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General Plan Amendments adopted since 12/31/2009

- | | |
|--|---|
| - GPA No. 1075, BOS RSLN 2011-156, 10/18/11; | - GPA No. 846, 889 BOS RSLN 2012-018, 01/10/12; |
| - GPA No. 910, BOS RSLN 2012-036, 02/07/12; | - GPA No. 1120, BOS RSLN 2014-222, 11/24/14; |
| - GPA No. 1125, BOS RSLN 2015-113, 06/30/15; | - GPA No. 960, BOS RSLN 2015-260, 12/08/15; |

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Vision Summary

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

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

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

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities; 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 last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

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

Our Communities and Neighborhoods

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

Housing

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

Transportation

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

Conservation and Open Space Resources

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

Air Quality

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

Jobs and Economy

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

Agricultural Lands

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

Educational System

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

Plan Integration

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

Financial Realities

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

Intergovernmental Cooperation

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

Introduction

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



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



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



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



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

The Eastern Coachella Valley encompasses a variety of man-made and natural environments. It is a stronghold of agricultural production, features a developing Riverside County airport, is framed by spectacular mountain ranges, boasts numerous special communities, encompasses large reaches of the Colorado Desert, and is located at the northern end of the State of California's largest inland sea. The area plan that governs this diverse valley, therefore, must recognize, preserve and even enhance its most important features and components.

This area plan 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. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes policies to guide development and conservation within the entire unincorporated Riverside County territory, while the Area Plan details standards and policy direction specifically for Eastern Coachella Valley.

This 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 this distinctive region to understand where the future is headed. Background information also provides insights that help in understanding the issues that require special focus in this plan and the reasons for the more localized policy direction found in this document.

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

While a number of these designations reflect the unique features found only in this plan, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. The area plan also describes relevant transportation issues, routes and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are both natural and manmade hazards to consider, and they are spelled out in the Hazards section.

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 the conditions in the Eastern Coachella Valley area.

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

- Land use designations of severely constrained lands and lands subject to natural hazards reflect their limited development potential;
- Community development land uses are generally restricted to areas adjacent to the existing urban fabric, while rural, agriculture and open space uses are on the periphery;
- Additional lands with the potential to accommodate farmworker housing in the valley have been designated for residential uses;
- The majority of the Prime, Statewide, Local and Unique Importance agricultural lands are designated Agriculture; and
- A Community Center has been designated on a vacant parcel in the community of Mecca that could provide employment, services and housing for the local population in this area.



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.

Data in this area plan is current as of ~~[Adoption date of GPA No. 1122] March 23, 2010~~. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location

From this nearly 670-square mile area plan, one looks west to the Santa Rosa Mountains, REMAP and western Riverside County, and east to the Colorado Desert, as shown in Figure 1, Location. Imperial County lies to the south of this area, while the Western Coachella Valley Area Plan area (and the rest of the Coachella Valley) and the expanse of the Colorado Desert and Joshua Tree National Park are located to the north. Many other features and locales, including the tribal reservations of Torres Martinez Desert Cahuilla Indians, the Augustine Band of Mission Indians, the 29 Palms Band of Mission Indians, and the Cabazon Band of Mission Indians, play an important part in understanding the character of this area. These components can be better visualized by reference to Figure 1, Location, which also depicts the unincorporated places that have a strong local identity.

Features

This section describes the setting, features and functions that are unique to the Eastern Coachella Valley Area Plan. These defining characteristics are shown on Figure 2, Physical Features.

Setting

The Eastern Coachella Valley Area Plan is set within the southeast portion of the Coachella Valley, south and east of the City of Indio, and east of the City of La Quinta and the Santa Rosa Mountains, stretching to the Imperial County line on the south. The area plan boundary extends east of the All American Canal, north and south of Interstate 10, taking in Chiriaco Summit. The Metropolitan Water District of Southern California's Colorado River Aqueduct traverses from east to west along the majority of the Area Plan, paralleling Interstate 10 north and west of Chiriaco Summit. The southeastern edge of the Eastern Coachella Valley Area Plan is bounded by the Chocolate Mountain Aerial Gunnery Range. The Torres Martinez Desert Cahuilla Indians Reservation occupies significant portions of the southwestern Eastern Coachella Valley Area Plan. This reservation is designated in a checkerboard pattern extending south from 62nd Avenue on through to the Riverside County border into Imperial County.

Unique Features

Physically, the Eastern Coachella Valley is bounded by the Santa Rosa Mountains to the west, and the Mecca Hills and the edge of Joshua Tree National Park to the northeast. The portion of the planning area east of the All American Canal is either desert or mountainous terrain.

Salton Trough and Salton Sea

The area west of the All American Canal is contained within the Salton Trough, a small section of the junction between the North American and Pacific tectonic plates. Roughly the northernmost quarter of the Salton Sea is

Eastern Coachella Valley Area Plan

located in the southern portion of the area and forms a good part of Eastern Coachella Valley's southern boundary, flowing into Imperial County to the south. The Salton Sea was formed when an irrigation canal accidentally erupted in 1905. The eruption filled a natural endorheic (closed) desert basin recreating an ancient saline sea. The surface elevation of the sea is 227 feet below mean sea level, and the deepest area of the sea's bed is only 5 feet higher than the lowest point in Death Valley. The sea is home to large bird and fish populations, and is bordered by the Salton Sea State Recreation Area to the east, which provides camping, fishing, hiking and boating opportunities. The Whitewater River channel runs north to south through the plan area and empties into the sea. The water's only outlet is through evaporation and seepage resulting in the Sea's salinity concentration to continually increase. The reduction of inflow into the Salton Sea will lead to a wide range of impacts to the Sea, wildlife and human health due to decrease water volume, increased salinity concentration and exposed salt beds.

Whitewater River Stormwater Evacuation Channel

The Whitewater River is the primary drainage course in the area, spanning the length of the Coachella Valley. The river has perennial flow in the north, becoming dry as water percolates the groundwater basin or is diverted for use. The river is fed by several tributaries, including the Box Canyon Wash. The channel also carries stormwater and agricultural runoff and supports some riparian vegetation and marsh habitat at the north end of the Salton Sea.

The Colorado River Aqueduct

The Colorado River Aqueduct was built from 1933-1941 and is owned and operated by the Metropolitan Water District of Southern California. Colorado River water imported via the Aqueduct provides supplemental water to nearly 17 million people in Riverside County and Southern California's coastal plain.

Santa Rosa and San Jacinto Mountains National Monument

The Santa Rosa and San Jacinto Mountains National Monument encompasses more than 272,000 acres and overlaps the boundary between the REMAP and the Eastern Coachella Valley Area Plan. The Federal Bureau of Land Management administers the monument cooperatively with the U.S. Forest Service, California Department of Fish and Wildlife, Agua Caliente Band of Cahuilla Indians, California Department of Parks and Recreation, county-city regional agencies, private land owners, and the Coachella Valley Mountains Conservancy.

Peninsular Ranges

Composed mainly of the Santa Rosa Mountains and the San Jacinto Mountains, this system of bold, high mountains runs northwest from this portion of the Valley and includes the 8,716-foot-high Toro Peak in the Santa Rosa Mountains and 10,831-foot San Jacinto Peak in the San Jacinto Mountains. The Peninsular Ranges act as an effective barrier to the eastward moving storms and cooler air masses of the southern California coastal area.

Painted Canyon

The Painted Canyon, an important scenic resource in the plan area, is located within the 41,300 acres of the Mecca Hills and Orocopia Mountains Wilderness.

Dos Palmas Preserve

The Dos Palmas Preserve is located east of the Salton Sea Recreation Area and, together with the Salt Creek Area of Critical Environmental Concern, encompasses over 20,000 acres. The Preserve is managed by the Bureau of Land Management. Management and ownership of the Salt Creek Area of Critical Environmental Concern is shared with the Center for Natural Land Management, the California Department of Fish and Wildlife, and the California Department of Parks and Recreation.

Joshua Tree National Park

Joshua Tree National Park encompasses 794,000 acres in north-central Riverside County. Joshua Tree, proclaimed a National Monument in 1936 and designated a National Park in 1994, spans the transition between the Mojave and Colorado deserts in Southern California. The park has a rich human history and a pristine natural environment. Visitor activities within the park include hiking, rock climbing, picnicking, wildflower viewing, birding, interpretive walks and talks, and camping.

Agriculture

The majority of the planning area within the Salton Trough, surrounding the Salton Sea to the west and stretching north toward the City of Coachella, is devoted to agriculture and planted in such crops as date palms, grapes, citrus and seasonal row crops. The Eastern Coachella Valley is one of California's most important agricultural producing areas. In 1999, the annual value of Coachella Valley crops increased from \$398.2 million to \$427.6 million. Riverside County was the ninth largest agricultural producing county in the state in 1999, according to Riverside County's Agricultural Commissioner. The residential uses within the area primarily provide housing for the agricultural workers in the valley.

Chocolate Mountain Aerial Gunnery Range

Nearly 108,370 acres of the Chocolate Mountain Aerial Gunnery Range (CMAGR) is located in Riverside County. Of that amount, approximately 12,660 acres is located within the Eastern Coachella Valley Area Plan. Since its creation in World War II, the CMAGR continues to operate as a critical military training facility. The primary mission is to provide training in air-to-ground attack and air-to-air combat. Military exercises include training aircrews in flights of one, two, and four aircrafts, and training personnel in the use of conventional explosive and inert ordnance. CMAGR provides realistic terrain setting for air-to-ground targets, landing zones, observation posts and other sites for ground training. CMAGR also supports large force-on-force aviation training and hosts the Navy Seal desert training range.

The Coachella Canal and the Bradshaw Trail delineates its northern boundary between the Eastern Coachella Valley Area Plan and East County Desert Areas. The areas surrounding CMAGR has been identified as conservation areas per the Coachella Valley Multiple Species Habitat Conservation Plan (CV MSHCP) and are designated as Open Space-Rural and Open Space-Conservation Habitat.

Unique Communities

The Eastern Coachella Valley encompasses several small unincorporated communities:

Thermal

The community of Thermal is located west of State Route 111, south of the City of Coachella, and contains light industrial uses as well as some residential and commercial uses. The Riverside County-owned Jacqueline Cochran Regional Airport is located in the westerly part of Thermal.

Mecca

The small residential community of Mecca is located southeast of Thermal east of State Route 111, and predominantly houses permanent residents working in the Valley's agricultural sector. Areas are also set aside for light industrial and commercial uses.

North Shore

The North Shore resort community is located northeast of State Route 111 near the north shore of the Salton Sea. This area is largely undeveloped, with some pockets of residential and commercial tourist uses.

Vista Santa Rosa

The Vista Santa Rosa Community was recognized by Riverside County's Board of Supervisors in 2001. The community's boundaries extend from Avenue 50 on the north, to Monroe Street on the west, to State Route 86 (Harrison Street) on the east, and south to Avenue 66. The area is an important producer of date crops. Rural residential uses are also prevalent, with an emphasis on equestrian activities including polo facilities.

Valerie Jean

The community of Valerie Jean is located at the junction of State Route 86 and 66th Avenue. The area incorporates mobile and single family detached homes and historic agricultural land uses. The Coachella Valley Fish Traps, an archaeological site listed on the National Register of Historic Places, is also located west of this area. The site includes the scattered remains of prehistoric granite rock fish traps constructed by the Desert Cahuilla Indians, as well as rock art, trails and artifacts that testify to their traditional use of the area. These archaeological resources are protected within a County of Riverside Park.

Oasis

Oasis, another Valley agricultural community, is located along State Route 86 southeast of Valerie Jean. The community benefits from the realigned State Route 86 trade route to Mexico.



A Community of Interest (COI) is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an

Unincorporated Community (UC) within two years of status obtainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

Chiriaco Summit

A community of approximately 70 residents, Chiriaco Summit is located off of Interstate 10, about 30 miles east of Indio. The summit is the location of the General George S. Patton Museum, which was built to honor General George S. Patton and his establishment of the Desert Training Center in 1942. The Chiriaco Summit Airport, located within walking distance of the museum, serves both the local community and visitors. It is owned by the County of Riverside.

Indian Lands

The Augustine Band of Mission Indians, the Torres Martinez Desert Cahuilla Indians, the 29 Palms Band of Mission Indians, and the Cabazon Band of Mission Indians maintain reservations (approximately 14,500 acres total) throughout the area. Land uses on Indian Lands in this agricultural and desert area are low intensity, with the exception of a power generation plant northeast of Mecca and a tire recycling facility. Further, given the success of Indian gaming in the Valley immediately to the north of this area along Interstate 10, other entertainment uses of this type on reservation lands within the plan would not be impossible to imagine in the future. The Torres Martinez reservation in particular includes a significant amount of land owned by persons who are not Tribal members; however, the individual tribes retain land use jurisdiction over land within reservation boundaries.



A “sphere of influence” is the area outside of and adjacent to a city’s border that the city has identified as a future logical extension of its 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.

Incorporated Cities

City of Coachella

The City of Coachella was incorporated in 1946 at the southernmost end of the urbanized Coachella Valley. As of 2009, the city limits encompassed nearly 29.0 square miles, not including the city’s sphere of influence. The City of Coachella is located in the northwest corner of the Eastern Coachella Valley, along its boundary with the Western Coachella Valley Area Plan. The city’s sphere of Influence encompasses slightly more than 23 square miles and incorporates territory southward to Avenue 62, to the western Area Plan boundary, and eastward beyond State Route 111. Land uses within the city’s sphere of influence area include agriculture, open space rural, residential, industrial and conservation habitat.

Land Use Plan

The Land Use Plan focuses on preserving the unique features in the Eastern Coachella Valley area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

The Eastern Coachella Valley Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this area. The Plan is organized around 28 Area Plan land use designations. These 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

Eastern Coachella Valley Area Plan

development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; ongoing habitat conservation planning through the Coachella Valley Association of Governments CV MSHCP process; 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, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. Furthermore, the Plan recognizes the importance of preserving the Valley's agricultural resources in order to protect the area's largest industry. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Eastern Coachella 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 land use plan is designed to maintain the predominantly rural, agricultural, and open space character of the Eastern Coachella Valley and to focus growth adjacent to where it currently exists and in areas where growth is desirable in order to bolster the economic base of the local communities. The majority of the area within the Salton Trough, surrounding the Salton Sea to the west and stretching north toward the City of Coachella, is designated Agriculture. It is important to note that Indian lands are also located throughout this area in a noncontiguous checkerboard pattern.

The majority of the area east of the All-American Canal is designated Open Space Conservation Habitat and Open Space-Rural to reflect the area's remoteness and lack of services.

Considerable acreage in the Thermal area has been designated Light Industrial and Heavy Industrial. Higher density residential designations are provided in Thermal and in an area east of the airport. Commercial Tourist designations are provided in the vicinity of the new State Route 86/State Route 111 interchange. Areas of potential residential development have been expanded around Mecca.

Another Commercial Tourist designation is located adjacent to the Salton Sea, west of State Route 111, in the North Shore area, and is intended to capitalize on the scenic and recreational opportunities of both the Salton Sea and the surrounding desert area. Its location at North Shore allows for contiguous development in an effort to preserve the area's natural attributes and assets, and at the same time, avoids the areas of potential liquefaction north of the sea, which remain designated agriculture. Commercial Retail designations in this area are generally restricted to existing uses.

The Open Space Rural land use designation in the southwest corner of the Eastern Coachella Valley area is a compatible land use designation with the surrounding Agriculture and Open Space Conservation Habitat designations. This land use designation is appropriate in this arid area in the coves along the Santa Rosa Mountains, which is subject to blowsand and flash flood hazards.

Community Centers



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**.

A Community Center has been designated at the northwestern edge of the community development area in Mecca. This is intended to be of the Village Center type and could accommodate a mix of residential, commercial, public facility and recreation uses to serve the local community. Creation of this type of self-contained commercial/residential center could be especially useful in this community.

It is also anticipated that a Community Center would be appropriate for the Vista Santa Rosa community as land uses within that area transition from Agriculture to Community Development. While there is no mapped Community Center or Community Center Overlay here, a 460-acre area located both northerly and southerly of Airport Boulevard, between Jackson and Van Buren Streets, is envisioned as a future Village Center. This is the only area of Vista Santa Rosa that would be a possible location for residential densities in excess of three dwelling units per acre.

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, 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 Multiple 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.
	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.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2, 3, 4	Notes
Community Development	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)	20+ du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	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.
	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 Planning 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.

Eastern Coachella Valley 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.

Table 2: Statistical Summary of Eastern Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁹				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	42,828 42,425	2,554 2,533	11,936 11,841	2,141 2,121
<i>Agriculture Foundation Sub-Total:</i>	42,828 42,425	2,554 2,533	11,936 11,841	2,141 2,121
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	1,210 1,209	181	848	NA
Rural Mountainous (RM)	0	0	0	NA
Rural Desert (RD)	3,879 3,876	194	907 906	NA
<i>Rural Foundation Sub-Total:</i>	5,089 5,084	375	1,755 1,754	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	306	107	500	NA
Very Low Density Residential (RC-VLDR)	8	6	28	NA
Low Density Residential (RC-LDR)	160	240	1,122	NA
<i>Rural Community Foundation Sub-Total:</i>	474	353	1,650	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	478	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	199,316	NA	NA	NA
Open Space-Water (OS-W)	50,642	NA	NA	NA
Open Space-Recreation (OS-R)	684	NA	NA	103
Open Space-Rural (OS-RUR) ¹⁰	93,880	2,347	10,970	NA
Open Space-Mineral Resources (OS-MIN)	737	NA	NA	22
<i>Open Space Foundation Sub-Total:</i>	345,737	2,347	10,970	125
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	292	102	478	NA
Very Low Density Residential (VLDR)	482 453	361 340	1,689 1,589	NA
Low Density Residential (LDR)	388 367	581 551	2,718 2,576	NA
Medium Density Residential (MDR) ⁸	6,547 6,435	23,020 22,629	107,593 105,767	NA
Medium-High Density Residential (MHDR)	7,511 7,220	48,820 46,931	228,184 219,354	NA
High Density Residential (HDR)	1,512 1,251	16,633 13,757	77,740 64,300	NA
Very High Density Residential (VHDR)	354 282	5,964 4,787	27,875 22,374	NA
Highest Density Residential (HHDR)	167 468	5,003 14,041	23,386 65,630	NA
Commercial Retail ² (CR)	1,147 1,091	NA	NA	15,004 14,173
Commercial Tourist (CT)	1,006 801	NA	NA	16,436 13,084
Commercial Office (CO)	75	NA	NA	3,568
Light Industrial (LI)	4,643 4,387	NA	NA	59,695 55,641
Heavy Industrial (HI)	496 492	NA	NA	4,324 3,568
Business Park (BP)	574 566	NA	NA	9,379 9,244
Public Facilities (PF)	2,551	NA	NA	2,551
Community Center (CC) ^{3,4}	41	212	991	470
Mixed Use Planning Area (MUPA)	420 1,838	2,252 21,015	10,526 98,224	0 8,429
<i>Community Development Foundation Sub-Total:</i>	28,203 28,611	102,948 124,365	481,180 581,283	111,427 111,449
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:				
	422,331	108,577 129,974	507,491 607,498	113,693 113,695
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	18,562	---	---	---
Indian Lands	13,385	---	---	---
Freeways	1,344	---	---	---
<i>Other Lands Sub-Total:</i>	33,291			
TOTAL FOR ALL LANDS:	455,622	108,577 129,974	507,491 607,498	113,693 113,695

Eastern Coachella Valley Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>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.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	4,009	42,484	198,570	37,502
Community Center Overlay ¹	474	2,182	10,201	5,471
<i>Total Area Subject to Overlays:^{4, 5}</i>	<i>4,483</i>	<i>44,666</i>	<i>208,771</i>	<i>42,973</i>
POLICY AREAS⁶				
Vista Santa Rosa	5,615	---	---	---
Jacqueline Cochran Airport Influence Area	19,278	---	---	---
Chiriaco Summit Airport Influence Area	2,950	---	---	---
Planned Community Policy Area	674	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	<i>28,517</i>			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	33,000			

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.
- 8 218.57 acres is under Community Development Overlay (55th Vista Santa Rosa) which has an assumption of 2 du/ac
- 9 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- 10 Including 12,655 acres of the Chocolate Mountain Aerial Gunnery Range.

Policy Areas

A Policy Area is a portion of an Area Plan that contains special or unique characteristics that merit detailed attention and focused policies. Policy Area locations and boundaries are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

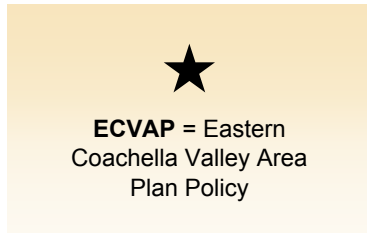
Policy Areas

Vista Santa Rosa Community

The Vista Santa Rosa community was recognized by the Riverside County Board of Supervisors in 2001. The community's boundaries extend from Avenue 50 on the north, to Monroe Street on the west, to State Route 86 (Harrison Street) on the east, and south to Avenue 66. The community is adjacent to the cities of Coachella, Indio, and La Quinta; Jacqueline Cochran Regional Airport; and major polo facilities, and includes portions of the Torrez-Martinez Indian Reservation. It is also connected, via trails, to Lake Cahuilla. Vista Santa Rosa is a special community where country club and residential development interface with agricultural and rural, equestrian-oriented lifestyles. In order to ensure that the community develops in a harmonious manner that protects and enhances its value to area residents and landowners and Riverside County, the County of Riverside has begun the preparation of a detailed Vista Santa Rosa community land use plan that will be incorporated into the Eastern

Coachella Valley Area Plan. The area is an important producer of date crops. Rural Residential and Rural Community uses are also prevalent, with an emphasis on equestrian lifestyles.

Policies:



ECVAP 1.1

- a. Prepare a detailed land use plan, with community development policies, for the Vista Santa Rosa Community that will: provide for a harmonious blend of country club, residential, commercial, rural, agricultural, and equestrian uses and community facilities in this area, and promote unifying community themes through signs, landscaping, scale of development, and trail and road facilities, etc. for the community.
- b. Establish an Incentive Program to encourage development to occur that is consistent with the plan.
- c. Within the Vista Santa Rosa Policy Area, the minimum lot size in the Agriculture designation is 5 acres, not 10 acres, and the allowable intensity of land use is 0.2 dwelling units per acre, not 0.1 dwelling units per acre.
- d. Several portions of the Vista Santa Rosa community, including a large area generally between Avenue 55 and Avenue 62, and smaller areas located along Avenue 66, Harrison Street, and Van Buren Street, are designated as Agriculture, 5-acre minimum parcel size, with a Community Development Overlay. It is the intent of these designations to encourage agricultural uses to remain in the area as long as area landowners desire, while providing for a gradual, orderly transition to other land use types.

When conversion of farmland to other uses occurs, adequate buffering shall be incorporated into development proposals to ensure that there will be adequate land use compatibility protection for other nearby landowners who desire to continue farming indefinitely. The overall density range of the Community Development Overlay area shall be 1-3 dwelling units per acre. Continuous buffer areas of minimum one-acre, rural residential lifestyle parcels shall be provided within all residential development proposals located within the Community Development Overlay area, where such development proposals would be adjacent to areas located outside the Community Development Overlay area and designated Agriculture, Rural Residential, or Estate Density Residential, in the following locations: 1) the east side of Monroe Street, between Avenues 55 and 62, 2) Avenue 55 between Monroe Street and a point located one-quarterly mile west of Van Buren Street, and protrusions of the Community Development Overlay located to the north of this segment along the west side of Jackson Street and between Jackson and Calhoun Streets, and 3) Avenues 60 and 62, Calhoun Street between Avenues 60 and 61, and the north-south midsection line of Section 35, Township 6 South, Range 7 East, between Avenues 60 and 62, all of which are located between Monroe and Harrison Streets.

Except where significant environmental effects would occur due to road noise, and no other feasible mitigation measures are available, walls, earthen berms, and similar types of project elements that present barriers to a general open, rural-in-character view into a development when the development is viewed from the street, shall not be permitted along the following roads where they are classified by a Circulation Element designation: Airport Boulevard, Avenues 50, 52, 54, 58, 60, 62, and 66, and Monroe, Jackson, Van Buren, and Harrison Streets. Split-rail fences and other edge features that allow for an open view and evoke a rural character are encouraged.

- e. All development proposals within the Vista Santa Rosa Policy Area shall include multi-purpose recreational trails and shall provide for potential linkages of such trails to Riverside County's planned trail system as shown in the Non-motorized Transportation section of the Circulation Element.

ECVAP 1.2 Provision for a Community Center or Community Center Overlay may be made in the Vista Santa Rosa community. Residential densities in such a Community Center may exceed three dwelling units per acre.

Planned Communities

While the overall emphasis in this General Plan directs medium density residential and higher density residential housing and commercial, industrial, and civic uses to areas designated for Community Development, it is recognized that new towns and planned communities will also play a role in the future development of Riverside County, particularly in the eastern portion of Riverside County, including areas of the Eastern Coachella Valley Area Plan that are not adjacent to existing cities or developed areas. Such development proposals will require rigorous review to ensure that the development that occurs will be (a) provided with a full range of necessary public services, including the assurance of a long-term, reliable water supply; (b) designed to provide for a range of housing needs; and (c) designed to further the goals of the CV MSHCP, or, if outside Plan boundaries, designed in a manner that will not obstruct the achievement of conservation goals of state and federal agencies or tribal authorities.

In the course of the public hearing process for this General Plan, concepts for three such communities were presented to the Planning Commission and Board of Supervisors. These communities would be located in areas that are presently characterized by very low levels of population density. It was decided that, given the proposed locations of these communities and the fact that the proposals were still in the conceptual or preliminary stage with no environmental review having been completed, it would be premature to assign these properties to the Community Development Foundation component or to apply a Community Development Overlay. However, it was also determined that the concepts had sufficient merit that further study was warranted, and that these proposals should be permitted to be considered for approval without being subject to the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administration Element. Such amendments shall be deemed Entitlement/Policy amendments and be subject to the procedural requirements applicable to that category of amendments.

Policies:

ECVAP 2.1 Notwithstanding the Agriculture and Open Space - Rural designations of properties in this area, any proposal to establish a planned community not less than 450 acres in size in the area bordered by Avenue 72 on the north, Avenue 80 on the south, Polk Street and its southerly extension on the east, and the Santa Rosa Mountains on the north shall be exempt

from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as provided above, provided that:

- a. The project provides for preservation of open space and habitat values in Martinez Canyon, including provision for a Bighorn Sheep recovery area at a site determined appropriate by the Bighorn Sheep Institute.
- b. The project is compatible with the achievement of the goals of the Coachella Valley Multiple Species Habitat Conservation Plan, as determined by the County of Riverside in consultation with the Coachella Valley Association of Governments, the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service.
- c. The project provides for riding and hiking trails along the base of the Santa Rosa Mountains or at other locations as determined to meet the needs of the equestrian community in the Eastern Coachella Valley.
- d. The project provides for a sufficient number of dwelling units affordable to persons who would be employed by business establishments within the project boundaries.
- e. The project is designed in such a manner as to minimize impacts on the viability of adjacent agricultural lands.
- f. The project provides offsite roadway improvements at a level sufficient to mitigate its impacts on traffic and contributes its fair share to funds for paving of roads to control PM₁₀ particulate levels in the surrounding area.
- g. The project provides for water and sewer service to the site in the event that lots smaller than one-half acre, multifamily housing, or mobile home parks are included therein.

ECVAP 2.2

Notwithstanding the Open Space - Rural designation of properties in the area of Chiriaco Summit, any proposal to establish, through a General Plan amendment and a specific plan or other application format comprehensively addressing the matters described herein, a planned community of approximately 720 acres located in Sections 9 and 10, Township 6 South, Range 12 East, SBB&M, and lying along both sides of I-10, in the immediate vicinity of the Chiriaco interchange, shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component General Plan amendments as provided above, provided that:

- a. The project is designed to be compatible with Joshua Tree National Park, and other adjacent and nearby scenic and wildlife resources.
- b. The project design and the types and locations of planned land uses are compatible with the adjacent Chiriaco Summit Airport.
- c. The project will provide for the range of housing needs generated by the project, and make provisions for the provision of the water, sewer, and other facilities and services needed to support the project in what is otherwise a relatively remote area.

ECVAP 2.3

The General Plan Vision and Principles recognize that the new towns and planned self-sustaining communities will play a role in the growth and development of Riverside County. These development proposals will require vigorous reviews to ensure compatibility with surroundings, consistency with environmental policies, a full range of public services, and fiscal stability.

Lands adjacent to Interstate 10, from the easterly edge of the Coachella Valley to the Chiriaco Summit, also known as the Shavers Valley, offer unique opportunities for self-sustaining development provided that such development is limited and can provide for a full complement of infrastructure and services. Clearly the availability and assurance of a long term and reliable water supply will be the pivotal issue for development in this area. Proposed planned communities in this area are not subject to the eight-year limit and other procedural requirements applicable to Foundation Component amendments as provided above, provided that:

- a. Planned community proposals may have urban characteristics with thematic elements (i.e., golf, equestrian opportunities, etc.), but also will have a rigid and permanent urban boundary.
- b. The plan must include a comprehensive water service program that addresses the long-term requirements of the project, conservation, and reliability.
- c. The proposed community must be located within a district that provides water and sewer services or a water and sewer district has agreed to annex and serve the project; and there is an agreement that such services will not be expanded beyond the limits of the proposed community.
- d. The proposed community must provide for all relevant public facilities and services, including public protection, road maintenance, library services, education facilities, and waste disposal; and, it must be demonstrated that such service can be efficiently delivered within the proposed community.
- e. The proposed community must provide a full range of parks and if necessary, parks large enough to accommodate organized sports activities.
- f. The proposed community must be consistent with, and advance the goals of, the Riverside County Housing Element and provide for a range of housing opportunities including low and moderate-income housing.
- g. At least 50% of the proposed community must be devoted to open space and recreation.
- h. The proposed community must be compatible with the achievement of the goals of the Coachella Valley Multiple Species Habitat Conservation Plan, as determined by the County of Riverside in consultation with the Coachella Valley Association of Governments, the California Department of Fish and Wildlife, and the United States Fish and Wildlife Service.
- i. The plan must be based on “new urbanism” principles, and include elements that facilitate internal transit programs and encourage pedestrian mobility.

- j. The plan, to the extent feasible, must contain provisions for the use of innovative and state-of-the-art technology to reduce energy and resource consumption.

Jacqueline Cochran Regional Airport and Chiriaco Summit Airport Influence Areas

Jacqueline Cochran Regional Airport (formerly known as Thermal or Desert Resorts Regional Airport) is operated by the County of Riverside. The airport is located near the community of Thermal, south of the City of Coachella. Additionally, the Chiriaco Summit Airport, which serves Chiriaco Summit and Riverside County, is owned by the County of Riverside. The boundaries of the Jacqueline Cochran Regional Airport and Chiriaco Summit Airport Influence Areas are shown in Figure 4, Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Areas. These Compatibility Zones are shown in Figure 5, Jacqueline Cochran Regional Airport Influence Area, and in Figure 6, Chiriaco Summit Airport Influence Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise.

These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Jacqueline Cochran Regional Airport) and Table 5, Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chiriaco Summit Airport). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

- ECVAP 3.1 To provide for the orderly development of Jacqueline Cochran Regional Airport and Chiriaco Summit Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plans for Jacqueline Cochran Regional Airport and Chiriaco Summit Airport as fully set forth in Appendix L-1 and as summarized in Tables 4 and 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.
- ECVAP 3.2 Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Chiriaco Summit Airport, the County of Riverside Planning Department shall consult with the Riverside County Airport Land Use Commission if the projected elevation at the top point of said structure would exceed 1,670 feet above mean sea level, in order to allow for a determination as to whether review by Federal Aviation Administration (FAA) through the Form-7460-1 review process is required. In such situation, no building permit shall be granted until the FAA has issued a determination of “No Hazard to Air Navigation.”

Specific Plans

Specific plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual 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.

Eastern Coachella Valley Area Plan

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 six specific plans located in the Eastern Coachella Valley planning area are listed in Table 3, Adopted Specific Plans in Eastern Coachella Valley Area Plan Specific Plan No. 303 (Kohl Ranch), Specific Plan No. 369 (Thermal 551), Specific Plan No. 375 (Travertine Point), and Specific Plan No. 385 (Vista Soleada) are determined to be a Community Development Specific Plans. Specific Plan No. 113 is determined to be a Rural Specific Plan. Specific Plan No. 113 was approved many years ago in conjunction with a “land project,” but remains undeveloped.

Table 3: Adopted Specific Plans in Eastern Coachella Valley Area Plan

Specific Plan	Specific Plan #
Frank Domeno	113
Kohl Ranch	303
Panorama	362
Thermal 551	369
Travertine Point	375
Vista Soleada	385

Source: County of Riverside Planning Department.

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Eastern Coachella Valley, additional policy guidance is often 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. These policies may reinforce Riverside County regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character, and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the Eastern Coachella Valley area.

Local Land Use Policies

Mixed-Use Areas/Highest Density Residential Town Centers

Mecca Town Center

Mecca Town Center (see Figure 3A) is located along 66th Avenue (State Route 195) and State Route 111 and consists of approximately 845 gross acres (about 736 net acres) and six neighborhood nodes. Mecca is a small agricultural community that is characterized by its traditional Mexican heritage. Mecca serves as a service center for commuters and truckers due to its location along State Route 111 and State Route 86S. These routes are major transportation corridors for goods and agricultural movement to and from the Coachella Valley, Brawley and Imperial County, and Mexico. Mecca is the main entrance into the Salton Sea State Recreational Park on the Salton Sea's northern shoreline.

The Mecca Family and Farm Worker's Service Center is the main focal point of the community. Downtown Mecca also includes

local serving commercial uses, a library, a church, school facilities, a fire station, the Boys and Girls Club of the Coachella Valley and the College of the Desert satellite campus. The community is surrounded by agricultural uses that serve as the residents' largest employment sector for Mecca.

The County has invested significant resources since 2003 to revitalize Mecca and improving the living conditions of existing and future residents. The Economic Development Agency (EDA) developed the 2005 Downtown Revitalization Study that provided recommendations for revitalization of central Mecca. The strategies included street landscaping and improvements for 2nd Street and 66th Avenue, infill and building projects that include the Mecca Family Care Center, Library, Police Substation, Fire Station, and town plaza. EDA has also completed the Mecca Design Guidelines that provide design elements and goals for the community of Mecca. The Riverside County Transportation Department is in the process of completing the extensive Mecca Downtown Street Revitalization Project that improves basic infrastructure amenities. The project comprises construction of approximately seven miles of street, sidewalk, curb and gutter, and street light improvements for fifteen streets within the 1.3 square-mile downtown area.

Another notable community outreach engagement is the "Mecca Livable Community Planning Program". This program was developed by the Riverside County Department of Public Health in partnership with the Riverside County Planning Department, Local Government Commission, and Opticos Design, Inc. and funded by an Environmental Justice: Context Sensitive Planning Grant from the California Department of Transportation. The program included a design charrette that spanned over a week to produce a vision plan for the existing community. The community provided input on local transportation, land use planning, health, safety, and environmental issues. The key issues expressed by the community included safety concerns (adequate lighting, paved sidewalks, road improvements, and standing pools of water), additional resources and activities for seniors and children, and affordable housing. The program also identified key community values, which include employment, cleanliness, education, safety, sense of community, and services. The final report recommended design proposals for building forms and street improvements, as well as implementation solutions and strategies.

The Mecca Town Center will further the revitalization momentum by stimulating growth and community services through varied residential development mixed with local-serving commercial and employment uses. Buildout of these neighborhoods will expand employment and local-serving commercial uses between Highway 86 through Highway 111 and into Mecca's community core, as well as provide varied housing forms for this growing community. Mecca Town Center consists of one Highest Density Residential Development (HHDR) neighborhood and five Mixed-Use Area (MUA) neighborhoods.

Highest Density Residential Development (HHDR) Neighborhood Description and Policy:

Following is the description and policy applying to the only neighborhood in Mecca Town Center entirely designated for HHDR development:

Date Palm-65th Neighborhood [Neighborhood 1] is located northeast of the Date Palm Street and 65th Avenue and contains approximately 244 gross acres (about 235 net acres). This area is supported by its close proximity to an area designated for Community Development: a Community Center and Light Industrial development, as well as existing community services such as a church and schools.

Policy:

ECVAP 3.3 The entire Date Palm-65th Neighborhood shall be developed in accordance with the HHDR land use designation.

Mixed-Use Area (MUA) Neighborhood Descriptions and Policies:

Following are the descriptions and policies applying to the five Mixed-Use Area neighborhoods of Mecca Town Center.

Eastern Coachella Valley Area Plan

Three MUA neighborhoods – the 66th Avenue/Gateway, 66th Avenue/North, and the 66th Avenue/Lincoln Street West Neighborhoods are grouped together as the Lincoln Street-66th West Neighborhood grouping. The Lincoln-66th East Neighborhood and the Hammond Road/66th Avenue Neighborhoods are described (with policies) separately.

The **Lincoln-66th West Neighborhoods** (grouping of three neighborhoods): The 66th Avenue/Gateway Neighborhood [Neighborhood 2], 66th Avenue/North Neighborhood, [Neighborhood 3], and the 66th Avenue/Lincoln Street West Neighborhood [Neighborhood 4] are located together along both sides of 66th Avenue, west of the Lincoln Road and 66th Avenue intersection. The existing gasoline station and retail center located on the corner of Highway 86 and 66th Avenue serves as a western anchor point for the community. Highway 86, Highway 111, and 66th Avenue (Highway 195) are major transportation corridors that will support growth and connect the mixed use community to adjacent city activity centers. These neighborhoods will extend the existing development pattern of commercial uses along 66th Avenue to provide employment opportunities and other community services for Mecca's growing populace. All of these neighborhoods are Mixed-Use Areas, with requirements for **at least** 50% HHDR development in each.

The **66th Avenue/Gateway Neighborhood** [Neighborhood 2] covers about 79 gross acres (about 77 net acres) and is located along the north side of 66th Avenue, about midway between Highways 86 and 111.

Policy:

ECVAP 3.4 **Fifty percent ~~At least 50%~~** of the 66th Avenue/Gateway Neighborhood shall be developed in accordance with the HHDR land use designation.

The **66th Avenue/North Neighborhood** [Neighborhood 3] covers about 13 gross acres (about 12 net acres) and is located along the north side of 66th Avenue, just east of Neighborhood 2 (described above).

Policy:

ECVAP 3.5 **Fifty percent ~~At least 50%~~** of the 66th Avenue/North Neighborhood shall be developed in accordance with the HHDR land use designation.

The **66th Avenue/Lincoln Street West Neighborhood** [Neighborhood 4] covers about 61 gross acres (about 59 net acres) and is located along the south side of 66th Avenue, and along the west side of Lincoln Street.

Policy:

ECVAP 3.6 **Fifty percent ~~At least 50%~~** of the 66th Avenue/Lincoln Street West Neighborhood shall be developed in accordance with the HHDR land use designation.

Following are the two separately described neighborhoods (neighborhoods that are not included in a neighborhood grouping description): the Lincoln-66th East and Hammond Road/66th Avenue Neighborhoods:

The **Lincoln-66th East Neighborhood** [Neighborhood 5] is located east of Lincoln Road and 66th Avenue and is approximately 128 gross acres (about 102 net acres). The Lincoln-66th East Neighborhood has an existing mobile home park and vacant land. This neighborhood is ideal for mostly HHDR Development due to its close proximity to the planned 66th Avenue commercial-employment corridor.

Policy:

ECVAP 3.7 **Seventy-five percent ~~At least 75%~~** of the Lincoln-66th East Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Hammond Road/66th Avenue Neighborhood** [Neighborhood 6] is located southeast of the Hammond Road and 66th Avenue intersection and is approximately 320 gross acres (about 252 net acres). The area currently is predominately used for agricultural purposes. This large contiguous area is a canvas for mixed use development to support the community east of Highway 111. It is also close to community health services, library, fire and police stations, and the town center.

Policy:

ECVAP 3.8 **Twenty-five percent** ~~At least 25%~~ of the Hammond-66th Neighborhood shall be developed in accordance with the HHDR land use designation.

The following policies shall apply to all five Mixed-Use Area neighborhoods in Mecca Town Center:

ECVAP 3.9 In addition to the required HHDR development, the remainders of the Mixed-Use Area neighborhoods may accommodate a combination of residential, commercial, employment, residential, day care centers, recreational uses, and other commercial and community uses. Existing uses located within the MUA may continue operating under legal entitlements.

ECVAP 3.10 Each neighborhood should be developed through a Specific Plan or implementation of the Mixed-Use Area Zone classification.

ECVAP 3.11 Encourage vertical mixed uses for commercial and residential development, wherever feasible.

The following policies shall apply to all six Mecca Town Center neighborhoods, whether designated as Highest Density Residential (HHDR) or Mixed-Use Area (MUA):

ECVAP 3.12 The segment of Highway 111 that starts from 66th Avenue in Mecca and extends southeasterly down towards Bombay Beach is eligible for designation as a State-Designated Scenic Highway; as such, development along Highway 111 should adhere to the Scenic Corridor policies of the Land Use, Circulation, and Multipurpose Open Space Elements.

ECVAP 3.13 HHDR development should be planned to 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.

ECVAP 3.14 Ensure pedestrian safety by adhering to the non-motorized transportation policies of the Circulation and Healthy Communities Elements of the General Plan, including providing defensible spaces, adequate lighting, appropriate sidewalk widths, and street visibility. Provide safe routes linking the Mecca Town Center neighborhoods east and west of Highway 111.

ECVAP 3.15 Where feasible, provide connections to future extensions of the Coachella Valley Association of Government Coachella Valley Link Trails Mecca/North Shore Extension and the County trails system as shown on ECVAP Figure 8.

ECVAP 3.16 Work with local transit agencies to design acceptable bus stops close to residential uses, employment and civic centers, public services, educational facilities, and recreational opportunities. Bus stops should be located directly in front of major activities centers or within 1/4 mile walking distance therefrom.

ECVAP 3.17 Residential units are encouraged to be designed as townhomes verses apartment complexes.

- ECVAP 3.18 *Encourage multifamily dwelling uses to incorporate a central shared courtyard to provide outdoor living spaces, and minimize needs for air conditioning and heating through shade and ventilation.*
- ECVAP 3.19 *Protect agricultural uses in the surrounding vicinity by providing open-space buffers between residential uses and agricultural uses.*
- ECVAP 3.20 *Orient buildings closer to streets and provide landscaped promenades that connect buildings to bus stops.*
- ECVAP 3.21 *Residential and commercial development should adhere to the Mecca Design Guidelines and Mecca Logo Design.*
- ECVAP 3.22 *Incorporate the “Mecca Livable Community Planning Program” recommended development design features to the extent possible.*
- ECVAP 3.23 *Incorporate public art and safety features within community passageways to encourage use of the area as gathering places.*
- ECVAP 3.24 *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.*

North Shore Town Center (HHDR and Mixed-Use Area Neighborhoods)

North Shore Town Center Mixed Use Area (see Figure 3B) is located along the Salton Sea’s northern shoreline and includes two neighborhoods. The Vander Veer-Bay Neighborhood [Neighborhood 1] is located north of Highway 111, and Vander Veer-Hwy. 111 Neighborhood [Neighborhood 2] is located south of Highway 111.

The sea’s decreased water level, increased salinity level, and exposed water bed has created economic, environmental, and public health issues for this community as well as the surrounding desert communities. Implementation of this Town Center MUA and HHDR development is largely dependent on the Salton Sea Authority Salton Sea restoration efforts.

Highest Density Residential (HHDR) Neighborhood Description and Policy:

Following is the description and policy for North Shore Town Center’s only HHDR designated neighborhood:

*The **Vander Veer-Bay Neighborhood** [Neighborhood 1] covers about 61 gross acres (about 43 net acres) and is adjacent to existing Community Development residential uses. It is characterized by small lot sizes that are predominately vacant with some residential uses. Parcel mergers are encouraged in this neighborhood to support Highest Density Residential Development.*

Policy:

- ECVAP 3.25 *The entire Vander Veer-Bay Neighborhood shall be developed in accordance with the HHDR land use designation.*

Mixed-Use Area (MUA) Neighborhood Description and Policies:

Following is the description and policies applying to North Shore Town Center’s only MUA designated neighborhood:

*The **Vander Veer-Hwy. 111 Neighborhood** [Neighborhood 2] covers about 237 gross acres (about ~~202~~ 198 net acres) and is predominately vacant with a small local market, fire station, residential uses, and the North Shore Beach and Yacht Club. This*

neighborhood is ideally situated near the California State Recreational Facility and may accommodate future residents and local-serving commercial uses, as well as the tourism trade.

The Yacht Club, built in 1959, exemplifies Albert Fry “desert modernism” architecture. The historical landmark was restored in 2010 and is now used as a community center and the Salton Sea Museum. The Salton Sea State Recreational Area is located within one mile of the MUA. The visitor center provides educational and recreational opportunities for the community, such as campgrounds, youth activities, kayaking, and ecological tours.

Policies:

*ECVAP 3.26 **Thirty-five percent** ~~At least 35%~~ of the Vander Veer-Hwy. 111 Neighborhood shall be developed in accordance with the HHDR land use designation.*

ECVAP 3.27 A mixture of land uses, potentially including retail commercial, commercial tourist, employment, residential at varying densities, including HHDR, day care centers, educational, and recreational uses is encouraged.

ECVAP 3.28 Vertical mixed uses are encouraged for commercial and residential development.

The following policies apply to both North Shore Town Center neighborhoods, whether designated Highest Density Residential (HHDR) or Mixed-Use Area:

ECVAP 3.29 Multifamily dwelling uses are encouraged to incorporate a central shared courtyard to provide outdoor living spaces, and minimize needs for air conditioning and heating through shade and ventilation.

ECVAP 3.30 Protect agricultural uses in the surrounding vicinity by providing open space buffers between residential uses and agricultural uses.

ECVAP 3.31 All neighborhoods are encouraged to be developed through Specific Plans, as practical.

ECVAP 3.32 Where feasible, provide connections to future extensions of the Coachella Valley Association of Government Coachella Valley Link Trails Mecca/North Shore Extension and the County trails system, as shown on ECVAP Figure 8.

ECVAP 3.33 Ensure pedestrian safety by adhering to the Non-Motorized section of the Circulation Element and the Healthy Communities Element of the General Plan. This includes providing defensible spaces, adequate lighting, appropriate sidewalk widths, and street visibility. Provide safe routes for non-motorized access between the neighborhoods north and south of Highway 111.

ECVAP 3.34 Coordinate with local transit agencies to design convenient bus stops close to residential uses, employment and civic centers, public services, educational facilities, and recreational opportunities. Bus stops should be located directly in front of major activity centers or within a ¼ mile walking distance therefrom.

ECVAP 3.35 The segment of Highway 111 that starts from 66th Avenue in Mecca and runs southeasterly toward Bombay Beach is eligible for designation as a State-Designated Scenic Highway; as such, development along Highway 111 shall adhere to the Scenic Corridor policies of the Land Use, Circulation and Multipurpose Open Space Elements.

ECVAP 3.36 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.

ECVAP 3.37 *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.*

Oasis Town Center (Mixed-Use Areas)

Oasis Town Center (see Figure 3C) is located 2 miles west of the Salton Sea at the Pierce Street and 76th Avenue intersection. The Oasis Town Center comprises two neighborhoods, Pierce East and Pierce West Neighborhoods, which are diagonally opposite from the Torres-Martínez Tribal Reservation. Existing uses within Oasis Town Center and its immediate vicinity include the Date Oasis Medical Farmers Center, date farms and other agricultural uses, and mobile home parks. The valley is relatively flat with a viewshed consisting of the surrounding Peninsular Ranges and agricultural landscapes. The majority of the surrounding land to the west of the Oasis Town Center is designated for agricultural uses. The area immediately to the east is designated for Community Development. This Town Center will provide a sufficient number of dwelling units for future community development purposes, as well as protect the surrounding agricultural and open-space uses.

Descriptions and Policies Applying to each of the Oasis Town Center Mixed-Use Area (MUA) Neighborhoods:

The **Pierce East Neighborhood** [Neighborhood 1] contains about 183 gross acres (about 176 net acres) and is located on the East side of Pierce Street, and the north side of 76th Avenue.

Policy:

ECVAP 3.38 ***Fifty percent** ~~At least 50%~~ of the Pierce East Neighborhood shall be developed in accordance with the HHDR land use designation.*

The **Pierce West Neighborhood** [Neighborhood 2] is located in the core area of Oasis. It contains about 161 gross acres (about 146 net acres) and is located along the west side of Pierce Street, south of 76th Avenue.

Policy:

ECVAP 3.39 ***Fifty percent** ~~At least 50%~~ of the Pierce West Neighborhood shall be developed in accordance with the HHDR land use designation.*

Policies applying to both of Oasis Town Center's Mixed-Use Area (MUA) neighborhoods:

ECVAP 3.40 *The portion of each of Oasis' two MUA neighborhoods that is not developed as HHDR may accommodate additional residential units at varying densities, local serving commercial uses, public facilities, and other uses as appropriate.*

ECVAP 3.41 *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.*

ECVAP 3.42 *The two Oasis neighborhoods are encouraged to be developed through a Specific Plan application, or implementation of the Mixed Use Area Zone classification.*

ECVAP 3.43 *Coordinate development with the Torres-Martínez Tribal Government where development would affect tribal lands.*

- ECVAP 3.44 *Ensure pedestrian safety by adhering to the Non-Motorized section of the Circulation Element and the Healthy Communities Element of the General Plan. This includes providing defensible spaces, adequate lighting, appropriate sidewalk widths, and street visibility.*
- ECVAP 3.45 *Work with local transit agencies to design convenient bus stops close to residential uses, employment and civic centers, public services, educational facilities, day care centers, and recreational opportunities. Bus stops should be directly in front of major activities centers or within a quarter mile walking distance.*
- ECVAP 3.46 *Encourage multifamily dwelling uses to incorporate a central shared courtyard to provide outdoor living spaces, and minimize needs for air conditioning and heating through shade and ventilation.*
- ECVAP 3.47 *Protect agricultural uses in the surrounding vicinity by providing open space buffer between residential uses and agricultural uses.*
- ECVAP 3.48 *Vertical mixed uses are encouraged, when practical, for commercial and residential development.*
- ECVAP 3.49 *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.*

Thermal Town Center

*Thermal Town Center (see Figure 3D) is located in the core area of the community of Thermal. It is bounded by Church Street on the north, Avenue 58 on the south, Polk Street on the west, and Grapefruit Boulevard and Fillmore Street on the east. Thermal Town Center covers about 239 gross acres (about **229 224** net acres), and contains two neighborhoods, Avenue 57-Polk Street Southeast Neighborhood [Neighborhood 1] and Church Street-Grapefruit Boulevard Southwest Neighborhood [Neighborhood 2]. Both neighborhoods are designated as Mixed-Use Areas, each with a requirement for **a minimum of 50%** HHDR development.*

The community of Thermal is located along Highway 86S (an Expressway), along and southward of Airport Boulevard, and southward of the City of Coachella. It extends west to Harrison Street, south to Avenue 66 (west of Whitewater River) and Avenue 62 (east of Whitewater River), and east to the All American Canal. Historically, Thermal has been an important agricultural center, and remains so, with some of its more prominent crops including dates, table grapes, grapefruit, and assorted vegetables. It is also home to a variety of important and iconic infrastructure and tourism-oriented facilities and attractions in the Coachella Valley, including Jacqueline Cochran Regional Airport, Thermal Club (automobile racing facility), HITS (Horse Shows in the Sun) facilities and events, and the new Thermal/Mecca Campus of College of the Desert. In the core area of the community, lying just to the north of Thermal Town Center, are two schools – John Kelley Elementary School, and La Familia Continuation High School.

New infrastructure and services, including a new Sheriff's station, a new fire station, and streets and sewers are being constructed as part of a major Riverside County investment in Thermal. The new infrastructure will be a catalyst for attracting businesses and further development in the community. Over the past decade and a half, the community has seen several major development proposals approved that will promote a more urban development context for future growth, and will also assist the community in expanding its infrastructure to accommodate these projects plus other growth in the community. These major projects include Kohl Ranch Specific Plan (SP 303), Panorama Specific Plan (SP 362), and Thermal 551 Specific Plan (SP 369), the latter of which directly adjoins the southern and southeastern edges of Thermal Town Center. Also, the Thermal Design Guidelines have been adopted by the County to provide community design guidance that evokes the community's agricultural heritage.

The area core of Thermal is provided with bus transit service by Sun Line Transit Agency. The southeastern terminus of the proposed CVLink trans-Coachella Valley intermodal bicycle, pedestrian, and low-speed electric vehicle transportation facility would be at

Airport Boulevard where it crosses the Whitewater River, about ½ mile northeast of Thermal Town Center, and a CVLink connector route would be provided to the core of Thermal, adjacent to the northern edge of Thermal Town Center.

Descriptions and Policies Applying to each of the Thermal Town Center Mixed-Use Area (MUA) Neighborhoods:

*The **Avenue 57/Polk Street Southeast Neighborhood** [Neighborhood 1] covers about 80 gross acres (about ~~77~~ **75** net acres), and is located along the east side of Polk Street, between Avenues 57 and 58.*

Policy:

*ECVAP 3.50 ***Fifty percent*** ~~*At least 50%*~~ of the Avenue 57/Polk Street Southeast Neighborhood shall be developed in accordance with the HHDR land use designation.*

*The **Church Street/Grapefruit Blvd. Southwest Neighborhood** [Neighborhood 2] covers about 159 gross acres (about ~~152~~ **149** net acres), and is located between Church street and Avenue 58, and between Olive Street and Grapefruit Boulevard.*

Policy:

*ECVAP 3.51 ***Fifty percent*** ~~*At least 50%*~~ of the Church Street/Grapefruit Blvd. Southeast Neighborhood shall be developed in accordance with the HHDR land use designation.*

Policies applying to both Mixed-Use Area (MUA) neighborhoods of Thermal Town Center:

*ECVAP 3.52 ***Fifty percent*** ~~*At least 50%*~~ of each of Thermal Town Center's neighborhoods, Avenue 57-Polk Street Southeast Neighborhood and Church Street-Grapefruit Blvd. Southwest Neighborhood, shall be HHDR Development.*

ECVAP 3.53 The remainder of each of Thermal Town Center's two neighborhoods may accommodate a combination of residential, commercial, employment, day care centers, recreational uses, and other commercial and community uses.

ECVAP 3.54 Development of both neighborhoods should occur pursuant to the mixed-use zone classification. Alternatively, a specific plan may be used to plan the desired mix of future uses on-site, and to provide for the phased development of uses over a period of time. Existing structures and uses may be retained if, and to the extent they are appropriate uses in an urbanized mix including high density residential development, and that they harmoniously contribute to the other uses in the mixed-use area.

ECVAP 3.55 Development of both neighborhoods shall incorporate either or both vertical mixed-uses and side-by-side development in such a manner that all land uses are conveniently positioned to ensure a high degree of interaction among the uses.

ECVAP 3.56 Development is encouraged to make frequent use of conveniently placed paseo, trail and bikeway, and pedestrian connections among the various land uses, buildings, and activity areas of each mixed-use development, and between each neighborhood and other nearby land uses, especially activity centers such as schools, parks, commercial areas, etc.

- ECVAP 3.57 Development is encouraged to provide trails and provide for trail connections to existing and planned community trail systems, including the Coachella Valley Association of Governments' CVLink intermodal bicycle, pedestrian, and low-speed electric vehicle system.*
- ECVAP 3.58 Coordinate with local transit agencies to design acceptable bus stops close to residential uses, employment and civic centers, public services, educational facilities, and recreational opportunities. Bus stops should be located directly in front of major activities centers or within a ¼ mile walking distance.*
- ECVAP 3.59 Incorporate public art and safety features within public passageways to encourage the use of the areas as travel routes and gathering places.*
- ECVAP 3.60 All development should comply with the Thermal Design Guidelines.*
- ECVAP 3.61 Development layouts should be planned to locate buildings near streets, to facilitate use of interior spaces for recreational and other neighborhood uses, and to render buildings convenient to neighboring streets, other neighborhoods, shopping facilities, schools, parks, and other uses where the convenience of pedestrian and bicycle access would be facilitated.*
- ECVAP 3.62 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.*

Light Pollution

The continued growth of urban activities throughout the Valley has many consequences. One of the attractions for residents is the brilliance of the nighttime sky on clear nights, unencumbered by lighting scattered over a large urban area. As development continues to encroach from established urban cores into both rural and open space areas, the effect of nighttime lighting on star-gazing and open space areas will become more pronounced. Wildlife habitat areas can also be negatively impacted by artificial lighting. Further, the Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards in the area shown on Figure 7, Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.


Policies:

- ECVAP 4.1 Require the inclusion of outdoor lighting features that would minimize the effects on the nighttime sky and wildlife habitat areas.
- ECVAP 4.2 Adhere to Riverside County's lighting requirements for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Eastern Coachella Valley Area Plan

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Jacqueline Cochran Regional Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Bldgs with >3 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >70 feet tall¹⁵ Deed notice required

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ^{19,20}	100	300	390	10%	<ul style="list-style-type: none">Highly noise-sensitive outdoor nonresidential uses¹⁰Hazards to flight⁹	<ul style="list-style-type: none">Airspace review required for objects >70 feet tall¹⁵Children's schools, hospitals, nursing homes discouraged¹⁷Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none">Hazards to flight⁹	<ul style="list-style-type: none">Airspace review required for objects >100 feet tall¹⁵Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks¹⁸
	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none">Same as Underlying Compatibility Zone	<ul style="list-style-type: none">Airspace review required for objects >35 feet tall¹⁴Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

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15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than 5.0* dwelling units per acre (i.e., an average parcel size *less than 0.2* gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
17. Discouraged uses should generally not be permitted unless no feasible alternative is available.
18. Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
19. Residential densities in *Compatibility Zone D* shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.
20. Maximum Average Residential Lot Size in *Zone D* Areas Southerly of Avenue 64: Projects located southerly of Avenue 64 shall be considered to be substantially consistent with the “higher intensity option” for *Zone D* if the average residential lot size (either the mean or median) is 8,712 square feet (0.2 acre) or less, excluding common area, public facility, drainage basin, recreational, and open space lots.

Table 5: Airport Land Use Compatibility Criteria for Riverside County (Applicable to Chiriaco Summit Airport)

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
A	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> All structures except ones with location set by aeronautical function Assemblages of people Objects exceeding FAR Part 77 height limits Storage of hazardous materials Hazards to flight⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/ Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> Children's schools, day care centers, libraries Hospitals, nursing homes Places of worship Bldgs with >2 aboveground habitable floors Highly noise-sensitive outdoor nonresidential uses¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities¹² Hazards to flight⁹ 	<ul style="list-style-type: none"> Locate structures maximum distance from extended runway centerline Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings¹³ Airspace review required for objects >35 feet tall¹⁴ Avigation easement dedication

Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none">Children's schools, day care centers, librariesHospitals, nursing homesBldgs with >3 aboveground habitable floorsHighly noise-sensitive outdoor nonresidential uses ¹⁰Hazards to flight ⁹	<ul style="list-style-type: none">Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³Airspace review required for objects >70 feet tall ¹⁵Deed notice required
D	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or ¹⁶ (2) ≥5.0 (average parcel size ≤0.2 ac.) ¹⁹	100	300	390	10%	<ul style="list-style-type: none">Highly noise-sensitive outdoor nonresidential uses ¹⁰Hazards to flight ⁹	<ul style="list-style-type: none">Airspace review required for objects >70 feet tall ¹⁵Children's schools, hospitals, nursing homes discouraged ¹⁷Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none">Hazards to flight ⁹	<ul style="list-style-type: none">Airspace review required for objects >100 feet tall ¹⁵Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none">Same as Underlying Compatibility Zone	<ul style="list-style-type: none">Airspace review required for objects >35 feet tall ¹⁴Avigation easement dedication

Notes:

- Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft over flights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.

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9. Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
10. Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
11. Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
12. Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
13. NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
14. Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
15. This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
16. Two options are provided for residential densities in Compatibility Zone D. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be greater than 5.0 dwelling units per acre (i.e., an average parcel size less than 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for Zone D apply to both options.
17. Discouraged uses should generally not be permitted unless no feasible alternative is available.
18. Although no explicit upper limit on usage intensity is defined for Zone E, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in Zone E if its usage intensity is such that it would be permitted in Zone D.
19. Residential densities in Compatibility Zone D shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this Compatibility Plan, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

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Agricultural Lands

Agriculture is one of the five Foundation Components of the General Plan and also represents a significant component of this area plan. Much of the area here is devoted to agricultural uses. The RCIP Vision specifically seeks to protect agricultural lands not only because of their economic value but also because of their cultural and scenic values.

Policies:

- ECVAP 5.1 Retain and protect agricultural lands through adherence to the policies contained in the Agriculture section of the General Plan Land Use Element.
- ECVAP 5.2 Refer to the General Plan Certainty System in the General Plan Administration Element. An exception is provided allowing limited changes from the Agriculture designation to be processed and approved.

Farm Worker Housing

Because of the predominantly agricultural nature of the Eastern Coachella Valley, safe, healthy and affordable housing needs to be available for farm workers. Because farm work tends to be seasonal in nature, the associated housing may need to provide for seasonal occupancy.

Policies:

- ECVAP 6.1 Allow farmworker housing that meets basic safety standards in agriculturally designated areas per the land use designations section of the General Plan Land Use Element, and the Five-Year Action Plan and Special Housing Need sections of the Housing Element. Provided that adequate provisions for public services and compatibility with adjacent uses is achieved, farm worker housing projects of both 1-12 dwelling units and greater than 12 units are permitted in the Agriculture designation in the Eastern Coachella Valley Area Plan.

Recreational Vehicle Developments

The vast desert and mountainous terrain, along with a pleasant, moderate winter climate and an abundance of recreational opportunities, makes the Eastern Coachella Valley area a haven for recreational vehicle (RV) enthusiasts. As with any other type of land use, RV developments require guidelines for provision of service, land use compatibility, safety, and accessibility.

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

Remote Recreational Vehicle developments differ from Resort Recreational Vehicle projects in

several ways:

- Spaces are not fully improved;
- Spaces may accommodate tent camping;
- Sewers are not available;
- Fully developed recreational facilities are not provided, though open space areas may be provided;
- Internal roads may not be paved; and
- The development site is designed to provide a campground appearance.
- Remote recreational vehicle developments are appropriate primarily in rural and outlying areas, and must be compatible with surrounding uses. The following policies shall apply to recreational vehicle development in the Eastern Coachella Valley Area Plan:

Policies:

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| ECVAP 7.1 | Ensure proper service provision, land use compatibility, design standards, safety, and accessibility for recreational vehicle development in the Eastern Coachella Valley area through adherence to General Plan policies found in the Land Use Element. |
| ECVAP 7.2 | Allow Resort Recreational Vehicle developments within the following land use designations: Low Density Residential, Medium Density Residential, Medium High Density Residential, High Density Residential, Very High Density Residential, Commercial Tourist, and Open Space-Recreation. |
| ECVAP 7.3 | Limit Resort Recreational Vehicle developments to a density of sixteen (16) spaces per acre. |
| ECVAP 7.4 | Allow Remote recreational vehicle developments within the following land use designations: Very Low Density Residential, Estate Density Residential, Rural Residential, Rural Mountainous, Rural Desert, Open Space-Recreation, and Open Space-Rural. |
| ECVAP 7.5 | Limit Remote recreational vehicle developments to a density of seven (7) spaces per acre. |

Industrial Uses

Industrial uses, especially those associated with agriculture and existing light industrial uses related to aviation, are necessary for the economic viability of the Eastern Coachella Valley Area Plan. Heavy industry, when it would conflict with other existing uses, would adversely affect the environment and character of the region.

Policies:

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| ECVAP 8.1 | Encourage industrial uses related to agriculture to continue and expand within this area plan. |
| ECVAP 8.2 | Discourage industrial uses that may conflict with agricultural or residential land uses either directly or indirectly within the Eastern Coachella Valley Area Plan. |

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- ECVAP 8.3 Discourage industrial uses which use large quantities of water in manufacturing or cooling processes and result in subsequent effluent discharges.
- ECVAP 8.4 Discourage industrial uses which produce significant quantities of toxic emissions into the air.
- ECVAP 8.5 Encourage industrial uses that can best utilize the transportation facilities of the Jacqueline Cochran Regional Airport.
- ECVAP 8.6 Encourage industrial uses related to aviation to locate in the vicinity of the Jacqueline Cochran Regional Airport.

Watershed/Water Supply

The west basin of the Colorado River, the watershed containing the Eastern Coachella Valley, drains primarily into the Salton Sea trough. The west basin is the driest watershed area in California. Groundwater resources cannot meet local demand in this area, so water is imported from the Colorado River to meet local community and agricultural demand.

Policies:

- ECVAP 9.1 Conserve and protect watersheds and water supply through adherence to policies contained in the Open Space, Habitat and Natural Resource Preservation and Land Use Designation Policies sections found in the General Plan Land Use Element, and the Water Resources section of the General Plan Multipurpose Open Space Element.

“

There is an adequate supply and quality of critical water resource essential to support development, agriculture, wildlife, and open space.

”

- RCIP Vision

Signage

The scenic qualities of the Coachella Valley are widely cherished by residents and visitors alike. Effective regulation of outdoor advertising is one important component of preserving the Valley's visual character, particularly in the face of expanding urbanization.

Policies:

- ECVAP 10.1 Adhere to the Advertising Regulations of the County of Riverside Land Use Ordinance, Section 19, regarding outdoor advertising for all development within the Eastern Coachella Valley.
- ECVAP 10.2 Prohibit the placement of billboards within the Eastern Coachella Valley.
- ECVAP 10.3 For premises adjacent to the right-of-way of scenic corridors, single support free-standing signs for onsite advertising shall be prohibited. A sign affixed to buildings, a free-standing monument sign, or a free-standing sheathed-support sign which has minimal impact on the

scenic setting shall be utilized for onsite advertising purposes along the below-referenced scenic corridors.

a. For purposes of this policy, scenic corridors include:

- State Route 86; and
- State Route 111.

b. For purposes of this area plan, the following definitions shall apply:

- (1) **FREE-STANDING MONUMENT SIGN** means a sign whose height does not exceed 2/3 of its length, with a single base of the sign structure which is on the ground, or no more than 1 foot above adjacent grade if located in a raised mound or landscaped area.
- (2) **FREE-STANDING SHEATHED-SUPPORT SIGN** means a sign supported by at least two uprights constructed in or decoratively covered in design, materials and colors which match those of the use advertised, which blends harmoniously with the surrounding environment, and which is located far enough from adjacent free-standing signs to reduce visual clutter.
- (3) **SIGNS AFFIXED TO BUILDINGS** means any onsite advertising sign painted or otherwise reproduced on the outer face of a building, or attached to the outer face of a building.
- (4) **HIGHWAY SCENIC CORRIDOR** means those arterial roadways designated within this area plan which have prominent scenic vistas open to public view.
- (5) **FREEWAY SCENIC CORRIDOR** means those divided arterial highways or highway sections, with full control of access and with grade separations at intersections, designated within this community plan which have prominent scenic vistas open to public view.

c. Onsite advertising signs for businesses located along freeway scenic corridors shall comply with the following:

- (1) Businesses located within 660 feet of the terminus of a freeway exit ramp or the origination of a freeway entrance ramp may utilize either monument or sheathed-support signs in addition to signs affixed to buildings.
 - i. A free-standing monument sign for a single business or tenant may be approved with a maximum height of 10 feet and a maximum surface area of 150 square feet. A free-standing monument sign for multiple businesses or tenants may be approved with an overall height of 12 feet or less and a maximum surface area of 200 square feet.
 - ii. A free-standing sheathed-support sign for a single business or tenant may be approved with a maximum height of 35 feet and a maximum surface area of 150

square feet. A free-standing sheathed-support sign for multiple businesses or tenants may be approved with a maximum height of 35 feet. The maximum surface area shall be the greater of either 150 square feet or 0.25% (1/4 of 1%) of the total existing building floor area, except that in any event, no sign shall exceed 200 square feet in surface area.

- iii. A sign affixed to a building, advertising the business contained therein, shall not exceed 10% of the surface area of the building wall facing the freeway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10% of the surface area of the building wall facing the freeway.
- (2) Businesses located within 330 feet of the nearest edge of a freeway right-of-way line, but farther than 660 feet from the terminus of a freeway exit ramp or the origination of a freeway entrance ramp, may utilize either monument or sheathed-support signs in addition to signs affixed to buildings.
- i. A free-standing monument sign for a single business or tenant may be approved with a maximum height of 10 feet and a maximum surface area of 150 square feet. A free-standing monument sign for multiple businesses or tenants may be approved with an overall height of 12 feet or less and a maximum surface area of 200 square feet.
 - ii. A free-standing sheathed-support sign for a single business or tenant may be approved with a maximum height of 25 feet, or the actual height of the primary building advertised, whichever is less, and a maximum surface area of 150 square feet. A free-standing sheathed-support sign for multiple businesses or tenants may be approved with an overall height of 25 feet, or the actual height of the primary building advertised, whichever is less. The maximum surface area shall be the greater of either 150 square feet, or .25% (1/4 of 1%) of the total existing building floor area, except that in any event, no sign shall exceed 200 square feet in surface area.
 - iii. A sign affixed to a building, advertising a single business contained therein, shall not exceed 10% of the surface area of the building wall facing the freeway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10% of the surface area of the building wall facing the freeway.
- d. Onsite advertising signs for businesses located along highway scenic corridors shall comply with the following:
- (1) Notwithstanding the other provisions of this policy, a single-business monument sign may be approved with a maximum height of 10 feet, and a maximum 150 square feet of sign surface area. A multiple-business monument sign may be approved with a maximum height of 12 feet or less, and a maximum 200 square feet of sign surface area.

- (2) Notwithstanding the other provisions of this policy, a single-business sheathed-support sign or a multiple-business sheathed-support sign shall not be erected along a highway scenic corridor.
- (3) A sign affixed to a building, advertising the business contained therein, shall not exceed 10% of the surface area of the building wall facing the highway. A single sign, or a total of all signs, affixed to a building and advertising multiple businesses contained therein shall not exceed 10% of the surface area of the building wall facing the highway.

Chocolate Mountain Aerial Gunnery Range

The Chocolate Mountain Aerial Gunnery Range (CMAGR) provides support training that is essential to the readiness of the nation's Marine Corps and Naval Air Forces. Land use compatibility with the CMAGR is essential to the operations of CMAGR and the safety of surrounding communities.

Policies:

- | | |
|------------|---|
| ECVAP 11.1 | Development within two miles of the CMAGR shall remain limited and compatible with the Open Space Foundation Component. |
| ECVAP 11.2 | Prohibit residential development, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of the Chocolate Mountain Aerial Gunnery Range. |
| ECVAP 11.3 | New development within 3 miles of the Chocolate Mountain Aerial Gunnery Range (CMAGR) outer boundary shall be required to disclose through recordation of an Environmental Constraints Note, avigation (or other) easement, or other instrument as deemed suitable, the potential for noise, vibrations or interference emanating from aviation activities and other military operations performed within or above the CMAGR. |

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 and equestrian 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 the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Eastern Coachella Valley, 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 Valley is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Valley 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 the Eastern Coachella Valley Area Plan is shown on Figure 8, Circulation. The circulation system within this portion of the Coachella Valley connects the region to urbanized areas of the western portion of the Coachella Valley, western Riverside County, Imperial County, and the eastern portion of Riverside County via Interstate 10, as well as providing access to and between its communities. Interstate 10 is a key east-west corridor within Riverside County, and indeed across the United States.

State Routes 111 and 86 are the main north-south connector routes within this area. State Route 86 is growing in importance as a trade route between the U.S. and Mexico. State Route 195 also serves the Valley west of Mecca.

A grid system of numbered avenues running east-west, together with north-south oriented streets serves the Eastern Coachella Valley areas west of the All-American Canal. The continued coordination regarding the circulation network between the County of Riverside, cities, Tribal Governments and Imperial County is essential to ensure the region's Transportation System sustains a high level of service over a period of time.

Policies:

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|------------|--|
| ECVAP 12.1 | Design and develop the vehicular roadway system per Figure 8, Circulation, and in accordance with the functional classifications and standards in the System Design, Construction and Maintenance section of the General Plan Circulation Element. |
| ECVAP 12.2 | Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element. |
| ECVAP 12.3 | Separate vehicular traffic from pedestrian and equestrian traffic in order to avoid potential hazards and where traffic volumes justify the costs. |

Rail

The Southern Pacific Railroad runs adjacent to State Route 111 and the Salton Sea, to Riverside County's southern boundary. This line accommodates freight transport for the Valley's agricultural businesses.

Policies:

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|------------|--|
| ECVAP 13.1 | Coordinate with railroad companies to maintain and enhance railroad facilities south of the City of Coachella in accordance with the Goods Movement/Designated Truck Routes section of the General Plan Circulation Element. |
|------------|--|

- ECVAP 13.2 Coordinate with railroad companies to encourage grade-separated crossings in and near Mecca.

Trails and Bikeways

The County of Riverside contains bicycle, pedestrian, and equestrian trails that traverse urban, rural, and natural areas and surround the Salton Sea. These multi-use trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. These multi-use 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 shown on Figure 9, Trails and Bikeway System, an extensive trails system is planned for the Eastern Coachella Valley.

Policies:

- ECVAP 14.1 Implement the Trails and Bikeway System, Figure 9, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.
- ECVAP 14.2 At signalized intersections, special equestrian push buttons (located at heights usable by persons riding on horseback) will be considered and installed where appropriate. Priority shall be given to those signalized intersections identified as trail crossings.
- ECVAP 14.3 As resources permit, consideration should be given to the placement of signs along those public rights-of-way identified as regional or community trail alignments alerting motorists to the possible presence of equestrian, bicycle and pedestrian (i.e., non-motorized) traffic.



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

Scenic Highways

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

As shown on Figure 10, Scenic Highways, State Route 111, from Bombay Beach on the Salton Sea to State Route 195 near Mecca, is a State-eligible Scenic Highway, providing views of the Salton Sea and the surrounding mountainous wilderness.

Policies:

- ECVAP 15.1 Protect the scenic highways in the Eastern Coachella Valley from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors section of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Multipurpose Open Space

As described in earlier sections, the Eastern Coachella Valley contains a variety of open spaces that serve a multitude of functions. Open space areas within the Valley include the Joshua Tree National Park, the Santa Rosa Mountains, the Mecca Hills, the Dos Palmas Reserve, the Salt Creek Area of Critical Environmental Concern, the Painted Canyon, the Whitewater River, and the Salton Sea. These open spaces encompass a variety of habitats. There are also a number of recreation areas within the Eastern Coachella Valley. This Multipurpose Open Space section is a critical component in preserving the character of the County of Riverside and the Valley. In addition to providing a scenic background and preserving the natural character of the Eastern Coachella Valley, these open spaces help define the edges of, and separations between, communities.

Local Open Space Policies

Habitat Conservation/CVMSHCP

With its rich and varied landscape, the Eastern Coachella Valley accommodates several ecological habitats that are home to numerous flora and fauna. Preserving habitat not only aids in sustaining species' survival, but also maintains the quality of life in the Valley.

The Coachella Valley Association of Governments has prepared, on behalf of its member agencies, a CV MSHCP which covers 27 species of plants and animals in the Coachella Valley. Currently, this plan conserves between 200,000 and 250,000 acres of privately owned land through general plan land use designations, zoning/development standards, and an aggressive acquisition program for a total conservation area of between 700,000 and 750,000 acres. Please see Figure 11 for more information. This map is for informational purposes only. The CV MSHCP was adopted by the plan participants in 2007 and 2008 and permits were issued by the Wildlife Agencies in late 2008.

Policies:

ECVAP 16.1 Protect visual and biological resources in the Eastern Coachella Valley Area Plan through adherence to General Plan policies found in the Preservation section of the Multipurpose Open Space Element, as well as policies contained in the Coachella Valley Multiple Species Habitat Conservation Plan.

Ridgelines

The ridgeline of the Santa Rosa Mountains along the western edge of the Eastern Coachella Valley, together with the ridges of the Mecca Hills and Orocopia Mountains in the east, constitute important natural resources within the Area Plan.

Policies:

ECVAP 17.1 Refer to the Ridgeline policies in the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources policies in the General Plan Multipurpose Open Space Element.

Hazards

Hazards are natural and man-made conditions that must be respected if life and property are to be protected as growth and development occur. Portions of the Eastern Coachella Valley are subject to hazards at varying degrees of risk and danger. These hazards include flooding, seismic occurrences, and wildland fire, and are depicted on the hazards maps, Figures 12 to 16.

Local Hazard Policies

Flooding

As shown on Figure 12, Flood Hazards, much of the western edge of the Eastern Coachella Valley from Indio and La Quinta to the Salton Sea is located within a 100-year floodplain. Another large 100-year floodplain extends southerly from Thermal to the Salton Sea. Additionally, fluctuation in the level of the Salton Sea, or a seismic event resulting in a seiche (earthquake induced wave action) could cause flooding of areas immediately adjacent to the sea.

Policies:

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| ECVAP 18.1 | Protect life and property from the hazards of flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element. |
| ECVAP 18.2 | Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of the Riverside County Ordinance No. 458 Regulating Flood Hazard Areas. |
| ECVAP 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 Coachella Valley Water District for review. |

Wildland Fire Hazard

The desert and mountainous region in the northeastern area of the Eastern Coachella Valley has a high and very high wildfire susceptibility. The wildfire susceptibility is moderate to low in the valley and the desert regions on the western and eastern sides of the Salton Sea. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, use of low fuel landscaping, and use of fire resistant building techniques. In still other cases, safety-oriented organizations such as Fire Safe can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 13, Wildfire Susceptibility, for the location of wildland fire hazard areas in Eastern Coachella Valley.

Policies:

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| ECVAP 19.1 | Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element. |
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Seismic

The Eastern Coachella Valley is traversed by the San Andreas fault, an active fault with a significant probability of earthquake activity. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of building techniques, the enforcement of setbacks, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to Figure 14, Seismic Hazards, for the location of faults within the Eastern Coachella Valley.

Policies:

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

Slope

Areas within the Eastern Coachella Valley contain steep slopes that require special development standards and care to prevent erosion and landslides, preserve significant views, and minimize grading and scaring. Figure 15 depicts steep slope areas within the Eastern Coachella Valley. Figure 16 maps areas of slope instability.

Policies:

- ECVAP 21.1 Protect life and property through adherence to the Hillside Development and Slope section of the General Plan Land Use Element and the Slope and Soil Instability Hazards section of the General Plan Safety Element.
- ECVAP 21.2 Refer to the Rural Mountainous and Open Space-Rural land use designations in the General Plan Land Use Element.

Wind Erosion and Blowsand

Wind erosion most commonly occurs when barren sand or sandy loam soils are exposed to high wind in the absence of moisture. Alluvial fans in the Eastern Coachella Valley are especially prone to wind erosion, although wind erosion is not limited to these areas. Human activity can increase wind erosion by disrupting soil formations and compaction, disturbing the stabilizing and wind-breaking effect of dunes, and most significantly, removing surface vegetation and its stabilizing effects.

Blowsand, the most severe form of wind erosion, occurs largely due to natural conditions. Blown sand can cause significant damage to property, and also results in the nuisance and expense of removing sand from roadways and other property, where it interferes with normal activity. Additionally, blowsand introduces a high level of suspended particulates into the air, which can create respiratory problems.



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.

Despite its ability to cause property damage, alter normal activity, and create health problems, blowsand is also an essential element to maintaining habitat areas within the Valley. Many species in the Coachella Valley are adapted to live on windblown sand. Creating a safe environment for the residents of Eastern Coachella Valley and, at the same time, protecting a valuable habitat resource requires, therefore, a delicate balance.

Policies:

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| ECVAP 22.1 | Minimize damage from and exposure to wind erosion and blowsand through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element. |
| ECVAP 22.2 | Require protection of soil in areas subject to wind erosion or blowsand. Mitigation measures that may be required include, but are not limited to, windbreaks, walls, fences, vegetative groundcover, rock, other stabilizing materials, and installation of an irrigation system or provision of other means of irrigation. |
| ECVAP 22.3 | Control dust through the policies of the Particulate Matter section of the General Plan Air Quality Element. |
| ECVAP 22.4 | Preserve the environmentally sensitive alluvial fan areas flowing out of the canyons of the Santa Rosa Mountains. |