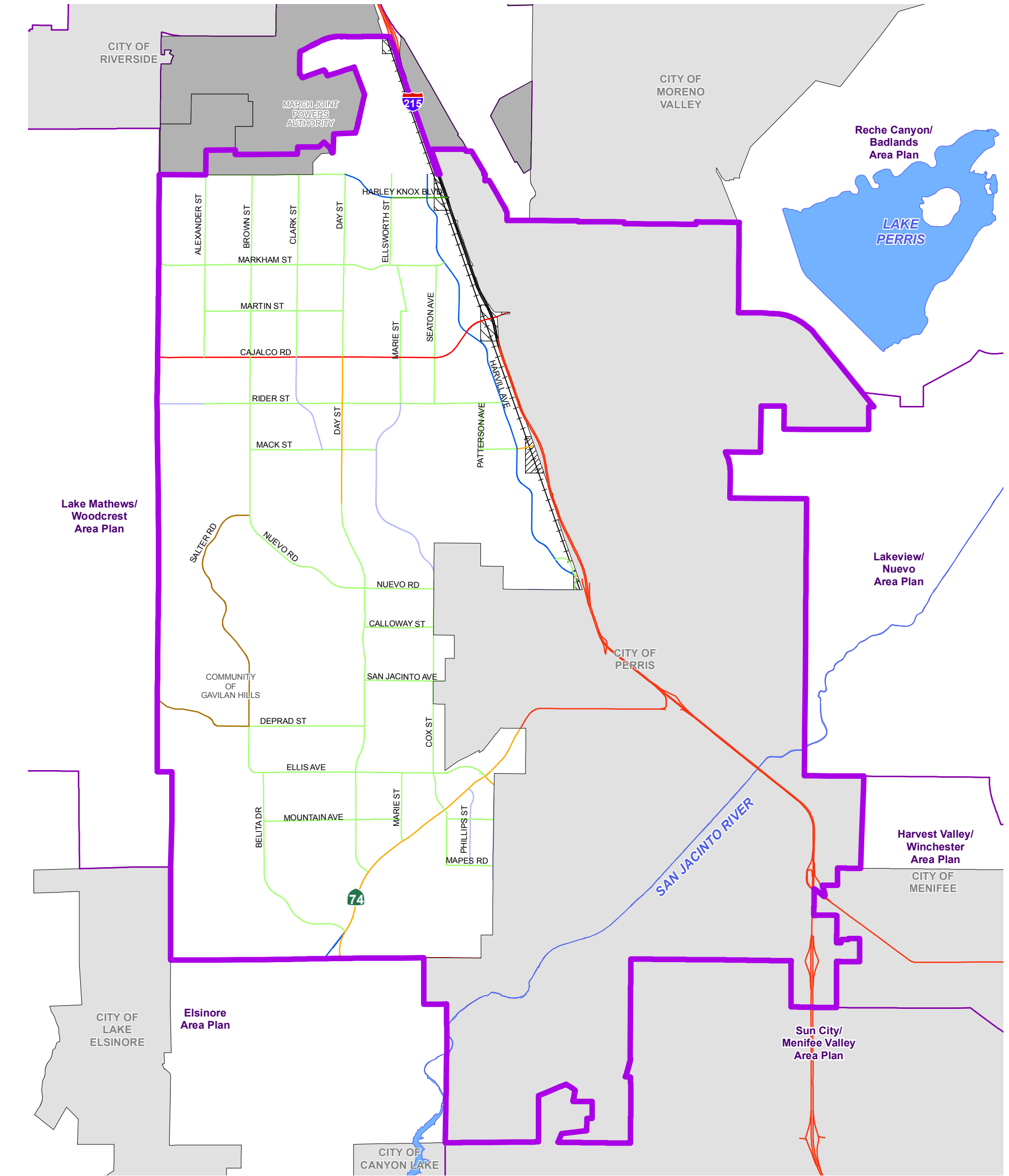


Data Source: Riverside County Transportation

- | | | |
|------------------------------|-------------------------|------------------------------|
| Freeway | Cajalco Romona Corridor | Highways |
| Expressway (220' ROW) | Existing Interchange | Area Plan Boundary |
| Urban Arterial (152' ROW) | Proposed Interchange | March Joint Powers Authority |
| Arterial (128' ROW) | Rail | City Boundary |
| Major (118' ROW) | | Waterbodies |
| Mountain Arterial (110' ROW) | | |
| Secondary (100' ROW) | | |
| Collector (74' ROW) | | |

Figure 8

This page intentionally left blank

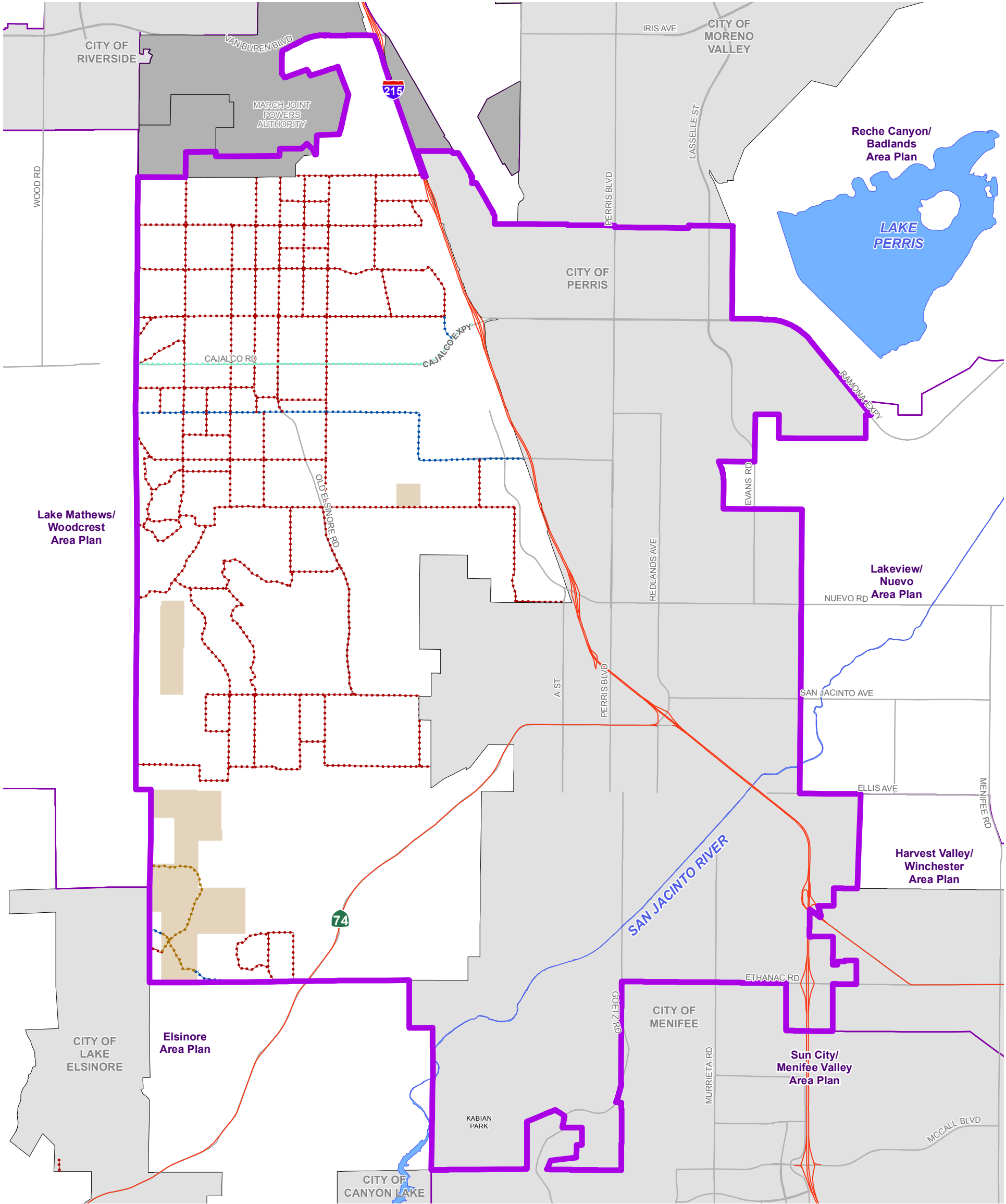


Data Source: Riverside County Transportation

- | | | |
|------------------------------|-------------------------|------------------------------|
| Freeway | Cajalco Romona Corridor | Highways |
| Expressway (220' ROW) | Existing Interchange | Area Plan Boundary |
| Urban Arterial (152' ROW) | Proposed Interchange | March Joint Powers Authority |
| Arterial (128' ROW) | Rail | City Boundary |
| Major (118' ROW) | | Waterbodies |
| Mountain Arterial (110' ROW) | | |
| Secondary (100' ROW) | | |
| Collector (74' ROW) | | |

Figure 8

This page intentionally left blank



Data Source: Riverside County Parks

- Regional Trail: Urban/Suburban
- Community Trail
- Class II Bike Path
- Non-County Trail (Public and Quasi-Public Lands)
- Highways
- Area Plan Boundary
- March Joint Powers Authority
- City Boundary
- Waterbodies
- Bureau of Land Management (BLM) Lands

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 TLM/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 9

This page intentionally left blank

Multipurpose Open Space

The Mead 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 pattern of hills, valleys and slopes provides open space, habitat, and recreation spaces alike. These open spaces encompass a variety of habitats including riparian corridors, oak woodlands and chaparral habitats. Examples include features such as Steele Peak, the Gavilan Hills, Cajalco Creek, the San Jacinto River and the Motte-Rimrock Reserve. In particular, the San Jacinto River a major riparian corridor flows through the southern portion of this planning area, and many native and narrow endemic species thrive on the habitat this river provides.

The Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Area Plan. Preserving the scenic background and the natural resources of the Mead Valley planning 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 communities (such as Mead Valley and Good Hope), which is another important aspect of the Vision.

Local Open Space Policies

Watersheds, Floodplains, and Watercourses

The Mead Valley planning area is part of the Santa Ana River watershed, which includes Cajalco Creek and the San Jacinto River. The San Jacinto River drains southwest toward Canyon Lake through the City of Perris. These watercourses provide corridors through developed land and link open spaces together. This allows wildlife to move from one open space to another without crossing developed land. The following policies preserve and protect these important watersheds.

Policy:

- MVAP 15.1 Protect the Santa Ana River watershed, its tributaries, and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element.

“

The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.

”

- RCIP Vision



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, deserts, and/or grasslands.

Oak Tree Preservation

The Mead Valley planning area contains significant oak woodland areas that provide habitat and contribute to the character of the area. These oak woodlands can be found especially in the Gavilan Hills and in the Motte-Rimrock Reserve. It is necessary to protect these natural resources to preserve their function in a rich natural habitat, as well as preserving the quality of the rural environment that characterizes this area.

Policy:

MVAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

Multiple Species Habitat Conservation Plan



For further information on the MSHCP please see the **Multipurpose Open Space Element** of the General Plan.

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife

corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the Western Riverside County MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property-owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- MVAP 17.1 Conserve existing intact upland habitat blocks between the Steele Peak Reserve and a portion of the Lake Mathews/Estelle Mountain Reserve located in the Lake Mathews/Woodcrest Area Plan to the west, and between Motte-Rimrock Reserve and Bureau of Land Management (BLM) lands north/northeast of the Steele Peak Reserve, focusing on conservation of coastal sage scrub and annual grassland habitat.
- MVAP 17.2 Conserve clay soils in southern needlegrass grasslands and sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson's jewelflower and long-spined spineflower, known to exist within the planning area.
- MVAP 17.3 Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Mead Valley planning area, including locations at Steele Peak Reserve and undeveloped lands to the north of this reserve and along its eastern fringes.
- MVAP 17.4 Provide for a connection of intact habitat between the North Peak Conservation Bank (located within the Elsinore planning area), the Steele Peak Reserve, and the Lake Mathews/Estelle Mountain Reserve (located within the Lake Mathews/Woodcrest Area Plan).
- MVAP 17.5 Conserve vernal pool complexes supporting thread-leaved brodiaea known to exist within Mead Valley.
- MVAP 17.6 Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.



The following sensitive, threatened and endangered species may be found within this area plan:

Quino checkerspot butterfly

Payson's jewelflower

long-spined spineflower

Munz's onion

many-stemmed dudleya

thread-leaved brodiaea

bobcat

Stephen's kangaroo rat

granite spiny lizard

orange-throated whiptail

California gnatcatcher

Bell's sage sparrow

peninsular spineflower

Parry's spineflower

Hazards

Portions of this planning area may be subject to hazards such as flooding, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 11 to Figure 15. These hazards are located throughout the 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 Mead Valley planning area.

Local Hazard Policies

Flooding and Dam Inundation



Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

As shown on Figure 11, Flood Hazard Zone, there are some flood prone portions of the planning area. Only the areas adjacent to Cajalco Creek are part of the 100-year floodplain in unincorporated territory. Most of the floodplains are concentrated in the lower, flatter lands within the City of Perris. Many techniques may be used to address the danger of flooding, such as limiting development in floodplains, altering the water channels, using special building techniques, elevating foundations and structures, and enforcing setbacks. The following policies address those hazards associated with flooding and dam inundation.

Policies:

MVAP 18.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

MVAP 18.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.

MVAP 18.3 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.

Wildland Fire Hazard



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.

Due to its rural and somewhat mountainous nature and to some of the flora, such as the oak woodlands and chaparral habitat, the western part of this planning area is subject to a risk of fire hazards. The highest danger of wildfires can be found in the most rugged terrain. Methods to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 12, Fire Hazard Severity Zone, to see the locations of wildfire zones within Mead Valley.

Policy:

- MVAP 19.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

Compared to many other portions of Southern California, localized seismic hazard potential here is relatively slight. There are two very small faults that pose little threat in the southwestern portion of the planning area, both of which are located near Steele Peak. There are however, more remote faults, such as the San Andreas and San Jacinto Faults, that pose significant seismic threat to life and property here. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. Refer to Figure 14, Seismic Hazards, for the location of faults within the planning area.

Policy:

- MVAP 20.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

Slope

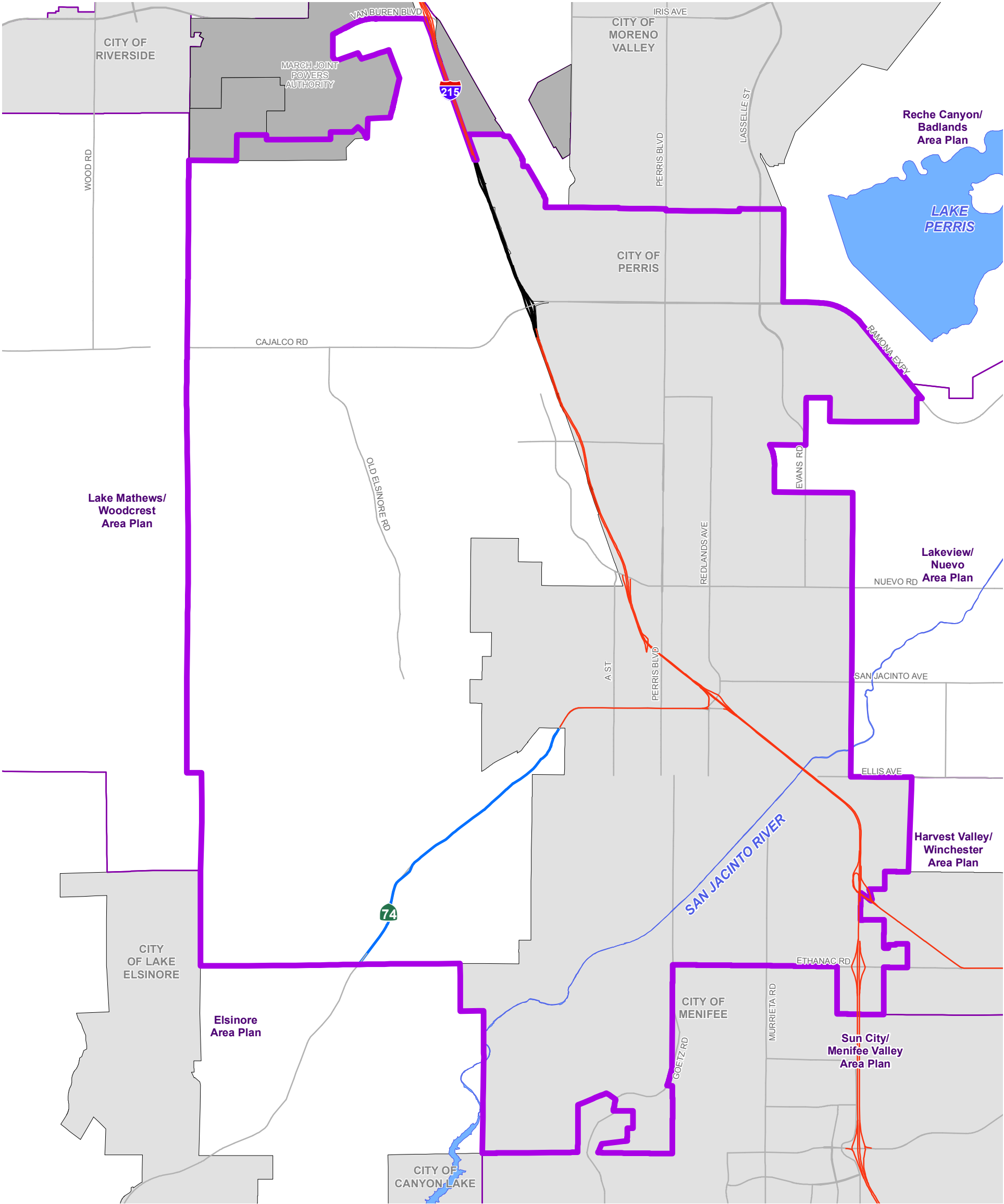
The Mead Valley planning area is home to the Gavilan Hills, which contain a considerable number of steep slopes. Special development standards are required in rugged terrain to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to ensure the safety of life and property while protecting the character within the especially valuable resource areas that steep slopes typically occupy. Figure 15, Steep Slope, reveals the slope conditions applicable to the planning area. Also refer to Figure 16, Slope Instability, for areas of possible landslide.

Policies:

- MVAP 21.1 Identify ridgelines that provide a significant visual resource for the Mead Valley planning area through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.
- MVAP 21.2 Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Instability section of the General Plan Safety Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.



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.



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





-  State Eligible
-  Not Designated
-  Highways
-  Area Plan Boundary
-  March Joint Powers Authority
-  City Boundary
-  Waterbodies

Figure 10

 December 8, 2015

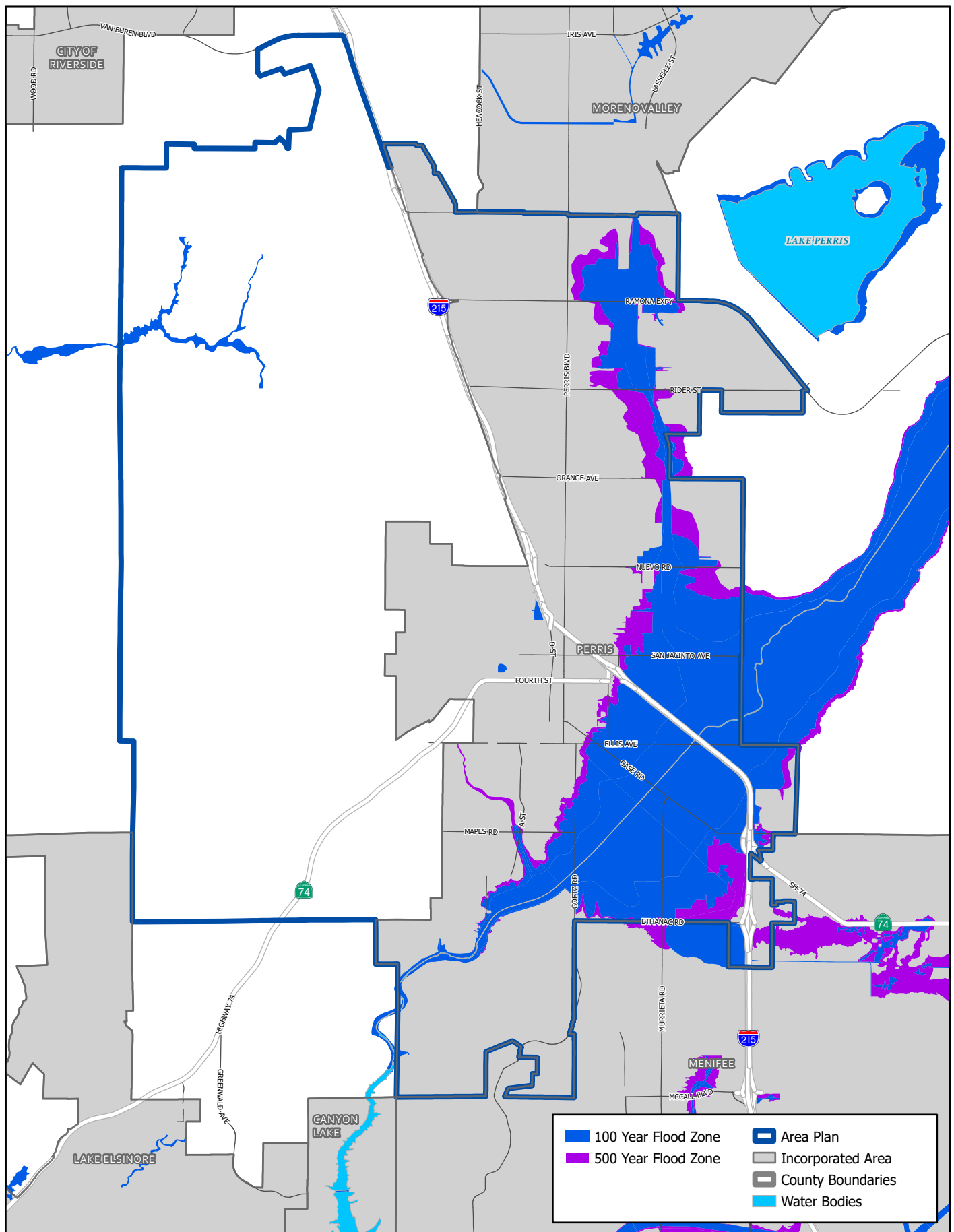
0 1 2 Miles

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.

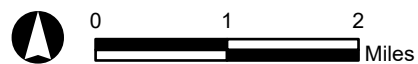


MEAD VALLEY AREA PLAN
SCENIC HIGHWAYS

This page intentionally left blank



3/2/2022

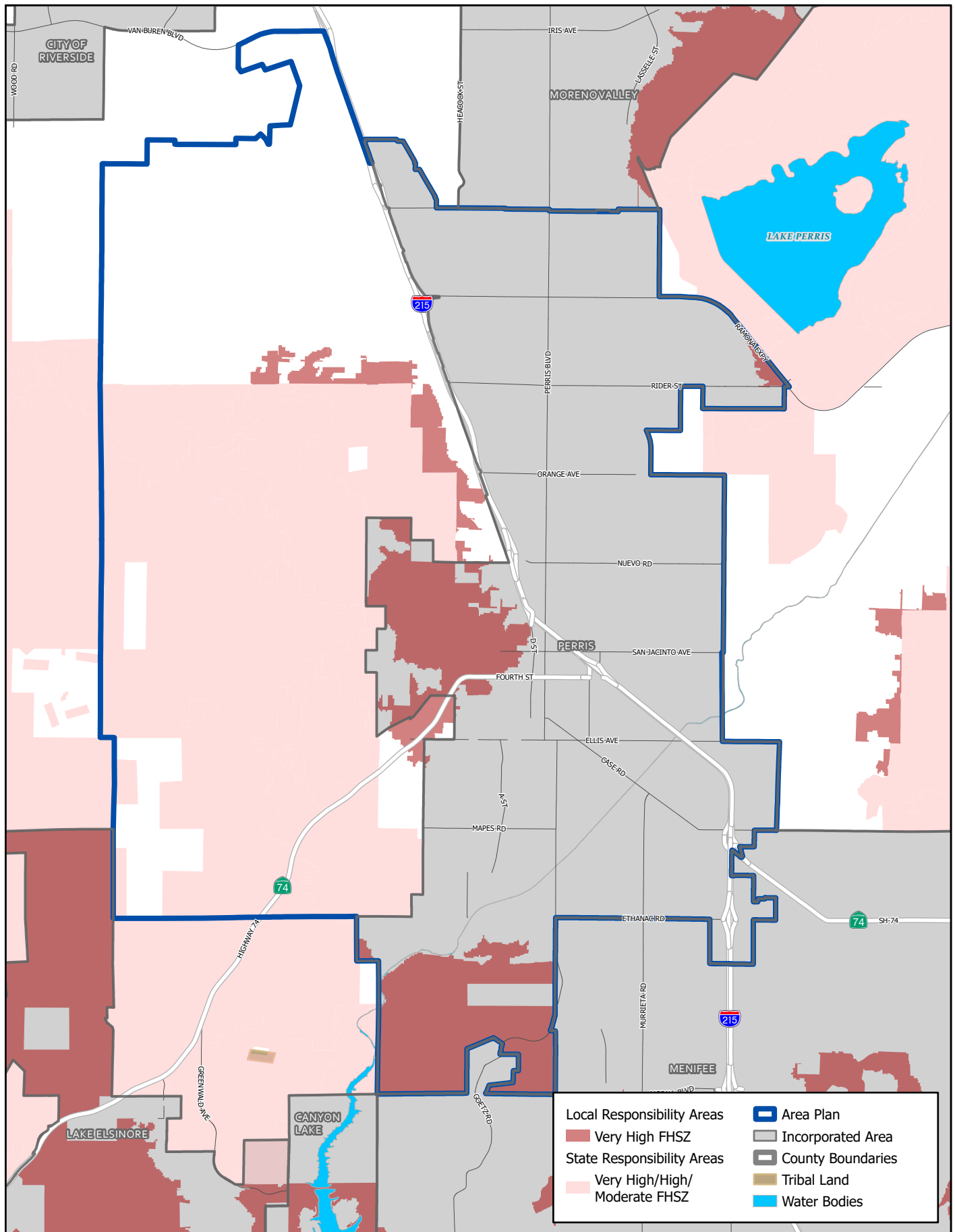


Source: ESRI, Riverside County, FEMA

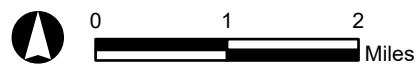
Mead Valley Area Plan Special Flood Hazard Areas Map

Figure 11

This page intentionally left blank



3/3/2022

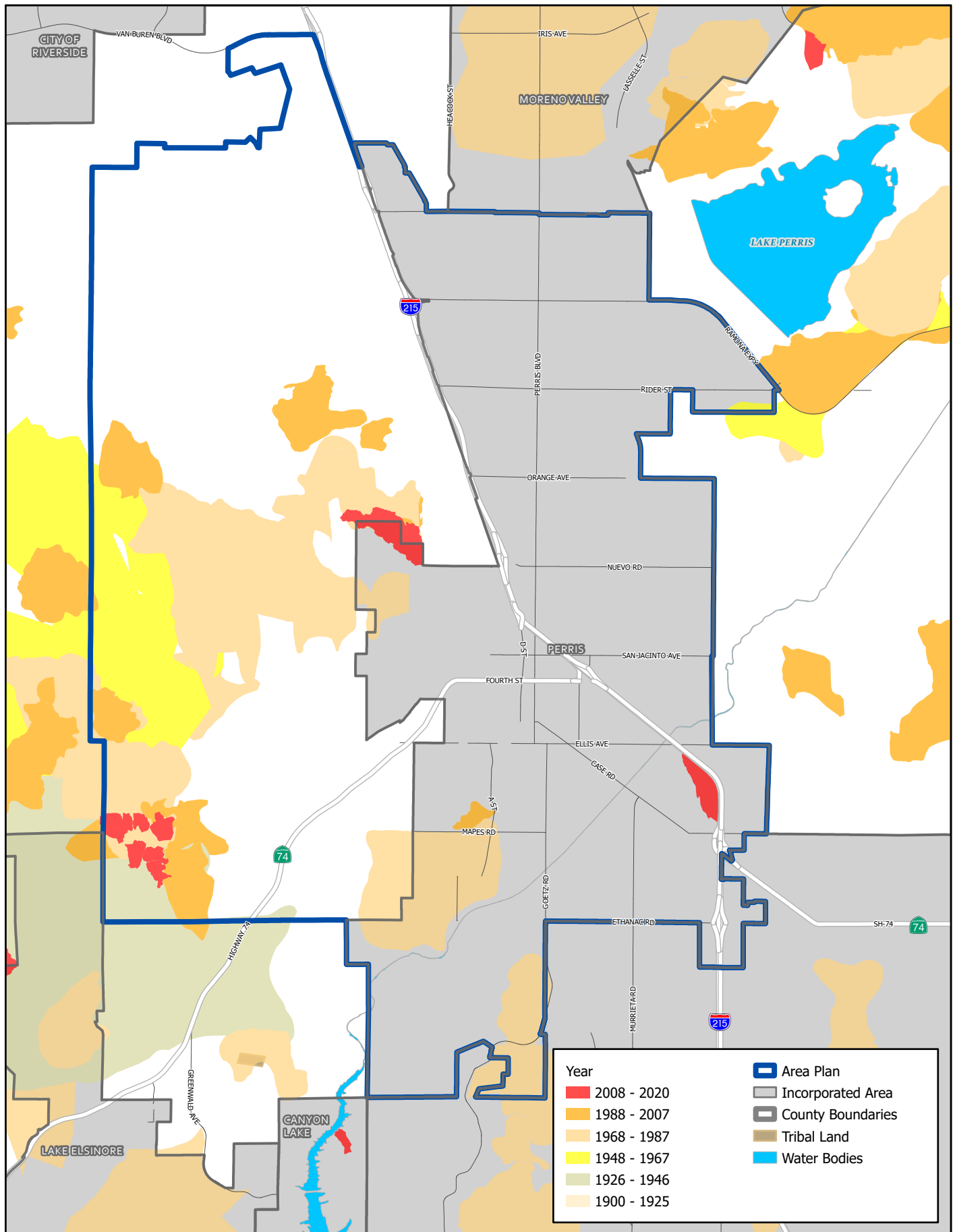


Source: ESRI, Riverside County, FRAP

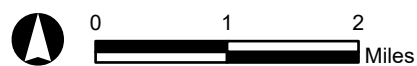
Mead Valley Area Plan Wildfire Susceptibility Map

Figure 12

This page intentionally left blank



3/3/2022

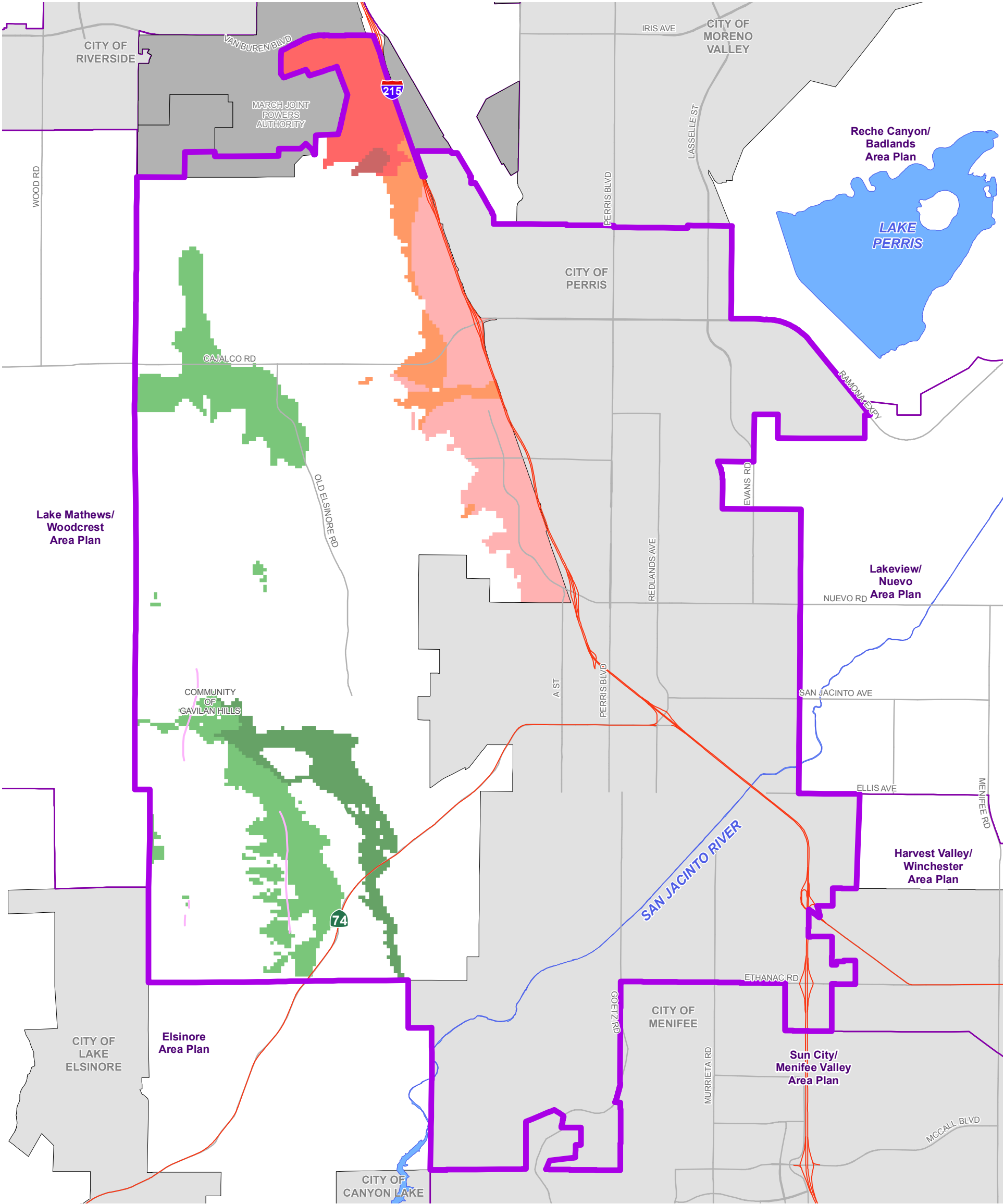


Source: ESRI, Riverside County, FRAP

Mead Valley Area Plan Historic Wildfire Areas

Figure 12

This page intentionally left blank



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

Fault Activity

Pre-Quaternary

Liquefaction Susceptibility

Shallow Groundwater
Susceptible Sediments

- Very High
- High
- Moderate
- Low

No Groundwater Data
Susceptible Sediments

- Moderate
- Low

Highways

Area Plan Boundary

March Joint Powers Authority

City Boundary

Waterbodies

Figure 14



December 8, 2015

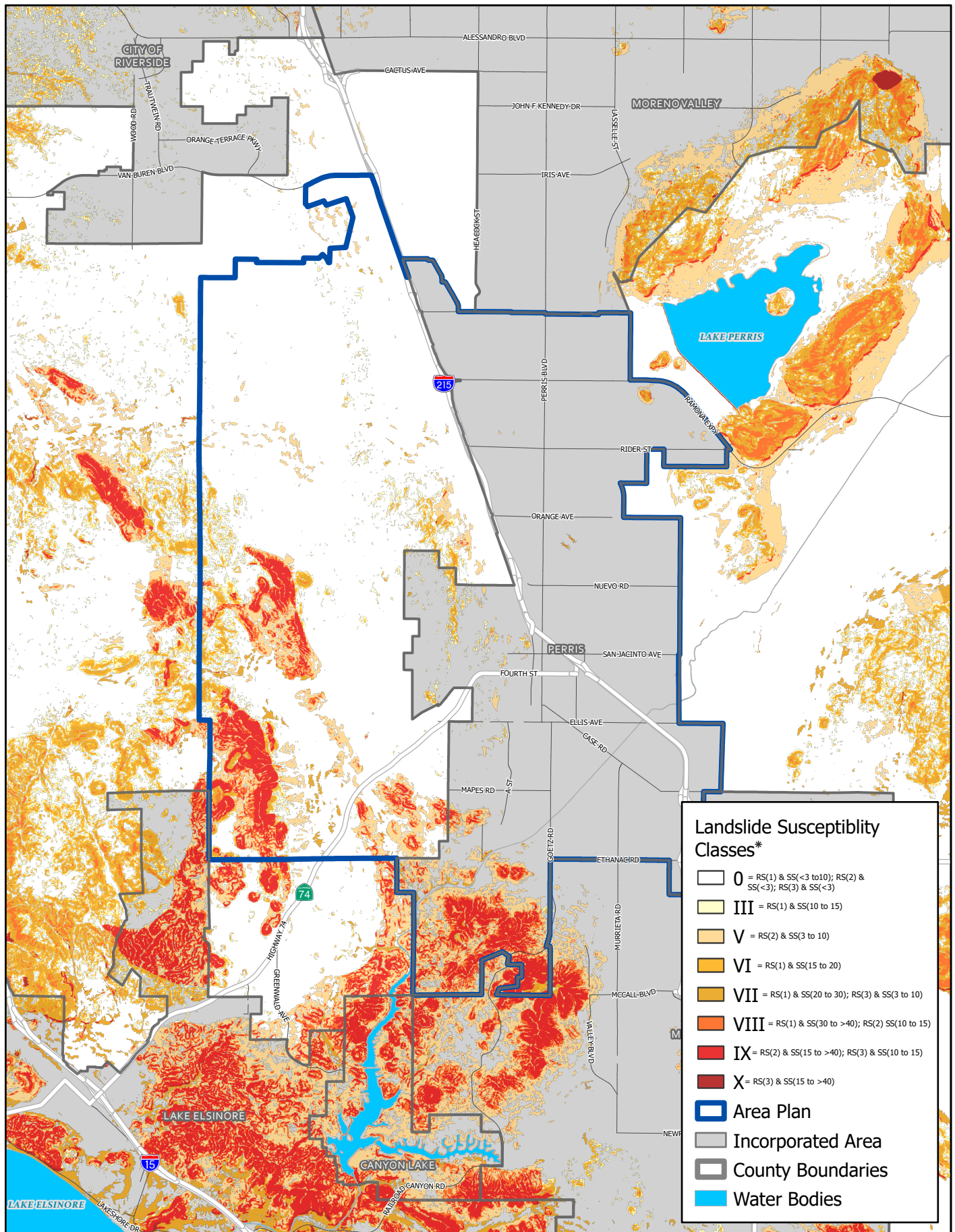
0 1 2 Miles

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.



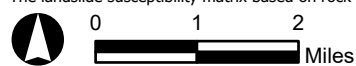
**MEAD VALLEY AREA PLAN
SEISMIC HAZARDS**

This page intentionally left blank



*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

3/4/2022



Source: ESRI, Riverside County, DOC/CGS

Mead Valley Area Plan Steep Slope Map

Figure 15