



The Pass Area Plan

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General Plan Amendments adopted since 12/31/09

- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06-16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21
- GPA No. 1052, BOS RSLN 2013-155, 08/20/13;
- GPA No. 856, BOS RSLN 2015-214, 09/22/15;
- GPA No. 948, BOS RSLN 2016-098; 03/29/16;
- GPA No. 1079, BOS RSLN 2017-222; 10/24/17;

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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 Pass as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

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

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

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

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

Population Growth

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

Our Communities and Neighborhoods

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

Housing

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

Transportation

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

Conservation and Open Space Resources

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

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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 Pass derives its name from its location: the narrow gap between two of Southern California’s most spectacular mountain ranges the San Bernardino and San Jacinto Mountains. This gap provides an obvious physical gateway between the mountains and provides a passage between the desert areas to the east and the Pacific Ocean to the west. This area plan guides the evolving character of this place within unincorporated territory in this part of Riverside County. The Pass Area Plan is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision. The County of Riverside Vision details the physical, environmental, and economic qualities that the County of Riverside aspires to achieve by the year 2020. Using that Vision as the primary foundation, the County of Riverside General Plan establishes policies for development and conservation within the entire unincorporated Riverside County territory. The Pass Area Plan, on the other hand, provides customized direction specifically for this planning area.

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

Each section of this plan addresses critical issues facing the Pass. 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 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 unique features applicable to the planning area, a number of special policies are still necessary to address specific portions of the Pass area. 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 in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are also natural and man-made hazards to consider, and they are spelled out in the Hazards section.

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It is important to understand that the incorporated cities of Banning, Beaumont, and Calimesa, located within the Pass, are not covered by this area plan. They are governed by their own general plans. Nevertheless, city/county coordination is a critical component of this area plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County. The relationship between cities and Riverside County territory can be seen on Figure 1, Location.

The Pass is a gateway between Riverside and San Bernardino Counties as well as between the Los Angeles metropolitan region and the Coachella Valley and points east. Consequently, it plays a pivotal role in the access, connections, and impressions for Riverside County. The Pass Area Plan seeks to capture and capitalize upon, not only the special qualities of the land, but its strategic location as well.

A Special Note on Implementing the Vision

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

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

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

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.

Remarkable Environmental Setting. The Pass boasts some of the most beautiful natural features within Riverside County. From the San Jacinto and San Bernardino Mountains to the San Timoteo Badlands, there is an ever changing view as visitors and residents pass through the landscape. These features have been preserved to ensure their beauty for future generations. Some of the other special features unique only to the Pass are the Benches, or mesas that have been formed by ancient watercourses and fault lines. Water still has a strong presence within the Pass because of the number of mountain creeks that run through the planning area including the San Gorgonio River, San Timoteo Creek, and Noble Creek, to name just a few. These watercourses feed into the larger waterways that traverse other areas of Riverside County.

Character Rich Communities. There are a few special communities within the unincorporated lands in the Pass, and their character and lifestyle have been preserved within this area plan. The community of Cherry Valley, located in the north-central portion of the planning area, is distinguished from other communities by its concentration of



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.

cherry orchards, a distinctive southerly entrance along tree-lined Beaumont Avenue, and distinctive rural community character. A one-acre minimum parcel size policy has been in effect for many years in this area. Cabazon is located along Interstate 10 and is a favorite of travelers and tourists because it is home to the Cabazon Dinosaurs, Hadley's, and two outlet store shopping centers. Banning Bench is a rural community that is hidden from freeway travelers, located northerly of and elevated above Banning. This area is also characterized by orchards and residences on one acre or larger lots. The Morongo Indian Reservation, home to the Malki Museum and the Morongo Gaming Facility, is also in the planning area, but is not subject to County of Riverside jurisdiction.

It is important to note that the data in this area plan is current as of October 24, 2017. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location

The Pass, or more specifically the San Gorgonio Pass Area, is a distinctive geographical area between the Coachella, San Jacinto, and Moreno Valleys as shown in Figure 1, Location. The Badlands separate the Pass Area Plan from Moreno Valley to the west and the San Jacinto Valley to the south. The San Jacinto Mountains form the southern boundary and the San Bernardino Mountains generally define the northern boundary. The Coachella Valley lies immediately to the east of the planning area. In relation to other area plans, the Pass is bounded by the Reche Canyon/Badlands Area Plan to the west, the San Jacinto Valley Area Plan and Riverside Extended Mountain Area Plan (REMAP) to the south, and the Western Coachella Valley Area Plan to the east. The cities of Redlands and Yucaipa, which are located within the County of San Bernardino, lie to the north. The incorporated cities of Banning, Beaumont, and Calimesa are located within the Pass as well as the unincorporated communities of Cherry Valley, Cabazon, and Banning Bench.

Features

This section describes the functions, setting, and features that are unique to the Pass. The San Gorgonio Pass, from which this Area Plan derives its name, is a valley bounded by the San Jacinto Mountains on the south and the San Bernardino Mountains on the north. The physical features within The Pass Area Plan are shown on Figure 2, Physical Features, and they are further described below.

Setting

The Pass is comprised of both valley and highland geographic features. The valley contains most of the existing and planned development. The highlands, or mountains, create the backdrop for these communities. The San Gorgonio Pass is a narrow separation between the Peninsular Ranges, which extend southward into Baja California, and the Transverse Ranges, which extend northwest to include the San Bernardino and San Gabriel Mountains. These two ranges are accented by the distinctive San Gorgonio Mountain on the north, reaching to an elevation of 11,485 feet, and the southerly Mount San Jacinto, at a height of 10,831 feet. The western end of the Pass is framed by the Crafton Hills and the convoluted San Timoteo Badlands. The Metropolitan Water District of Southern California's Colorado River Aqueduct cuts southwest across the Pass, just to the east of Cabazon. The Santa Ana River, the San Jacinto River, and the Salton Sea watersheds are all fed by water that flows through or originates near

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the Pass. These rivers and watercourses, such as San Timoteo Creek, Smith Creek, and the San Gorgonio River, form a system of mesas flanking the valley.

Unique Features

Benches

The benches, or mesas, that are found in the San Gorgonio Pass are ancient alluvial deposits that have been cut by watercourses that flow from the surrounding mountains and fault lines that traverse the area. Three of these benches, the North, Middle, and South, form distinctive landmarks in the area and contain identifiable communities. They have significantly shaped the community development patterns characterizing the Pass.

Mountains/National Forest

The most remarkable features of the Pass are the San Bernardino and San Jacinto Mountains, which rise very steeply from the valley floor. These mountain ranges are home to the two tallest peaks in Southern California, San Gorgonio and San Jacinto, which dominate the skyline. The mountain chains occupy most of the San Bernardino National Forest within the Pass. The United States Forest Service is responsible for the protection of these scenic mountains as well as assuring long-term open space and recreational environments. The Black Mountain National Scenic Area, which is part of the National Forest located in the San Jacinto Mountains, stretches from State Route 243 to the Pacific Crest Trail.

The Colorado River Aqueduct

The Colorado River Aqueduct was built from 1933-1941 and is owned and operated by the Metropolitan Water Distr 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.

San Timoteo Badlands

One of the most remarkable environments in Riverside County is the area known as the San Timoteo Badlands, which form the southwestern boundary of the Pass. These rugged hills provide a natural open space separation between the Pass and the areas to the west and southwest. The Norton Younglove Reserve, a 640-acre natural habitat reserve named for a long-time Riverside County Supervisor, is located in the adjacent Reche Canyon/Badlands Area Plan along State Route 60.

Watercourses

Water is a dominant force in the local mountain ranges, and its effects are etched into the landscape. A series of watercourses that once flowed through the Pass created the alluvial soils and the mesas that are evident today. A number of rivers and creeks that flow from the mountains still distinguish these mesas, namely: the San Gorgonio River, which flows to the east of Banning Bench; San Timoteo Creek, which flows west through the Badlands; and Smith Creek, which feeds the San Gorgonio River. A series of smaller local streams have also carved up the land, such as Little San Gorgonio and Noble Creeks.

The Pass represents a significant drainage divide between the Santa Ana River, the San Jacinto River, and the Salton Sea watersheds (the latter being part of the Colorado River Basin). Water flowing southwest flows into the San Jacinto River. Water moving northwest through San Timoteo Creek is part of the Santa Ana River watershed. To the east of the San Gorgonio Pass summit in Beaumont, water drains into the Whitewater River, through the Coachella Valley, and eventually to the Salton Sea.

Banning Municipal Airport

Located in the City of Banning, adjacent to Interstate 10, Banning Municipal Airport is the only public airport in the Pass. This 295-acre general aviation facility is used by business and recreation pilots. The airport is owned by the City of Banning and its single runway is situated in an east-west direction.

As shown in Figure 4, Overlays and Policy Areas, an Airport Influence Area (AIA) surrounds the airport. The Riverside County Airport Land Use Commission (ALUC) has adopted an Airport Land Use Compatibility Plan (ALUCP) that limits the uses, concentrations of population, and height of proposed development within this AIA. For more information on applicable policies, see the Policy Area section of this area plan and the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix L-1.



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.

Unique Communities

Banning Bench Unincorporated Community

Located immediately north of the City of Banning on one of the natural mesas is the community known as Banning Bench. This community lobbied for and received an Unincorporated Community (UC) designation from the Local Agency Formation Commission (LAFCO) because of the desire to retain its rural community character and to remain in unincorporated territory. This area has a long-standing one-acre lot size requirement, with a domestic water system sized on that basis.

Cherry Valley Unincorporated Community

This community is located in the north-central portion of the Pass between the cities of Calimesa and Banning. Cherry Valley is a charming community distinguished by and named after a concentration of cherry orchards. It is a rural community characterized by large-lot residential, agricultural and animal-keeping uses, with a commercial core along Beaumont Avenue, northerly of Cherry Valley Boulevard. There are also two large mobile home parks adjacent to the commercial core. Cherry Valley is designated by LAFCO as an Unincorporated Community in order to preserve this existing rural character.

Little San Gorgonio and Noble Creeks, which eventually flow into San Timoteo Creek, flow through the middle of this community. Bogart County Park and portions of the San Bernardino National Forest in the San Bernardino Mountains are nearby. Three man-made features reinforce the identity of this community: Noble Creek Community Center, which contains a community building and playing fields; Edward-Dean Museum, a visual arts center; and the Highland Springs Resort, a popular conference retreat with a picturesque lodge and convenient connections to surrounding natural features via trail systems. The Highland Springs Resort includes a golf course and urban residential lots.

Cabazon

Cabazon is located in the far eastern portion of the Pass, immediately east of the City of Banning. This community has historically included a large number of residences and mobile homes south of the rail line, with higher density housing and commercial uses in a small core area north of Main Street. With the development of Interstate 10, the commercial and tourist uses moved to the north side of the freeway. Cabazon is designated as a Community of Interest (COI) by LAFCO and is generally bounded by Martin Road to the north, Fields Road to the west, Rushmore Avenue to the east, and the San Bernardino National Forest to the south. A popular shopping center, the Desert Hills Factory Outlet Mall, the Cabazon dinosaur monuments, the Morongo Gaming Facility, and Hadley's Fruit Market are located on the north side of Interstate 10, while the commercial uses in the core area serve the local community. The San Gorgonio River and its tributary creeks through Millard Canyon, Deep Canyon, and Lion Canyon provide seasonal water flows. Due to the surrounding steep terrain and low lying position, much of Cabazon is prone to hazardous flooding.

Morongo Indian Reservation

The Morongo Band of Mission Indians occupy the Morongo Indian Reservation, location of the popular Casino Morongo. This otherwise rural area is located immediately north of Cabazon. The Morongo Band also owns the service station and restaurants at Apache Trail and Seminole and is building a hotel adjacent to Casino Morongo. A fascinating feature of this Indian Reservation is the Malki Museum, which is dedicated to displaying the art and artifacts of the San Gorgonio Indian Tribes. It is important to note that the County of Riverside does not have jurisdiction over Indian lands.



The Malki Museum is the oldest Indian Museum in California displaying Indian artifacts of early Southern California.

San Timoteo Canyon

San Timoteo Canyon is located in the northwest corner of the Pass. This narrow canyon is formed by San Timoteo Creek, which eventually connects with the Santa Ana River. San Timoteo Canyon Road forms part of the boundary between the Reche Canyon/Badlands Area Plan and The Pass Area Plan. This picturesque canyon is sparsely dotted with rural uses, grazing lands, and agricultural uses. There is also a cultural presence within San Timoteo Canyon with the Native American Village House and the Historic San Timoteo School House. Future development of the Oak Valley Specific Plan (Specific Plan No. 318) will bring community development type uses to the eastern end of this area.

Twin Pines/Poppet Flats

Located along State Route 243 in the San Jacinto Mountains, Twin Pines and Poppet Flats are pockets of residential/resort uses nestled amid the San Bernardino National Forest. Twin Pines is a mix of residential units and vacation homes. Poppet Flats is a residential community with a resort, recreational vehicle park, and conference center.

Incorporated Cities



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

“

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

”

- RCIP Vision

Banning

Banning was incorporated in 1913, and it is located east of the City of Beaumont. The city includes a mixture of residential uses and equestrian estates, combined with more recent planned residential developments. The community focal point is actually an elongated commercial downtown stretching along Ramsey Street. Ramsey Street largely parallels Interstate 10; consequently, one can find almost any type of restaurant, bank, or service station here - a wider variety than one would expect in a city of this size. As of 2009, the City of Banning encompassed 23.19 square miles with an estimated population of 28,457. At that same time, the City of Banning's sphere of influence encompassed 8.6 square miles, primarily to the north. The sphere of influence extends into the San Bernardino Mountains, encompasses part of the San Gorgonio River, and includes relatively flat land south of Interstate 10 toward Death Valley Road, Coyote Trail and the first switchback as Highway 243 begins to climb up toward Idyllwild.

Beaumont

Beaumont was incorporated in 1912 and is more or less centrally located in the Pass. This is where State Route 60 and State Route 79 both terminate at Interstate 10. The City of Beaumont is characterized as a mainly low and medium density residential community. As with its neighbor to the east, the community core lies generally along Ramsey Street, parallel to Interstate 10. As of 2009, the City of Beaumont encompassed 30.1 square miles with an estimated population of 32,400. The City of Beaumont's sphere of influence encompasses approximately 11.25 square miles and generally stretches to the west toward Laborde Canyon Road and near the intersection of Highway 60 and Jack Rabbit Trail. A smaller portion of the sphere of influence includes lands to the northeast of the City of Beaumont along Highland Springs Road.

Calimesa

Calimesa, long established as a rural community, was incorporated as a city in 1990. It occupies a substantial portion of the northwestern corner of the Pass. The City of Calimesa is primarily a low and medium density residential community with large expanses of vacant, rugged lands. A commercial core is along Calimesa Boulevard. As of 2009, the City of Calimesa covered 14.9 square miles with an estimated population of 7,498. The City of Calimesa's sphere of influence spans nearly 4.2 square miles and generally encompasses lands west of the City of Calimesa and south of Live Oak Road down to San Timoteo Canyon Road.

Land Use Plan

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

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

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses, and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities, Indian tribes, and organizations at the many Planning Commission and Board of Supervisors hearings. 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 Pass 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 Pass Land Use Plan generally reflects the predominantly rural character of the unincorporated area. Most of the considerable amount of natural open space historically provided by Riverside County plans over the years within the Pass would be maintained. Most of the proposed development within the Pass remains focused within the cities. With the exception of the Oak Valley Specific Plan and the Cherry Valley Gateway, new areas of Community Development would be largely confined to areas that could potentially be annexed to either Banning or Beaumont.

Outlying areas such as Cherry Valley and the San Timoteo Canyon generally maintain their rural character. Cherry Valley will continue its focus around an existing retail and service-oriented community core on Beaumont Avenue. Cabazon retains its tourist identity along Interstate 10 as well as its existing residential and desert-oriented uses. The rugged terrain, open space, and scenic qualities of the San Bernardino and San Jacinto Mountains that are so prominent in the area will continue to be preserved through the Rural Mountainous and Open Space Conservation land use designations.

A reconstructed interchange is proposed and funded at Interstate 10 and Apache Trail. The exact location of this interchange is unknown as of the printing of this document; however, the potential for additional tourist-serving commercial uses at this intersection is acknowledged through a policy area.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	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.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes .
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	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 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.

Table 1, continued

Overlays and Policy Areas

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

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

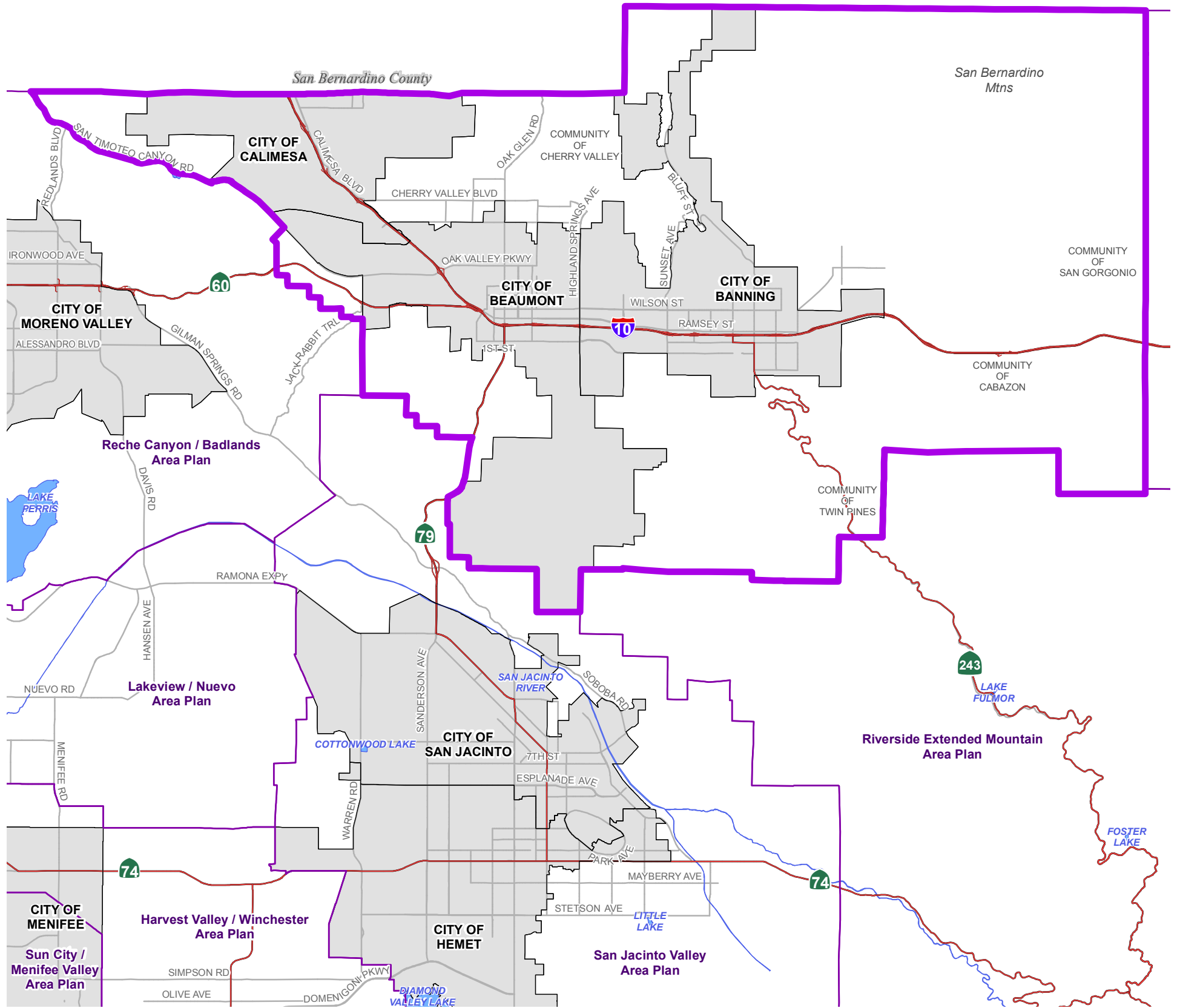
1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

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





3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5-acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

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

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



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

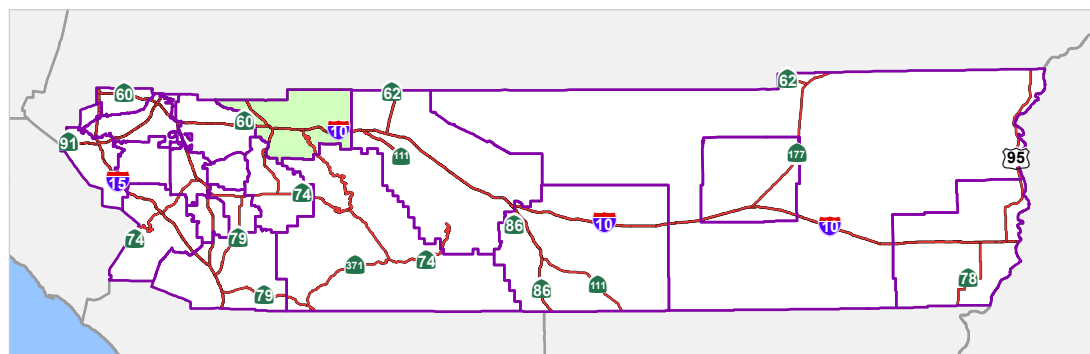
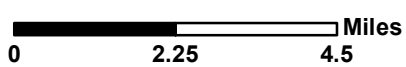


Figure 1



December 8, 2015

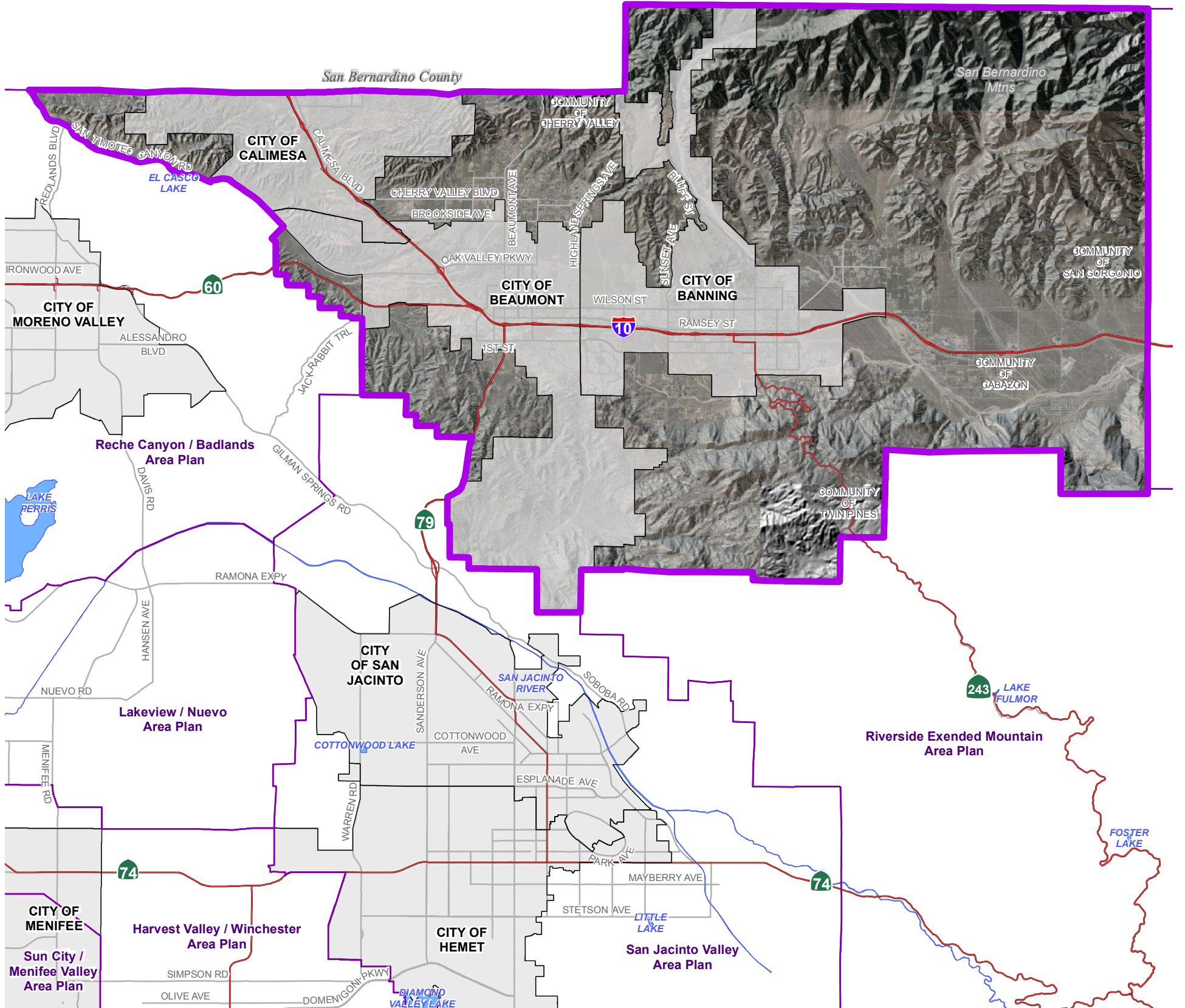


Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



THE PASS AREA PLAN LOCATION

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Data Source: Riverside County





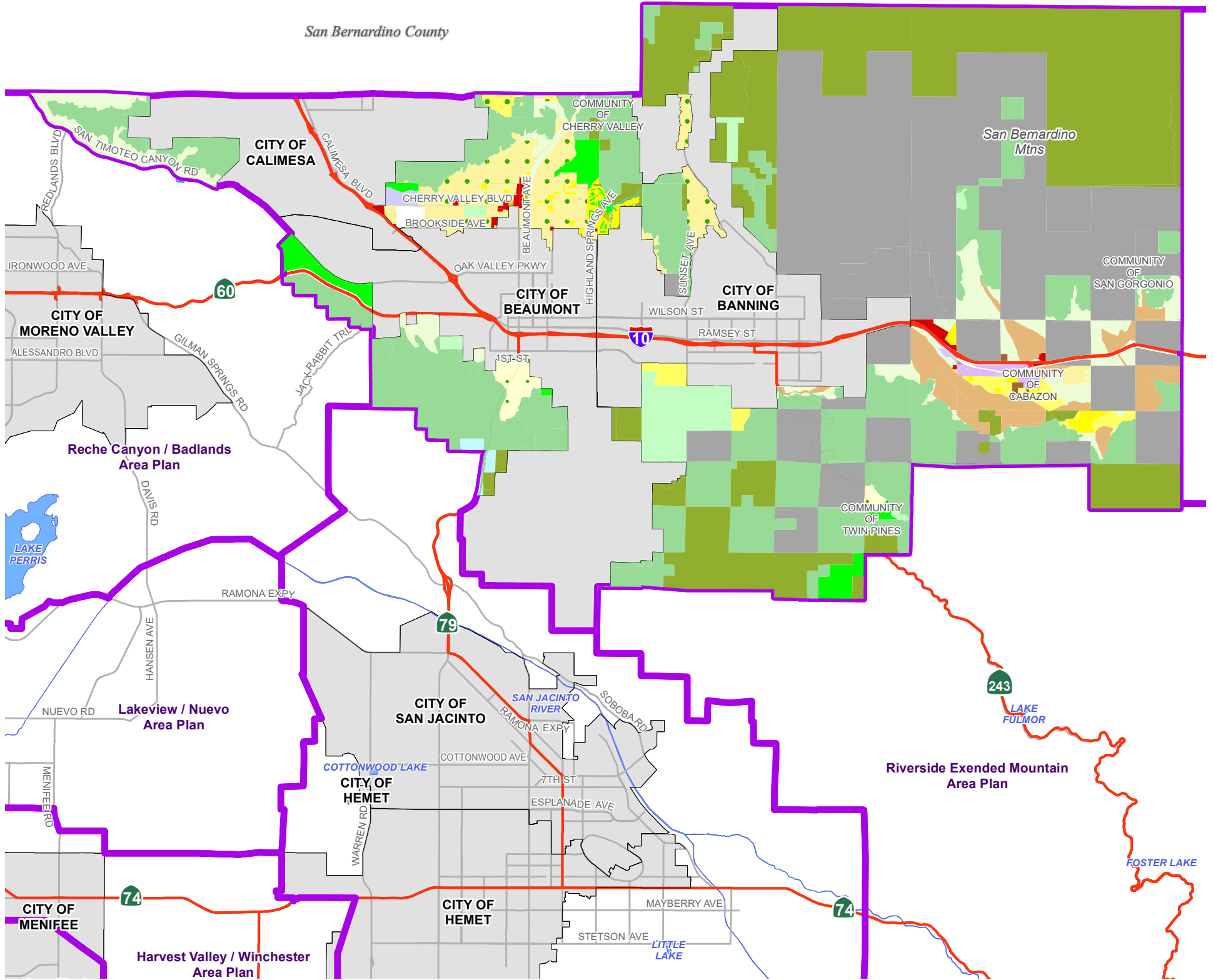
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 2

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Data Source: Riverside County Planning

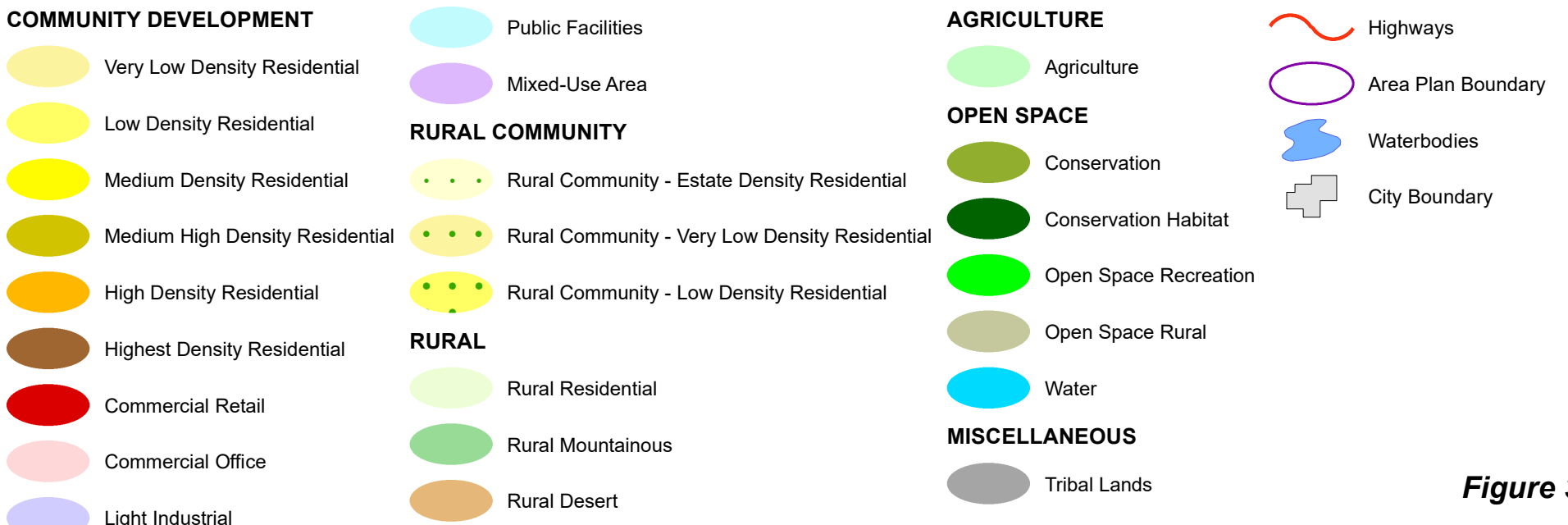


Figure 3

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Table 2: Statistical Summary of Pass Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS¹⁰				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	2,260	113	309	113
<i>Agriculture Foundation Sub-Total:</i>	2,260	113	309	113
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	4,245	637	1,743	NA
Rural Mountainous (RM)	22,923	1,146	3,315	NA
Rural Desert (RD)	2,970	148	405	NA
<i>Rural Foundation Sub-Total:</i>	30,138	1,931	5,283	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	638	223	610	NA
Very Low Density Residential (RC-VLDR)	3,678	2,759	7,549	NA
Low Density Residential (RC-LDR)	197	296	810	NA
<i>Rural Community Foundation Sub-Total:</i>	4,513	3,278	8,969	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	23,046	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	0	NA	NA	NA
Open Space-Water (OS-W)	16	NA	NA	NA
Open Space-Recreation (OS-R)	1,578	NA	NA	237
Open Space-Rural (OS-RUR)	3	0	0	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	24,643	0	0	237
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	NA
Very Low Density Residential (VLDR) ^{8,9}	784	588	1,609	NA
Low Density Residential (LDR)	949	1,423	3,893	NA
Medium Density Residential (MDR)	885	3,098	8,476	NA
Medium-High Density Residential (MHDR)	81	529	1,447	NA
High Density Residential (HDR)	16	178	487	NA
Very High Density Residential (VHDR)	2	26	71	NA
Highest Density Residential (HHDR)	60	1,787	4,889	NA
Commercial Retail ² (CR)	119	NA	NA	1,787
Commercial Tourist (CT)	5	NA	NA	75
Commercial Office (CO)	4	NA	NA	156
Light Industrial (LI)	222	NA	NA	2,849
Heavy Industrial (HI)	2	NA	NA	13
Business Park (BP)	5	NA	NA	75
Public Facilities (PF)	179	NA	NA	179
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA)	307	7,074	19,354	2,567
<i>Community Development Foundation Sub-Total:</i>	3,620	14,703	40,226	7,701
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	65,174	20,025	54,787	8,051
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	43,615	---	---	---
Indian Lands	30,719	---	---	---
Freeways	635	---	---	---
<i>Other Lands Sub-Total:</i>	74,969			
TOTAL FOR ALL LANDS:	140,143	20,025	54,787	8,051

Table 2, continued

SUPPLEMENTAL LAND USE PLANNING AREAS

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.

OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	152	589	1,613	372
Community Center Overlay	1,901	5,885	16,102	2,841
<i>Total Area Subject to Overlays:^{4, 5}</i>	2,053	6,474	17,715	3,213
POLICY AREAS⁶				
Banning Bench	863	---	---	---
Cherry Valley	8,109	---	---	---
Cherry Valley Gateway	714	---	---	---
Cabazon	7,212	---	---	---
San Gorgonio Pass Wind Energy	3,279	---	---	---
Banning Municipal Airport Influence Area	1,316	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	21,493			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	23,546			

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.
 - 8 732.12 acres is under Banning Bench Policy Area which has an assumption of 1 du/ac.
 - 9 9,183.26 acres is under Cherry Valley Policy Area which has an assumption of 1 du/ac.
 - 10 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- * Table was updated to include GPA Nos. 948, 1122, and 1079; as well as city incorporations, adopted after December 08, 2015
 * Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Overlays and Policy Areas

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

Overlays and Policy Areas

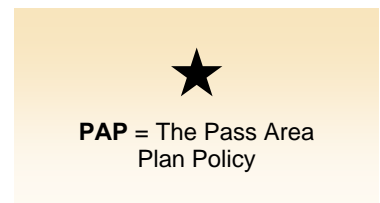
Six policy areas and two overlays have been designated within The Pass Area Plan. In some ways, these policies are even more critical to the sustained character of the area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain.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

Banning Municipal Airport Influence Area

The Banning Municipal Airport, located in the City of Banning, adjacent to Interstate 10, impacts unincorporated territory. The boundary of the Banning Municipal Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are six Compatibility Zones and a Height Review Overlay Zone associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, Banning Municipal 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 summarized in Table 4, Airport Land Use Compatibility Criteria Guidelines for Riverside County (Applicable to Banning Municipal Airport). For more information on applicable policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

PAP 1.1 To provide for the orderly development of Banning Municipal Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for Banning Municipal Airport as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.



PAP 1.2 Height Restrictions - When reviewing any application proposing structures within 20,000 feet of any point on the runway of Banning Municipal Airport, the Riverside County 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 2,110 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.”

Banning Bench

North of the City of Banning and east of Cherry Valley lies the Banning Bench Unincorporated Community, a rural community. The existing lots in this area are typically one acre or larger. The Rural Community Foundation Component allows lots that are a minimum of one-half acre. Not only would this lot size not be in character with the rural atmosphere of the area, the resulting densities could overburden the existing systems. For example, the limited access to this area, while adding to the area’s privacy and serenity, impacts the ability to provide emergency services. To ensure that the community of Banning Bench retains its desired rural character, the Banning Bench Policy Area requires a minimum lot size of one acre.

Policy:

PAP 2.1 Require a minimum lot size of one acre within the Banning Bench Policy Area.

Cherry Valley

Cherry Valley, located east of Interstate 10 and north of Beaumont, is a rural and equestrian community with small orchards, mobile homes, and single-family residences.

The existing residential lots in this area are typically one acre or larger. The Rural Community Foundation Component, which is the predominant Foundation Component in the area, allows lots to be a minimum of one-half acre. Not only would development at this lot size not be in character with the rural atmosphere of the area, it would necessitate a level of public services and infrastructure that could overburden the existing systems. In addition, given the flood hazards in the area, the smaller lots would likely increase the potential impact of a storm event. Reinforcing this rural community character and limiting growth are the lack of a community sewer system, limited local circulation network, and limited fire protection services.

Scattered throughout the community, and especially focused along Beaumont Avenue, are commercial and higher density residential uses. The intent of the Cherry Valley Policy Area is to maintain the predominantly rural community nature of this area, while allowing existing uses that are of a higher density to remain legal conforming uses. The policy area applies only to properties within the Rural Community Foundation Component, though the boundaries encompass the entire Cherry Valley area. The following policies have been created to ensure that the community size and character are preserved.

Policies:

- PAP 3.1 Require a minimum lot size of one acre for properties within the Rural Community Foundation Component within the Cherry Valley Policy Area, except for properties within one-half mile of the San Bernardino County Line.
- PAP 3.2 Encourage local serving commercial development along Beaumont Avenue within the Cherry Valley Policy Area.
- PAP 3.3 Encourage the creation and maintenance of multi-purpose trails through the Cherry Valley area by using existing flood control easements and underutilized road rights-of-way.

Cherry Valley Gateway Policy Area

The Cherry Valley Gateway Policy Area is located at the westerly edge of the community of Cherry Valley in an area that is presently largely agricultural or undeveloped. The policy area shall be developed as a gateway to Cherry Valley, and it shall be developed to evoke the rural character of that area. The policy area shall also serve as a community separator between Beaumont and Calimesa. To accomplish these two goals, it is envisioned that clustering and buffering will be utilized in order to preserve open space and maintain the rural character of the area. Higher densities may be allowed through a general plan amendment provided such development meets the goals of the policy area.

Policies:

- PAP 4.1 Clustering of dwelling units and lots is encouraged in order to preserve open space areas.
- PAP 4.2 Provision shall be made for establishment of a visible entrance feature for Cherry Valley within this area that evokes the rural identity of the community.

Cabazon Community Policy Area: Community Center and Town Center

Cabazon Policy Area

The Cabazon Policy Area was based on the Cabazon Community Plan, which was adopted in 1998. The Cabazon Community Plan provided land use guidance for approximately 7,490 acres of unincorporated land on both sides of Interstate 10, excluding the Morongo Indian Reservation. The boundaries of the policy area are generally Martin Road to the north, Fields Road to the west, Rushmore Avenue to the east, and the San Bernardino National Forest to the south. Cabazon, a rural community that has more than 2,000 residents, has expressed concerns over a series of issues that affect most growing communities. These issues include: revitalizing their historic main street to accommodate local residents' and tourists' needs; reducing flood hazards; increasing accessibility throughout the area; and improving railroad crossings. The land use map reflects the policies regarding lot sizes and allowable uses as detailed in the Cabazon Community Plan. The following policies assist the residents of Cabazon in creating a safe and more desirable place to live and work.

The Pass Area Plan provides for a Community Center Overlay covering approximately three square miles, generally southerly of Interstate 10 between Apache Trail on the west and Elm Street on the east.

Policies:

- PAP 5.1 A general plan amendment is required in order to develop land within this Community Center Overlay at the Community Center intensity level. However, any general plan amendment within this area involving a change from a lower intensity foundation category to the Community Development foundation component is hereby exempted from the eight-year limit and other procedural requirements applicable to Foundation Component amendments. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.
- PAP 5.2 Provide bank stabilization and protection for the San Gorgonio River within the Cabazon Policy Area.
- PAP 5.3 Allow uses that can be periodically flooded in areas within the 100-year flood zone. Such uses might include agriculture, golf courses, recreational uses, utilities, surface mining operations, parking, landscaping, and compatible resource development.
- PAP 5.4 Require building pads to be raised, at minimum, to the elevation of the 100-year flood zone, for any habitable structures within the 100-year flood zone.
- PAP 5.5 Refer to the Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element and the Flood and Inundation Hazards section of the General Plan Safety Element for other applicable policies.
- PAP 5.6 Allow land uses that serve travelers, such as service stations, markets, and restaurants, to develop immediately adjacent to the future relocated interchange of Interstate 10 and Apache Trail, subject to proper design that assures safe vehicular movement, quality appearance, and appropriate buffering of adjacent residential uses.

Cabazon Town Center

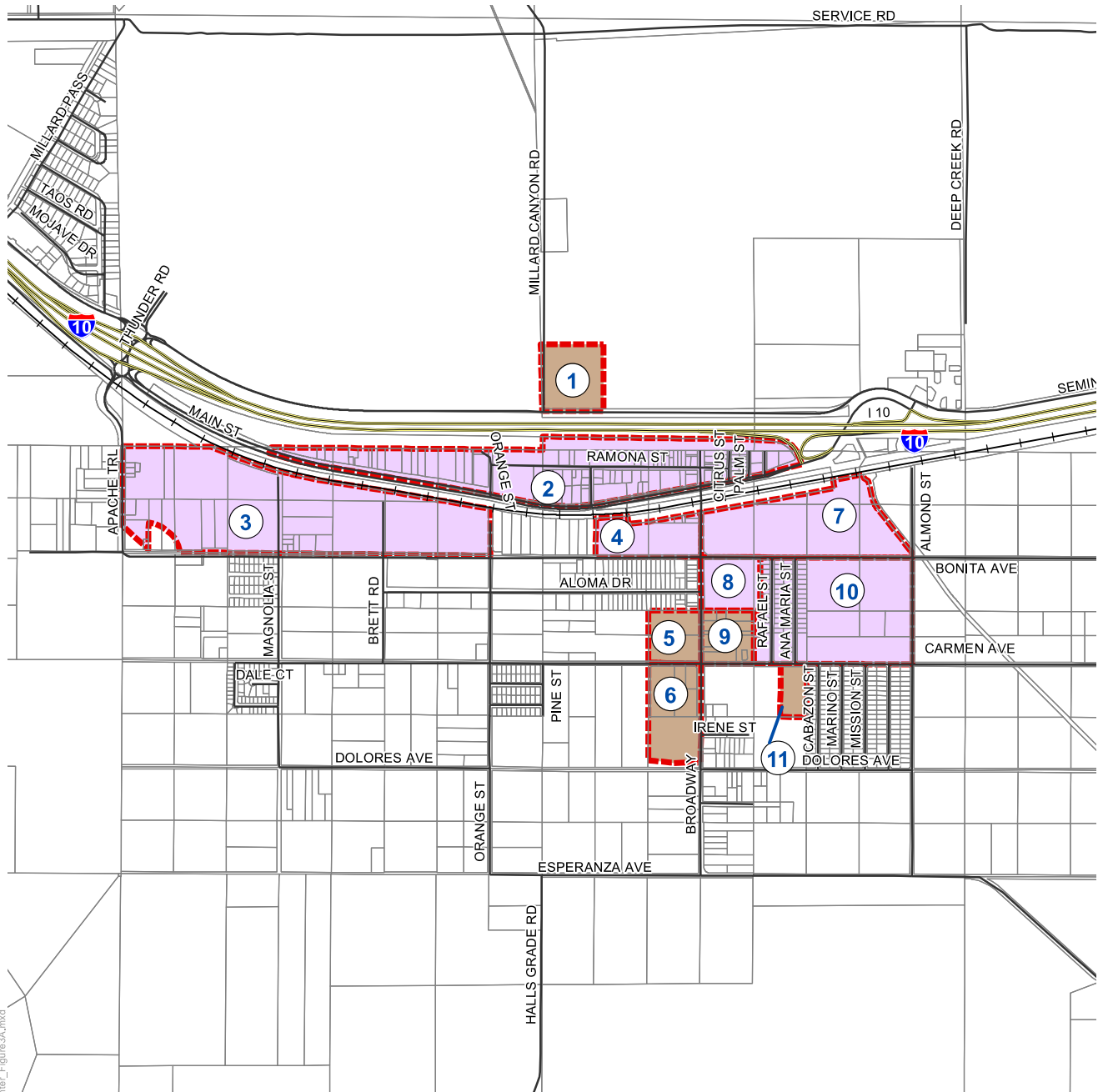
The community of Cabazon – a gateway to the Coachella Valley for Interstate 10 travelers heading east and to Western Riverside County for those heading west – is envisioned to grow significantly in the future. In order to provide for growth in a manner that furthers the overall vision of the community, in Cabazon Town Center (see Figure 3A) a total of about 306 gross acres within six neighborhoods are designated as Mixed Use Areas (MUA), and an additional 59 gross acres in five neighborhoods are designated as Highest Density Residential (HHDR).

Residents of Cabazon enjoy beautiful views of mountains to the north and south and convenient access to employment opportunities in both western Riverside County and the Coachella Valley, with regional automobile access provided by Interstate 10. The community is also bisected by the Southern Pacific rail line. There is a possibility for inter-city passenger rail service to be provided to the Pass Area in the future, potentially in or near Cabazon. The Pass Transit System currently provides bus transit service to the communities in the San Geronimo Pass area, and its Cabazon Circulator route provides transit service to much of the community, including the neighborhoods identified below. Cabazon Circulator passengers can transfer to other routes that provide access to Banning and Beaumont, and connections can be made at a bus stop outside Casino Morongo to the Sunline Transit Agency Commuter Link bus, thereby providing access to Riverside on the west and Palm Desert on the east. Cabazon is located close to important regional trail systems – the California Riding and Hiking Trail within the community, and the Pacific Crest National Scenic Trail nearby to the east of the community. The community should avail itself of connections to these major trails, and provide for internal non-motorized trail and paseo connections between existing and newly developing neighborhoods.

Cabazon is best known for the attractions on the north side of Interstate 10. Casino Morongo and the outlet malls are major employers as well as tourist magnets. However, many of the important local community facilities – the community’s elementary school, library, community center, fire station, and Sheriff’s station – are located south of the freeway, as are most of the community’s existing homes.

Cabazon Town Center includes five HHDR neighborhoods, and six Mixed-Use Area neighborhoods that will contain various minimum levels of HHDR development, as specified. The designated Mixed-Use Areas will provide landowners with opportunities to develop their properties for either all residential development (at varying urban densities) or a mixture of residential and nonresidential development. Mixed uses will be able to be developed in either a side-by-side manner, or in vertically integrated designs.

Potential nonresidential uses include those traditionally found in a “downtown/Main Street” setting, including but not limited to retail uses, eating and drinking establishments, personal services such as barber shops, beauty shops, and dry cleaners, professional offices, and public facilities including schools, together with places of assembly and recreational, cultural, and spiritual community facilities, integrated with small parks, plazas, and pathways or paseos. Together these designated Highest Density Residential and Mixed-Use Areas, along with the other sections of the community, will provide a balanced mix of jobs, housing, and services within compact, walkable neighborhoods that feature pedestrian and bicycle linkages (walking paths, paseos, and trails) between residential uses and activity nodes such as grocery stores, pharmacies, places of worship, schools, parks, and community and senior centers.



Source: Riverside County

**COMMUNITY DEVELOPMENT
LAND USE DESIGNATIONS:**

- Mixed-Use Area
- Highest Density Residential
- Railroads

HHDR / MUA NEIGHBORHOODS:

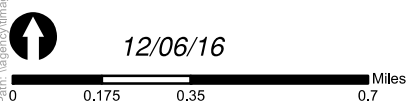
- | | |
|--|--|
| 1- Seminole Drive | 7- Broadway - Bonita Avenue
Northeast |
| 2- Main Street - Interstate 10 | 8- Broadway - Bonita Avenue
Southeast |
| 3- Apache Trail - Bonita Avenue
Northeast | 9- Broadway - Carmen Avenue
Northeast |
| 4- Broadway - Bonita Avenue
Northwest | 10- Bonita Avenue - Almond Street
Southwest |
| 5- Broadway - Carmen Avenue
Northwest | 11- Carmen Avenue South |
| 6- Broadway - Carmen Avenue
Southwest | |

Figure 3A

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

THE PASS AREA PLAN

**CABAZON TOWN CENTER
NEIGHBORHOODS**



Path: \\agency\images\Projects\Planning\HousingElement\HHDR_Map\Work\Knox\ables\District5\CabazonTownCenter_Figure3A.mxd

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The County envisions that future development in Cabazon will be mostly focused on the following 11 Cabazon Town Center neighborhoods, as presented below:

Highest Density Residential (HHDR) Neighborhood descriptions and policies:

Following are descriptions of the five neighborhoods in Cabazon Town Center that are designated for 100% development pursuant to the Highest Density Residential (HHDR) land use designation, and the policies specific to each neighborhood:

The **Seminole Drive Neighborhood** [Neighborhood 1], covers about 15 gross acres (also, about 15 net acres) and is designated HHDR. It is located along the north side of Seminole Drive (a designated Major Highway), directly to the east of the easterly boundary of the section of the Morongo Band of Mission Indians land that includes the Casino Morongo Resort. This 15-acre area – a portion of a much larger parcel – had been zoned for intense development – for commercial purposes - since the 1990s. This site is outside the floodplain and is on the Cabazon Circulator transit route. This is an excellent location for residential uses, including housing for people employed at the commercial and tourist-oriented businesses located northerly of Interstate 10, and elsewhere in the community.

Policy:

PAP 5.7 The entire Seminole Drive Residential Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Broadway/Carmen Avenue Northwest Neighborhood** [Neighborhood 5] contains about 10 gross acres (about nine net acres), and is designated Highest Density Residential (HHDR). This neighborhood is located northwest of the intersection of Broadway and Carmen Avenue.

Policy:

PAP 5.8 The entire Broadway/Carmen Avenue Northwest Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Broadway/Carmen Avenue Southwest Neighborhood** [Neighborhood 6] contains about 19 gross acres, (about 17 net acres), as is designated Highest Density Residential (HHDR). This neighborhood is located southwest of the intersection of Broadway and Carmen Avenue.

Policy:

PAP 5.9 The entire Broadway/Carmen Avenue Southwest Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Broadway/Carmen Avenue Northeast Neighborhood** [Neighborhood 9] contains about 10 gross acres (about nine net acres), and is designated Highest Density Residential (HHDR). This neighborhood is located northeast of the intersection of Broadway and Carmen Avenue.

Policy:

PAP 5.10 The entire Broadway/Carmen Avenue Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Carmen Avenue South Neighborhood** [Neighborhood 11] contains about five gross acres (also, about five net acres), and is designated Highest Density Residential (HHDR). This neighborhood is located along the south side of Carmen Avenue, directly across the avenue from the vicinity of its intersection with Ana Maria Street.

Policy:

PAP 5.11 The entire Carmen Avenue South Neighborhood shall be developed in accordance with the HHDR land use designation.

Mixed-Use Areas (MUA) Neighborhoods descriptions and policies:

Following are descriptions of the six neighborhoods of Cabazon Town Center that are designated as Mixed-Use Areas (MUAs), and the policies specific to each neighborhood.

The **Main Street/Interstate 10 Neighborhood** [Neighborhood 2], covers about 77 gross acres (about 64 net acres) and is designated as a Mixed-Use Area, with a requirement for 35% HHDR development. This neighborhood is located within the historic core of the community – the crescent of land bounded on the north by Interstate 10 and on the south by Main Street (a designated Secondary Highway) and the Southern Pacific rail line. There is already a mix of land uses in this area, including single-family housing, lots with two homes or duplexes, commercial uses, a church, a sheriff’s station, and small-scale industrial/distribution uses. There are also many vacant parcels. The Mixed Use Area designation offers opportunities to develop either mixtures of existing and new uses, entirely new mixed use projects, or combinations thereof.

Policies:

PAP 5.12 Thirty-five percent of the Main Street/Interstate 10 Neighborhood shall be developed in accordance with the HHDR land use designation.

PAP 5.13 Nonresidential uses should include a variety of other uses, such as retail and dining activities serving the local population and tourists, office uses, public uses, places of worship, community facilities, and recreation centers.

PAP 5.14 Nonresidential uses in this area should be designed in a manner that would provide pedestrian and bicycle linkages to enhance non-motorized mobility in this area.

The **Apache Trail-Bonita Northeast Neighborhood** [Neighborhood 3], covers about 101 gross acres (about 96 net acres), and is designated as a Mixed-Use Area, with a requirement for 35% HHDR development. This neighborhood is located northerly of Bonita Avenue (a designated Major Highway), easterly of Apache Trail (also a designated Major Highway), westerly of Orange Street, and southerly of the Southern Pacific rail line and Main Street.

Policies:

PAP 5.15 Thirty-five of the Apache Trail-Bonita Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.

PAP 5.16 Residential uses are encouraged to be located in the southerly and westerly portions of this neighborhood. Nonresidential uses should include a variety of other uses, such as retail activities

...serving the local population and tourists, business parks and other uses, light industrial uses, and parkland.

- PAP 5.17 In addition to pedestrian and bicycle access between residential and nonresidential uses, linkages should be provided along the edge of the Rural Desert land use designation that includes the San Geronio River floodplain and fluvial sand transport area.

The **Broadway/Bonita Avenue Northwest Neighborhood** [Neighborhood 4] contains about 15 gross acres (14 net acres), and is designated as a Mixed-Use Area, with a requirement for 50% HHDR development. This neighborhood is located northwest of the intersection of Broadway and Bonita Avenue.

Policies:

- PAP 5.18 Fifty percent of the Broadway/Bonita Avenue Northwest Neighborhood shall be developed in accordance with the HHDR land use designation.
- PAP 5.19 Development in this neighborhood should not preclude the potential for a grade separation where Broadway crosses the Southern Pacific rail line.

The **Broadway/Bonita Avenue Northeast Neighborhood** [Neighborhood 7] contains about 42 gross acres (about 40 net acres), and is designated as a Mixed-Use Area, with a requirement for 50% HHDR development. This neighborhood is located northeast of the intersection of Broadway and Bonita Avenue.

Policies:

- PAP 5.20 Fifty percent of the Broadway/Bonita Avenue Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.
- PAP 5.21 A community trail should be developed along the easterly margin of the neighborhood, at the westerly edge of the Rural Desert land use designation.
- PAP 5.22 Development in this neighborhood should not preclude the potential for a grade separation where Broadway crosses the Southern Pacific rail line.

The **Broadway/Bonita Avenue Southeast Neighborhood** [Neighborhood 8] contains about 11 gross acres (about 10 net acres), and is designated as a Mixed-Use Area, with a requirement for 50% HHDR development. This neighborhood is located southeast of the intersection of Broadway and Bonita Avenue.

Policies:

- PAP 5.23 Fifty percent of the Broadway/Bonita Avenue Southeast Neighborhood shall be developed in accordance with the HHDR land use designation.
- PAP 5.24 This neighborhood is ideally located and suited as a potential location for a neighborhood shopping center, as a component of the site's mixed uses, serving the residents of Cabazon southerly of the Southern Pacific rail line and Interstate 10.

The **Bonita Avenue/Almond Street Southeast Neighborhood** [Neighborhood 10] contains about 59 gross acres (about 53 net acres), and is designated as a Mixed-Use Area, with a requirement for 50% HHDR development. This neighborhood is located southwest of the intersection of Bonita Avenue and Almond Street.

Policy:

PAP 5.25 Fifty percent of the Bonita Avenue/Almond Street Southeast Neighborhood shall be developed in accordance with the HHDR land use designation.

Policy applying to all six neighborhoods designated as Mixed-Use Areas (MUA):

PAP 5.26 Nonresidential uses should include a variety of other uses, such as business parks, office, retail, light Industrial, and parkland.

Policies applying to all 11 neighborhoods of Cabazon Town Center, whether they are designated as Highest Density Residential (HHDR) or Mixed-Use Areas (MUA):

PAP 5.27 HHDR development is encouraged 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.

PAP 5.28 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.

PAP 5.29 Buffers shall be provided between the Highest Density Residential development and existing lower density residential areas, such as those in the neighborhood (Neighborhood 10) located southerly of Bonita Avenue, easterly of Broadway, and westerly of Almond Street.

PAP 5.30 Residential uses in HHDR neighborhoods shall incorporate transitional buffers from other, adjacent land use types and intensities, including the use of such site design and use features as varied building heights and spacing, park and recreational areas, trails, and landscaping.

PAP 5.31 All HHDR sites shall be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community’s schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, even daily, basis.

PAP 5.32 Ensure that all new land uses, particularly residential, commercial, and public uses, including schools and parks, are designed to provide convenient public access to alternative transportation facilities and services, including potential future transit stations, “transit oasis”-type shuttle systems, and/or local bus services, and local and regional trail systems.

PAP 5.33 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.

San Gorgonio Pass Wind Energy Policy Area

The San Gorgonio Pass area is considered to be one of the best areas in the nation for the development of wind energy. This is due primarily to the air pressure differences that exist between western Riverside County and the Coachella Valley. As air moves from the high pressure to low pressure area, it is, in effect, funneled through the Pass, creating ideal wind energy conditions.

However, the siting of wind energy facilities can result in impacts to the environment and the general community, including scenic view sheds, nearby residents, and increasingly, nearby existing wind energy facilities. The sheer size of the wind turbine structures may block scenic views, noise generated by wind turbines could impact nearby residents; and spinning wind turbine blades could create wake effects that could adversely affect existing downwind wind turbines.

Wind energy development in the San Gorgonio Pass area was studied through the San Gorgonio Wind Resource Study EIR (1982), a joint environmental document prepared for the U.S. Bureau of Land Management and Riverside County. The document assessed three scenarios for wind energy development in the area. The document also includes criteria for the development of wind energy on both a countywide basis and specifically for the San Gorgonio Pass area. Since the adoption of the San Gorgonio Wind Implementation Monitoring Program (WIMP), reports have been prepared, and substantial wind energy development has occurred. Reflecting the evolution of wind energy over the years, the specific policies for wind energy development in the San Gorgonio Pass are listed below:

Policies:

- PAP 6.1 Continue to require wind energy development to contribute a fair-share to the Wind Implementation Monitoring Program (WIMP) prior to construction of wind turbines.
- PAP 6.2 Require proposed wind energy development to address significant impacts caused by wind turbine wake effects upon existing and approved downwind wind turbines.
- PAP 6.3 Other renewable resources such as solar generators, energy storage, distributed generation and cogeneration should complement wind energy uses. Limited industrial and commercial uses, serviced by alternative energy, where appropriate and consistent with existing residential uses should develop within portions of existing and future wind parks.

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 accomplish.

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

Table 3: Adopted Specific Plans in The Pass Area Plan

Specific Plan	Specific Plan #
Highland Springs	102

Source: Riverside County Planning Department.

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to Banning Municipal 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

Table 4, continued

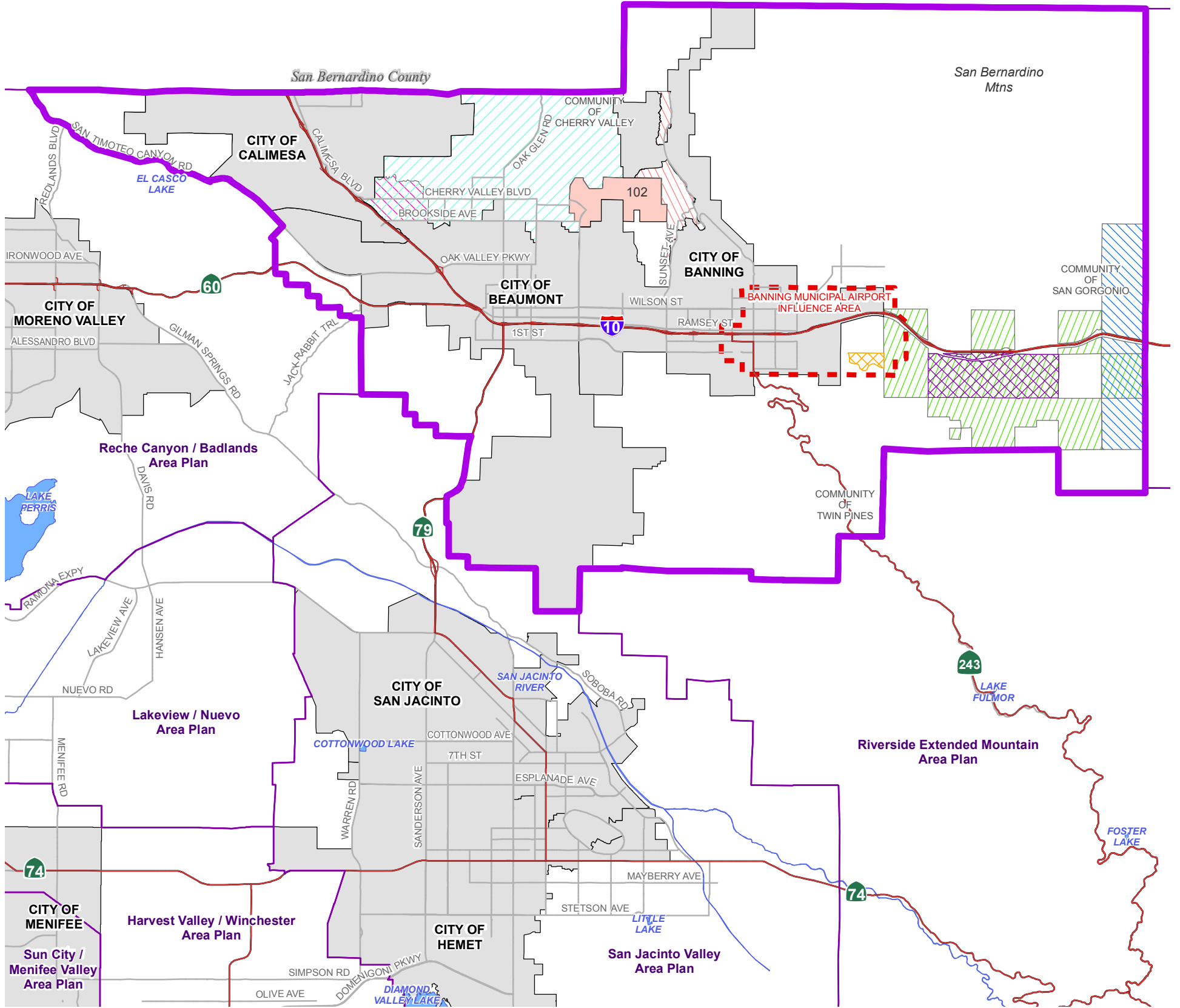
Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) ¹	Other Uses (people/ac) ²			Req'd Open Land ³	Prohibited Uses ⁴	Other Development Conditions ⁵
			Average ⁶	Single Acre ⁷	with Bonus ⁸			
C	Extended Approach/ Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> Children's schools, day care centers, 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
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 uses¹⁰ Hazards to flight⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall¹⁵ Children's schools, hospitals, nursing homes discouraged¹⁷ Deed 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 tall¹⁵ Major 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 tall¹⁴ Avigation 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.

Table 4, continued

- 6 The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- 7 Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- 8 An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- 9 Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- 10 Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheaters and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- 11 Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- 12 Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- 13 NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- 14 Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities in *Compatibility Zone D* shall be calculated on a “net” rather than “gross” acreage basis. For the purposes of this *Compatibility Plan*, the net acreage of a project equals the overall developable area of the project site exclusive of permanently dedicated open lands (as defined in Policy 4.2.4) or other open space required for environmental purposes.

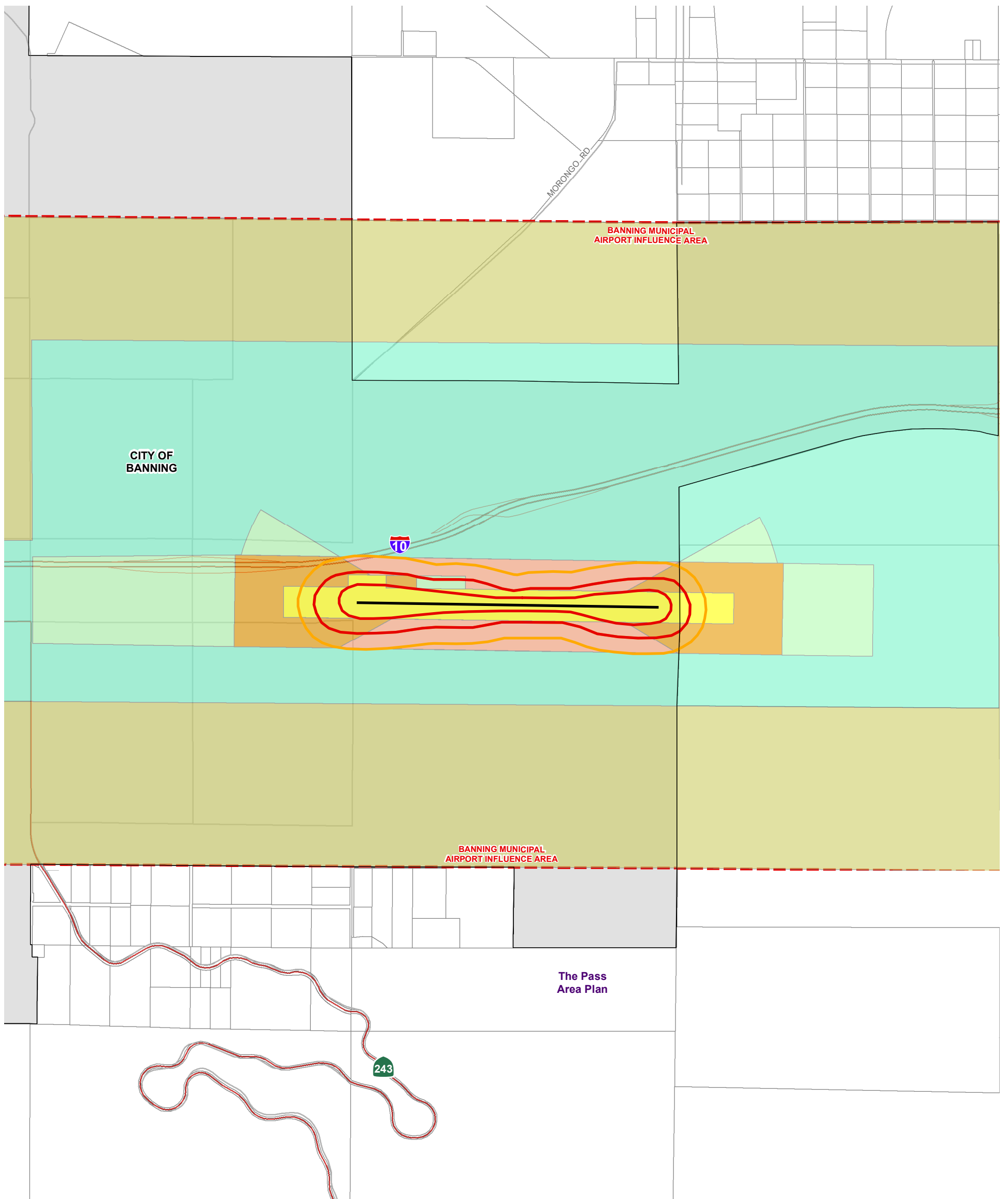


Data Source: Riverside County Planning



Figure 4

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Data Source: Riverside County ALUC (2010)

COMPATIBILITY ZONES

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

- 60 dB CNEL NOISE CONTOUR
- 65 dB CNEL NOISE CONTOUR

- Airport Influence Area
- Airport Runways

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5

December 8, 2015

Miles
0 0.25 0.5

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



**THE PASS AREA PLAN
BANNING MUNICIPAL AIRPORT
INFLUENCE AREA**

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Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Pass Area, 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 County of Riverside 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.

Local Land Use Policies

Agricultural Preservation

Agriculture continues to be an important component of land use in the Pass Area. In addition to the obvious economic importance of providing food and fiber, agricultural lands provide visual variety and community separators.

Policy:

PAP 7.1 Protect farmland and agricultural resources within the Pass planning area through adherence to the Agricultural Resources section of the General Plan Multipurpose Open Space Element and the Agriculture Land Use Designation Policies section of the General Plan Land Use Element.

Third and Fifth Supervisorial District Design Guidelines

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

Policy:

PAP 8.1 Require development to adhere to standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts.

Mt. Palomar Nighttime Lighting

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 as shown on Figure 6, 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.

Policy:

PAP 9.1 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.

Circulation

“

Investment in and expansion of the existing freeway and arterial street networks continue to be a critical part of our comprehensive transportation system development.

”

- RCIP Vision

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

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

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

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for the Pass Area Plan is shown on Figure 7, Circulation. The vehicular circulation system is anchored by Interstate 10 and State Routes 60 and 79. Interstate 10 connects residents of the Pass with the Los Angeles Basin, the Coachella Valley, and eventually Arizona and points east. State Route 60, which provides access to Moreno Valley and the City of Riverside, joins Interstate 10 in Beaumont. State Route 79, a designated Scenic Highway, traverses Lambs Canyon and eventually connects to Temecula, far to the south. A system of major and secondary arterials and collector roads connect with these primary circulation routes to serve local uses.

Policies:

- PAP 10.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the Functional Classifications section of the General Plan Circulation Element.
- PAP 10.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.
- PAP 10.3 Consider the following regional and community wide transportation options when developing transportation improvements in the Pass:
- a. Construct a new interchange on State Route 60 at Potrero Boulevard.
 - b. Support the development of regional transportation facilities and services (such as high-occupancy vehicle lanes, express bus service, and fixed transit facilities), which will encourage the use of public transportation and ride-sharing for longer distance trips.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. 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 and may serve to provide edges or separation between communities.

As shown on Figure 8, Trails and Bikeway System, an extensive trails system is envisioned for the Pass Area Plan. One of the major maintained trails in the planning area is the famous Pacific Crest Trail, which meanders through the Pass along a ridge of the San Bernardino Mountains. It is necessary to preserve the trails system for hiking and

“

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

”

- RCIP Vision

equestrian uses and to connect to points of interest for residents and visitors. Though less developed, a fairly extensive bikeway system is also envisioned in this part of Riverside County.

Policy:

PAP 11.1 Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

Scenic Highways



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

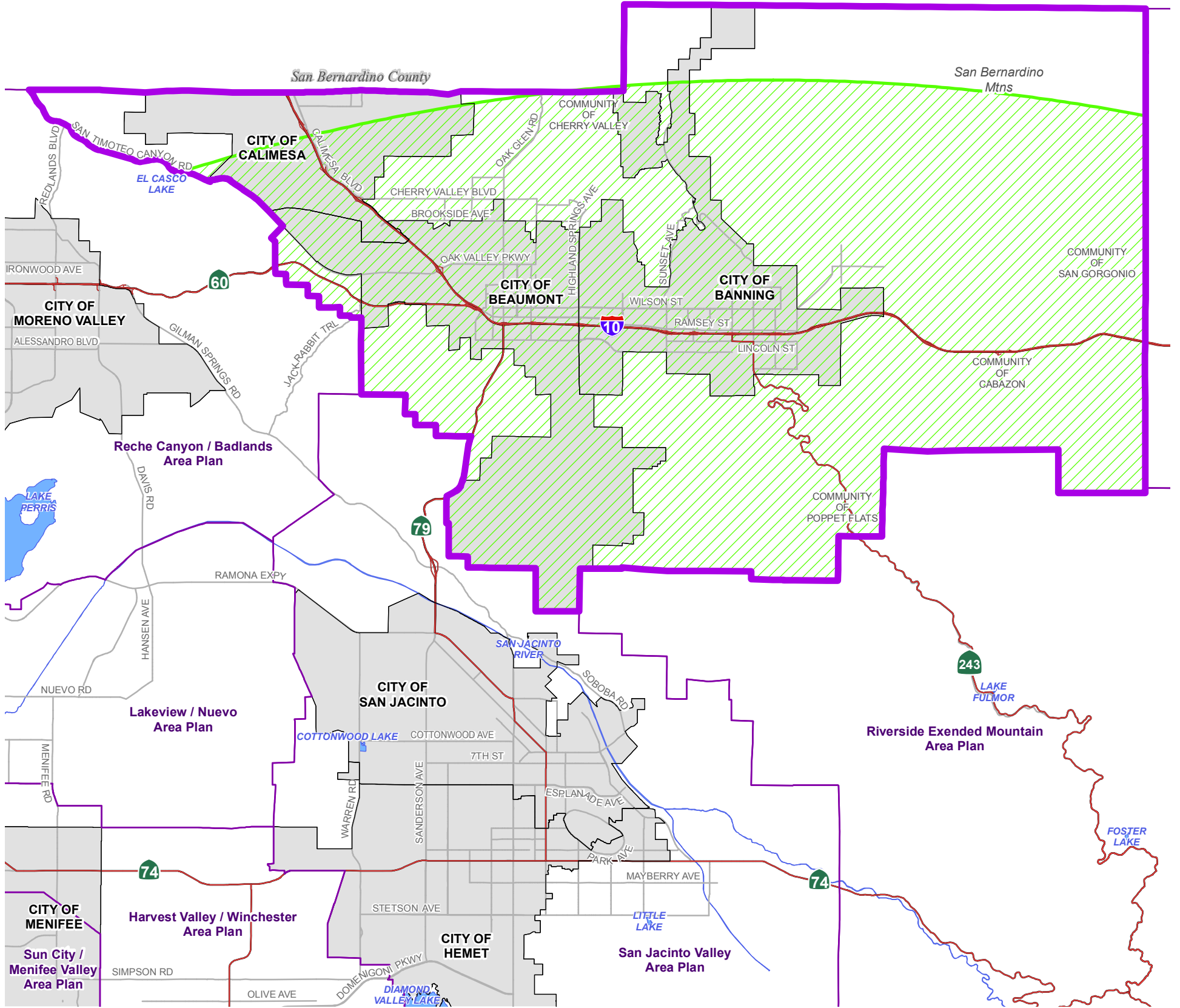
Scenic highways provide the motorist with a view of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations, and to manage development along scenic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

As shown on Figure 9, Scenic Highways, there are several existing and potential Scenic Highways within the Area Plan. State Route 243 between Idyllwild and the Banning city limits is an official State Scenic Highway. This highway rises from the valley of the San Jacinto Mountains and through the San Bernardino National Forest. The remainder of State Route 243 from Banning to its intersection with Interstate 10 is a State Eligible Scenic Highway.

Three additional highway segments are designated as Potentially Eligible County Scenic Highways. The first is State Route 79, stretching from Beaumont city limits south five miles to the Badlands. The second is Beaumont Avenue from Beaumont city limits four miles north to the San Bernardino County line. This route, which is lined with pine trees southerly of Cherry Valley Boulevard, traverses Cherry Valley and links with designated scenic routes in San Bernardino County. The third route follows the San Timoteo Canyon Scenic Corridor between State Route 60 and San Timoteo Road, and then along San Timoteo Canyon Road between Redlands Boulevard and Interstate 10 into San Bernardino County. The following policy helps preserve these scenic routes.

Policy:

PAP 12.1 Protect the scenic highways in the Pass 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.



Data Source: Riverside County (2010)






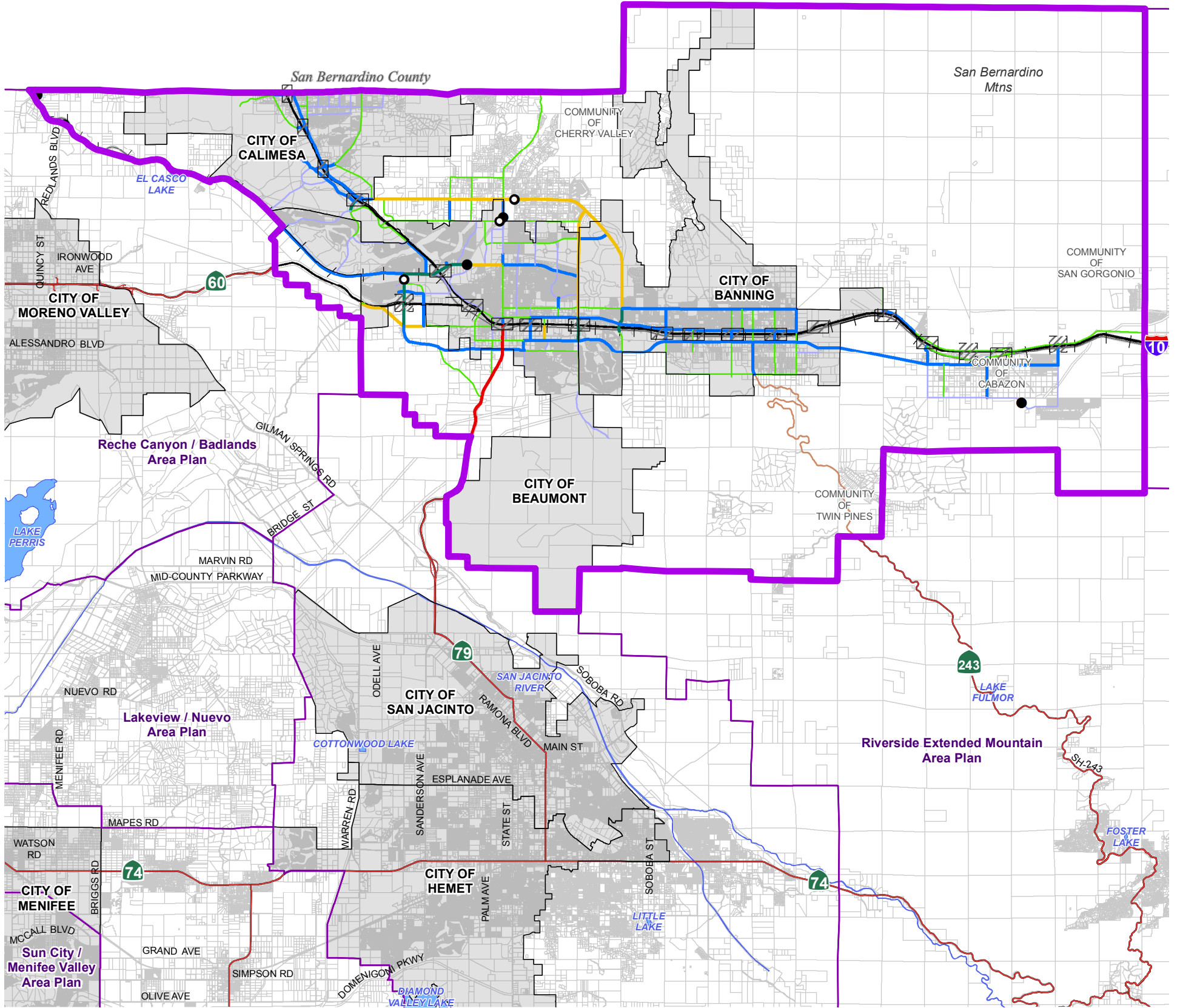
-  Zone B
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 6

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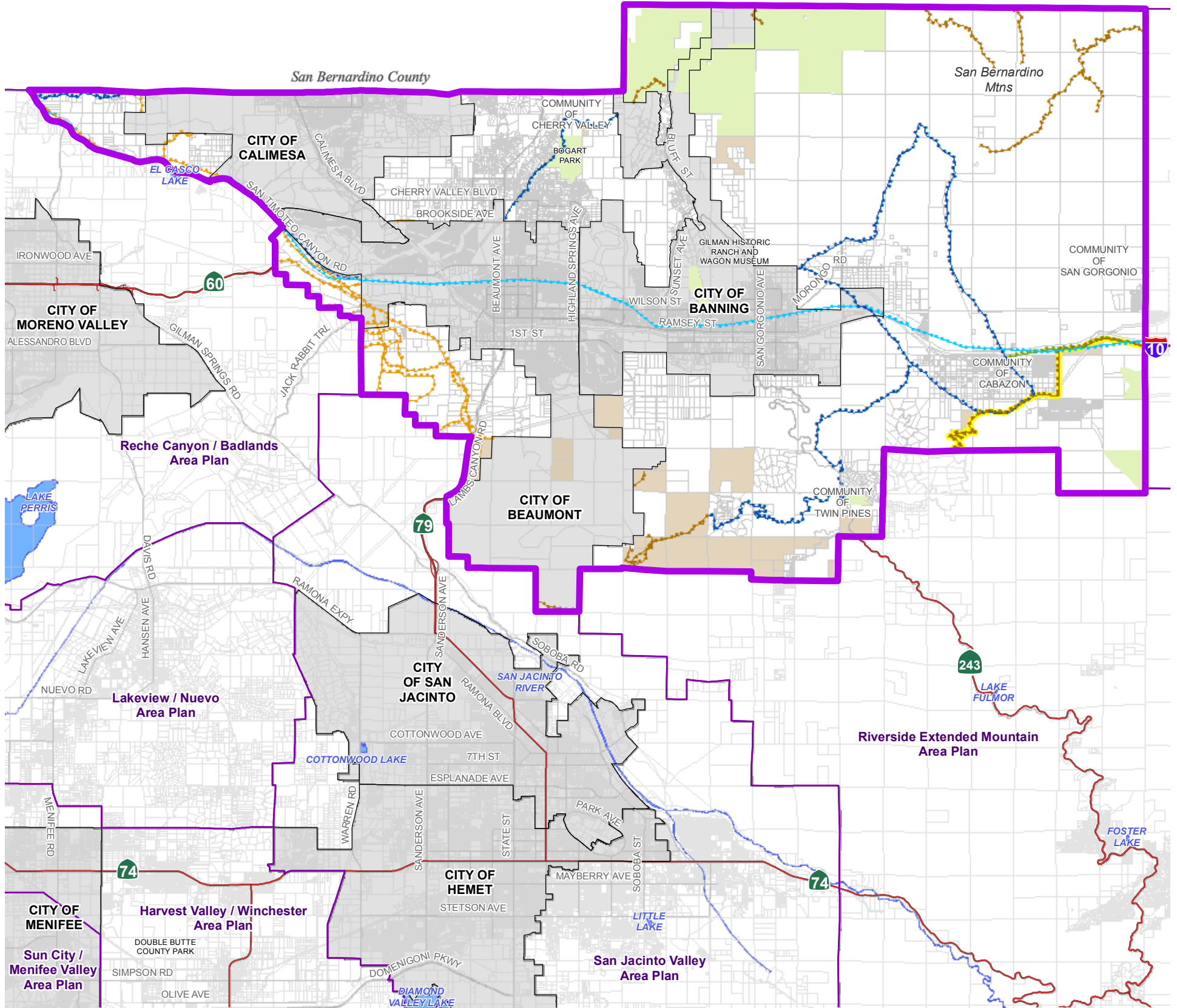


Data Source: Riverside County Transportation













- | | | |
|-----------------------------------|----------------------|--------------------|
| Freeway (Variable ROW) | Existing Interchange | Highways |
| Expressway (128' to 220' ROW) | Proposed Interchange | Area Plan Boundary |
| Urban Arterial (152' ROW) | Existing Bridge | City Boundary |
| Arterial (128' ROW) | Proposed Bridge | Waterbodies |
| Major (118' ROW) | Railroads Amended | |
| Secondary (100' ROW) | | |
| Mountain Arterial 2 Ln (110' ROW) | | |
| Collector (74' ROW) | | |

Figure 7

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Data Source: Riverside County Parks

-  Regional Trail: Urban/Suburban
-  Combination Trail (Regional Trail / Class I Bike Path)
-  Regional Trail: Open Space
-  Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
-  Non-County Trail (Public and Quasi-Public Lands)
-  California Riding & Hiking Trail
-  Miscellaneous Public Lands
-  Bureau of Land Management (BLM) Lands
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

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

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

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

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

Figure 8

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Rail Operation

The Union Pacific Railroad bisects the Pass, generally paralleling Interstate 10. As with Interstate 10, the railroad divides the Pass into a northern and southern half. The railroad is currently being used for freight, industrial, and passenger service. When trains stop along the rail line for switching or bypass purposes, north/south roads may temporarily be blocked. This can result in long delays and, more importantly, may restrict emergency access. There are also significant noise impacts from train traffic. This is due to the fact that trains are required to sound their horns at all at-grade crossings.

Policies:

- PAP 13.1 Encourage transit opportunities through policies found in the Public Transportation System section of the General Plan Circulation Element.
- PAP 13.2 Work closely with railroad operators to minimize noise impacts on residents in proximity to railroads through such methods as the installation of soundwalls and other noise absorbing surfaces, and the elimination of at-grade crossings.
- PAP 13.3 Eliminate the restrictions for emergency vehicles through coordination with the railroad companies, by building grade separations at key points, and by the creation of alternative emergency circulation routes.

Multipurpose Open Space

The Pass planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of “multi-purpose.” The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The Pass open space system is rich and varied, and includes such features as the San Bernardino and San Jacinto mountain ranges, and watercourses such as San Gorgonio River, Millard Creek, and Jenson Creek, all of which provide natural open spaces. These quality spaces encompass a variety of habitats including riparian corridors, and oak woodlands, as well as a number of parks and recreation areas.

This Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Pass Area. Preserving the scenic background and the natural resources of the San Gorgonio Pass gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between communities, another important aspect of the Vision.

Local Open Space Policies

Watersheds, Floodplains, and Watercourses



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

As already noted, portions of the Pass Area are located in each of three watersheds: Santa Ana River, San Jacinto River, and Salton Sea. Rivers and creeks flowing from the mountains such as the San Geronio River, San Timoteo Creek, and Smith Creek provide habitat corridors through developed land, and link a wide variety of open space. This allows wildlife the ability to move from one open space area to another without crossing developed land. The following policies preserve and protect these important watersheds.

Policy:

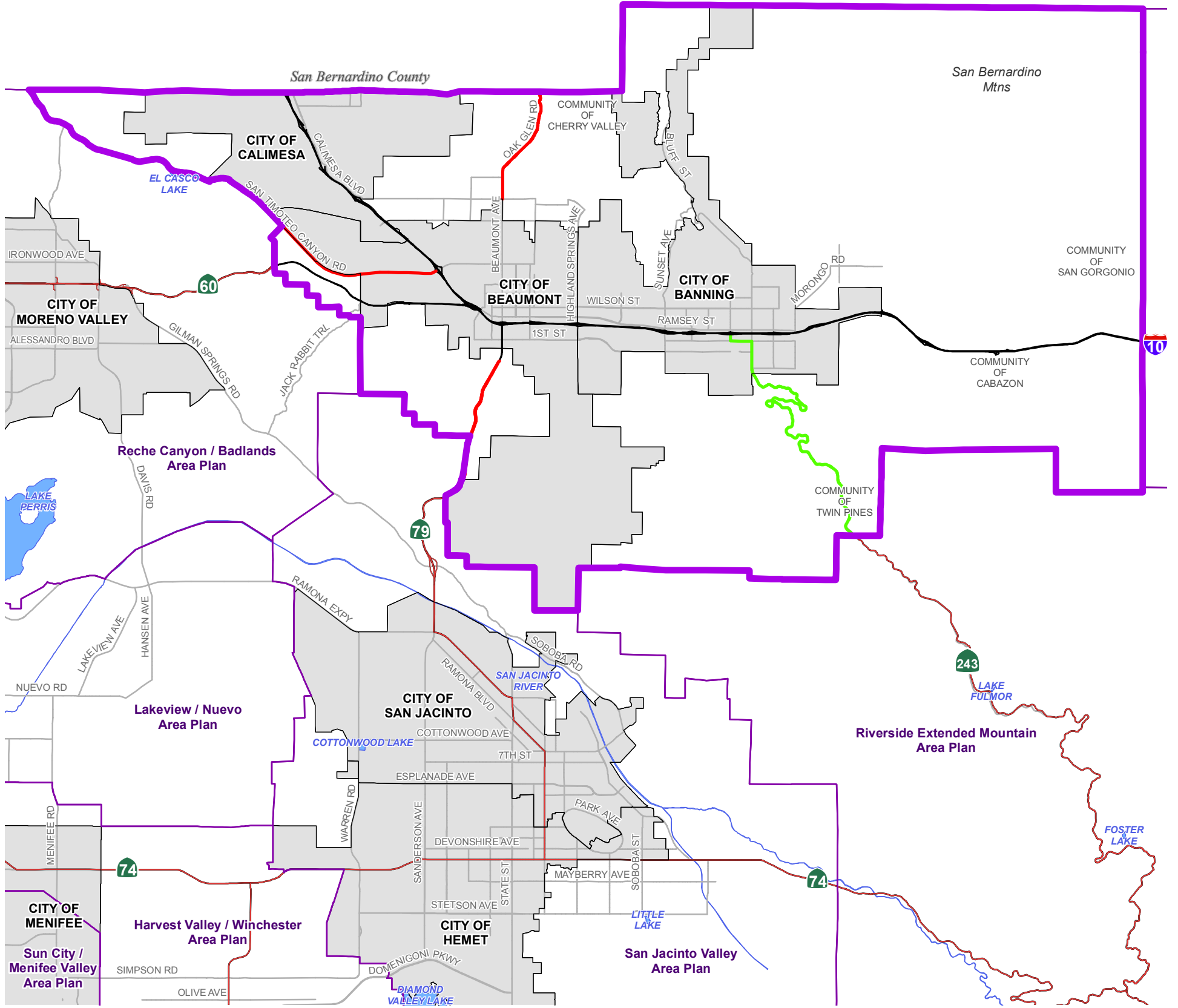
PAP 14.1 Protect the Santa Ana, San Jacinto, and Salton Sea watersheds and surrounding habitats, and provide flood protection through adherence to the applicable policies within the Multiple Species Habitat Conservation Plan Wetlands and Floodplain and Riparian Area Management Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Oak Tree Preservation

The Pass contains significant oak woodland areas that provide habitat and maintain its environmental quality. These oak woodlands are found mainly in the mountain ranges surrounding the Pass. It is necessary to protect this natural resource as a valuable contributor to the character and habitat value of the area.

Policy:

PAP 15.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines and Best Management Practices adopted by Riverside County.



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









- | | | | |
|--|------------------|---|--------------------|
|  | County Eligible |  | Highways |
|  | State Designated |  | Area Plan Boundary |
|  | State Eligible |  | City Boundary |
|  | Not Designated |  | Waterbodies |

Figure 9

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Multiple Species Habitat Conservation Plan

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



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

Western Riverside County MSHCP Program Description

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



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

Key Biological Issues

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



The following sensitive, threatened, and endangered species may be found within this Area Plan:

Payson's jewelflower

Munz's onion

Munz's mariposa lily

Jaeger's milk vetch

California bedstraw

Parry's spine flower

Slender-horned
spineflower

Mojave tarplant

Engelmann oak

Bell's sage sparrow

Mountain quail

Least Bell's vireo

Los Angeles pocket
mouse

Stephen's kangaroo rat

granite spiny lizard

Policies:

PAP 16.1 Encourage the provision of a new core reserve focused on the Potrero Creek area and the associated alluvial fan for maintenance of key species such as the Stephens kangaroo rat, Parry's spineflower, and arroyo toad; alkali vernal plains for smooth tarplant populations, and Engelmann oaks.

PAP 16.2 Maintain large blocks of undisturbed habitat for core reserve purposes and large mammal movement between the northern and southern sections of the San Bernardino National Forest.

PAP 16.3 Conserve a representative portion of the San Jacinto Mountain/Riverside Lowlands ecotone.

PAP 16.4 Conserve rock and granite outcroppings for reptile populations known within this area.

PAP 16.5 Conserve coastal sage scrub patches which support known populations of granite night lizard and granite spiny lizard.

PAP 16.6 Ensure interconnected habitat conservation in order to provide a linkage from the San Jacinto Mountains to the Coachella Valley.

PAP 16.7 Provide a continuous upland habitat connection through Oak Valley that utilizes the existing public lands along this alignment. It is recognized that this connection traverses an urban area; however, conservation of existing natural habitat and incorporation of ditches and other drainage features into reserve design will assist in providing this contiguous connection.

PAP 16.8 Maintain wetlands and wetland connections via Noble Creek to conserve wetland species and wildlife dispersal.

PAP 16.9 Maintain a contiguous connection between proposed reserves in San Bernardino County and the Badlands area.

PAP 16.10 Protect sensitive biological resources in the Pass Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Coachella Valley MSHCP Program Description

The Coachella Valley Association of Governments has prepared, on behalf of its member agencies, a Multiple Species Habitat Conservation Plan, which is intended to cover 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 10, Coachella Valley Association of Governments Multiple Species Habitat Conservation Plan, for more information. This map is for informational purposes only.

Hazards

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

Portions of this planning area may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. This is not at all surprising, given the extremes of topography and extent of potential water movement in this portion of Riverside County. These hazards are depicted on the hazards maps, Figure 11 to Figure 15. These hazards are located throughout the Pass Area at varying degrees of risk and danger. Some hazards must be avoided entirely, while the potential impacts of others can be mitigated by special building techniques or other methods. The following policies provide additional direction for specific hazardous conditions.

Local Hazard Policies

Flooding

As shown on Figure 11, Flood Hazard Zone, some portions of the Pass Area, including large areas of Cabazon, are flood-prone. When flooding does occur, it originates in the steep mountainous areas to the north and south and often produces spectacular flash floods. These floods can reach unusually high velocities when they reach the valley floor where most of the development is located. Their speed and volume also allows them to carry a significant amount of debris. When this occurs, debris can block flood control channels, particularly where they cross under roadways or rail lines, forcing water to spill over into adjacent areas. Among the drainages particularly subject to flooding are the Noble and Little San Gorgonio Creeks located north of Cherry Valley, and Smith and Pershing Creeks located in Highland Springs. Flash flooding is the most life-threatening hazard because only minimum notice can be given, and the combined flow of flood water and debris can be extremely damaging.



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

Many techniques may be used to address the danger of flooding, such as avoiding development in vulnerable floodplains, altering the water channels, using certain building techniques, elevating structures that are in floodplains, and enforcing setbacks. This set of policies addresses the hazards associated with flooding and dam inundation.

Policies:

PAP 17.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

- PAP 17.2 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458, Regulating Flood Hazard Areas.
- PAP 17.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

Wildland Fire



Fire Fact:

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

Due to the vast amounts of undeveloped, sloping terrain and the presence of certain types of vegetation such as the oak woodlands and chaparral habitat, much of the Pass Area is subject to a high risk of fire hazards. The highest danger of wildfires can be found in the National Forest, in nearby rural areas, and along the urban edges. Methods to address this hazard include such techniques 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 careful application of fire retardant building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 12, Fire Hazard Severity Zone, to see the locations of the wildfire zones.

Policy:

- PAP 18.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

The Pass is one of the most densely faulted areas in Riverside County, as can be seen on Figure 14, Seismic Hazards. Most of the faults are located in the steep slopes of the surrounding mountain ranges. The San Andreas and the San Jacinto fault zones are two of the most active fault systems in Southern California. The San Bernardino Mountain segment of the San Andreas fault, while not within the boundaries of this area plan, does have enormous influence on the seismic activity of the region. The Banning fault has a central segment that extends from Calimesa to Whitewater Canyon. Other smaller faults associated with the San Andreas fault system also have the potential for generating earthquakes that would result in strong ground shaking, and perhaps surface rupture, in the Pass Area.

The San Gorgonio fault zone consists of a series of faults dissipating from the mountain westward into the Cherry Valley vicinity. The San Jacinto fault zone, west of the Pass, is part of the San Andreas fault system. The two systems separate near the San Gabriel mountains where the San Jacinto fault extends southeastward toward the San Jacinto Mountains and the San Timoteo Badlands. Additional faults in the area include the Beaumont Plain fault zone, Pinto Mountain fault, and the Crafton Hills fault zone.

A further complication associated with fault activity is liquefaction, which can occur with groundshaking, and in areas where certain soil conditions and shallow groundwater levels exist. The valley between the San Bernardino and the San Jacinto Mountain ranges is prone to moderate liquefaction around Calimesa and westward north of San Timoteo Creek toward San Bernardino County. Structures built on soils that liquefy during a seismic event may sink, rupture, or even topple over as the soil loses its bearing strength during severe shaking.

Policy:

PAP 19.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

Slope

San Gorgonio Pass is surrounded by severe slopes associated with the San Bernardino and San Jacinto mountain ranges. This spectacular terrain is an integral part of the character and atmosphere of the Pass, providing a visual backdrop and containing important habitat and recreational resources. Many of these areas require special development standards and care to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to protect life and property while maintaining the special character of the Pass. Figure 15, Steep Slope, depicts areas of steep slopes in this Area Plan. Also refer to Figure 16, Slope Instability, for areas of possible landslide.

Policies:

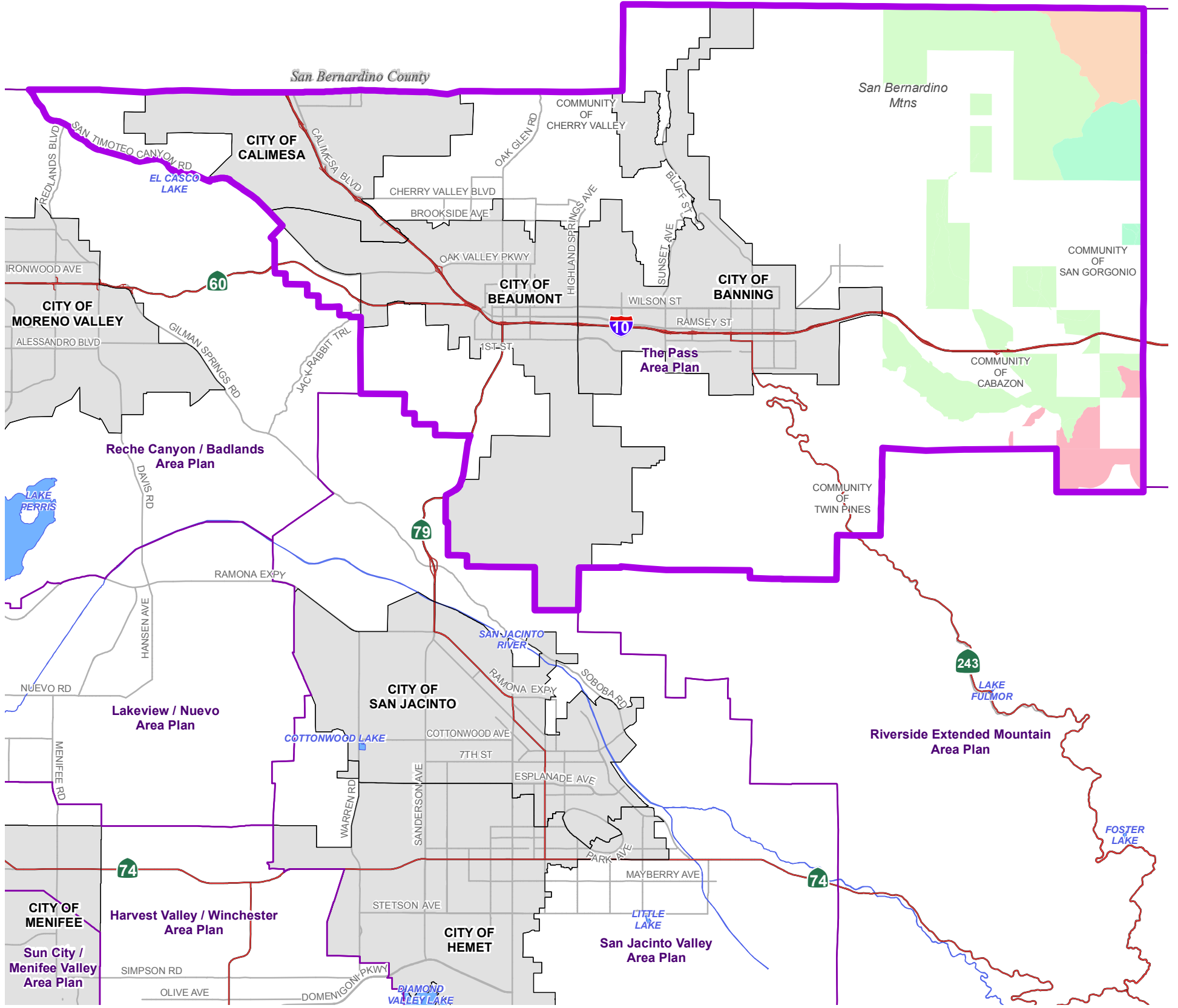
PAP 20.1 Identify the ridgelines that provide a significant visual resource for the Pass through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.

PAP 20.2 Protect life and property and maintain the character of the Pass through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Slope and Instability Hazards section of the General Plan Safety Element the Environmentally Sensitive Lands section of the Multipurpose Open Space Element and the policies found within the Rural Mountainous and Open Space land use designations of the Land Use Element.



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

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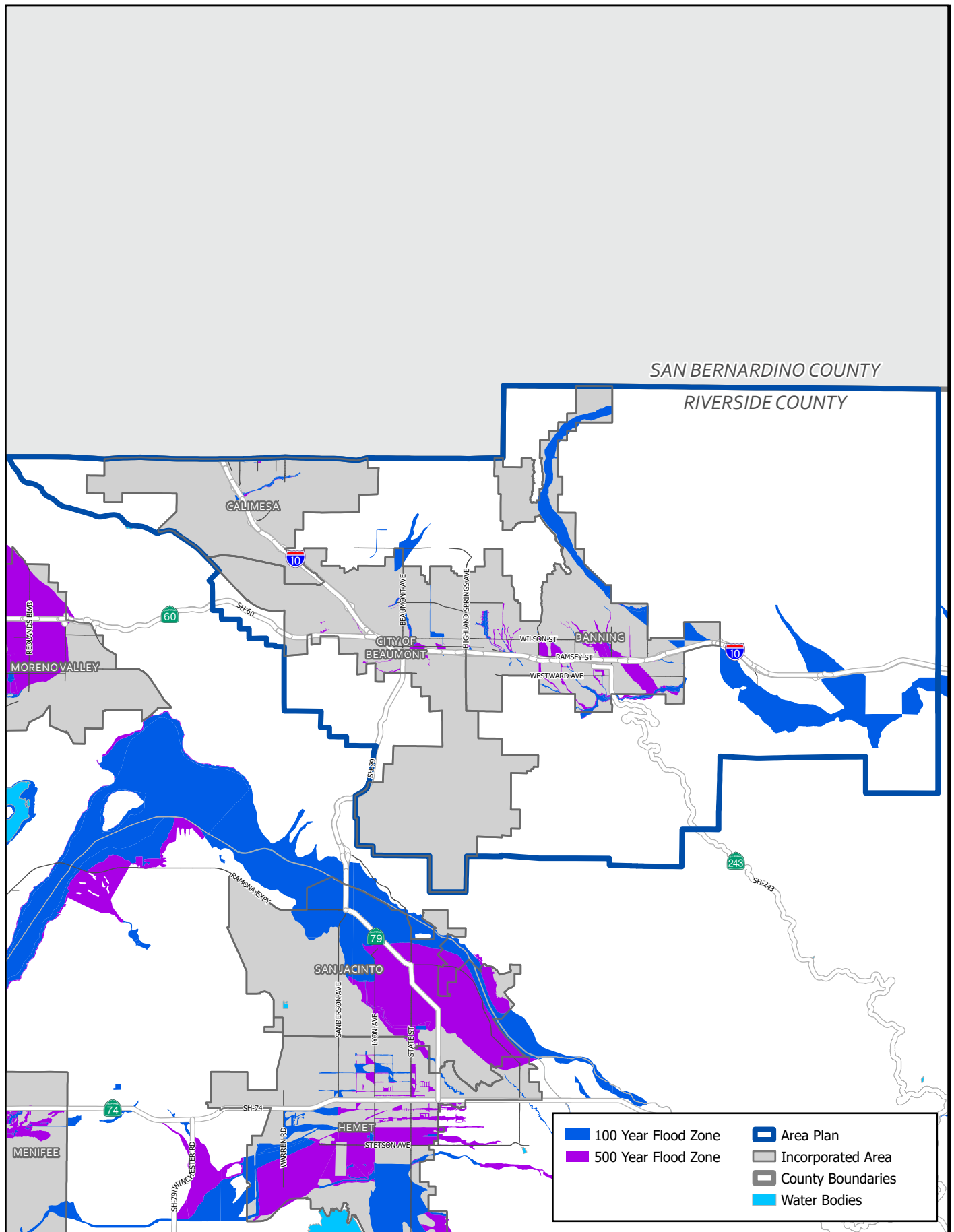


Data Source: Riverside County (2011)

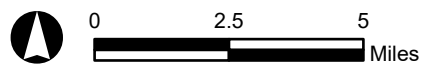
- Cabazon Conservation Area
- Santa Rosa and San Jacinto Mountains Conservation Area
- Stubbe and Cottonwood Canyons Conservation Area
- Whitewater Canyon Conservation Area
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 10

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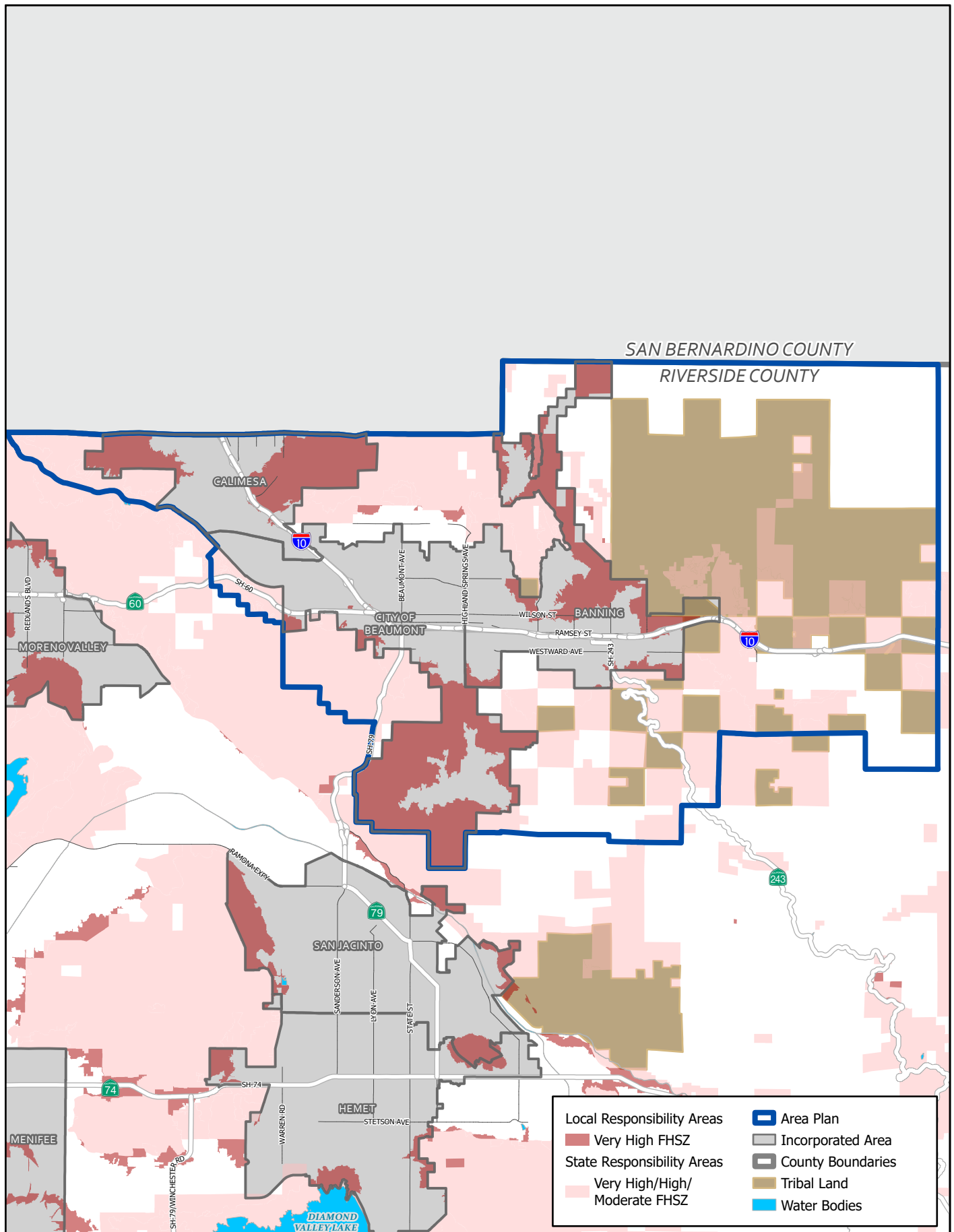


Source: ESRI, Riverside County, FEMA

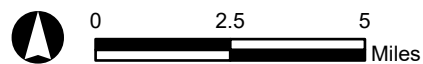
The Pass Area Plan Special Flood Hazard Areas Map

Figure 11

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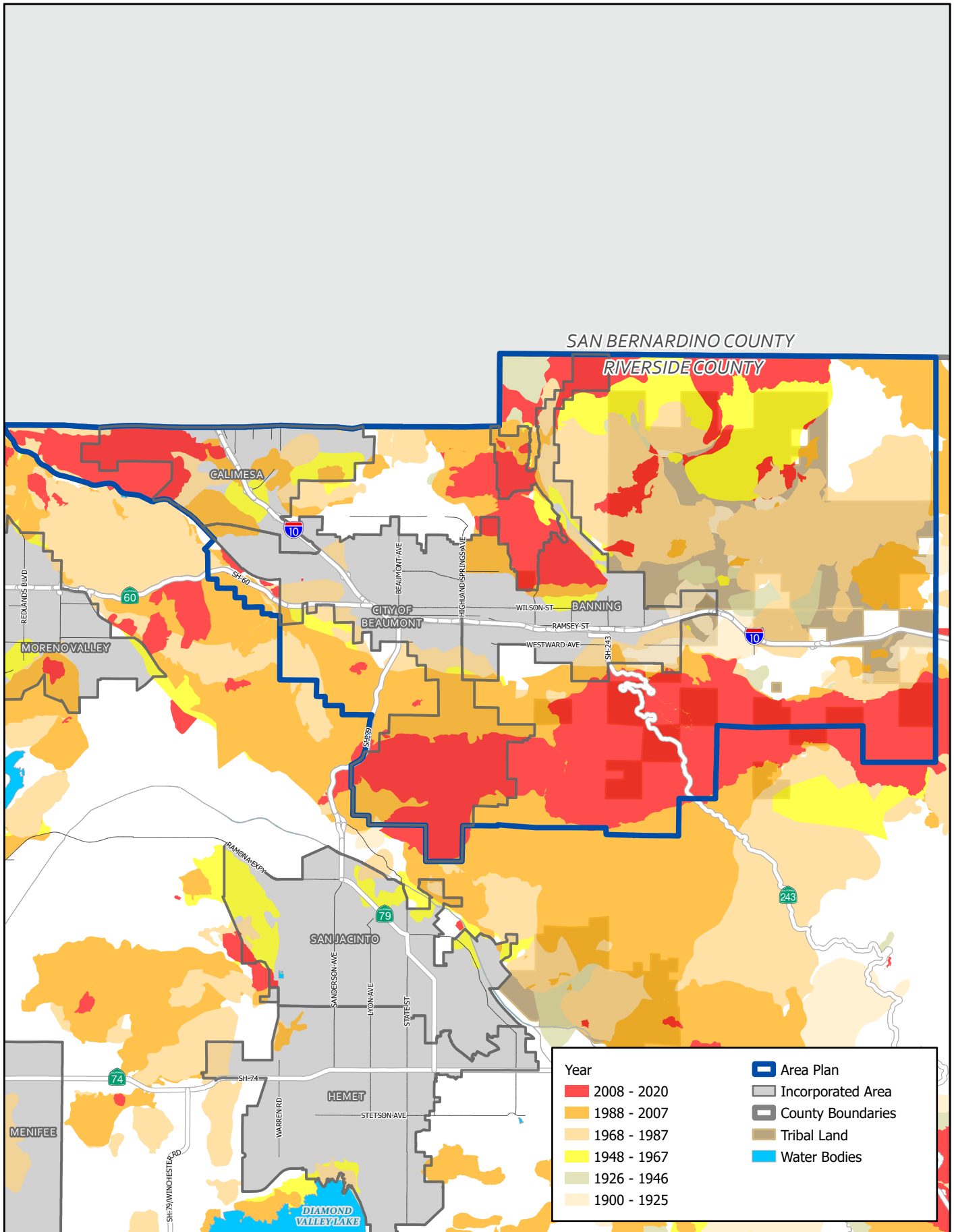


Source: ESRI, Riverside County, FRAP

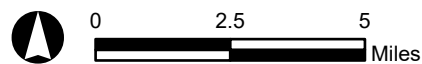
The Pass Area Plan Wildfire Susceptibility Map

Figure 12

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3/3/2022

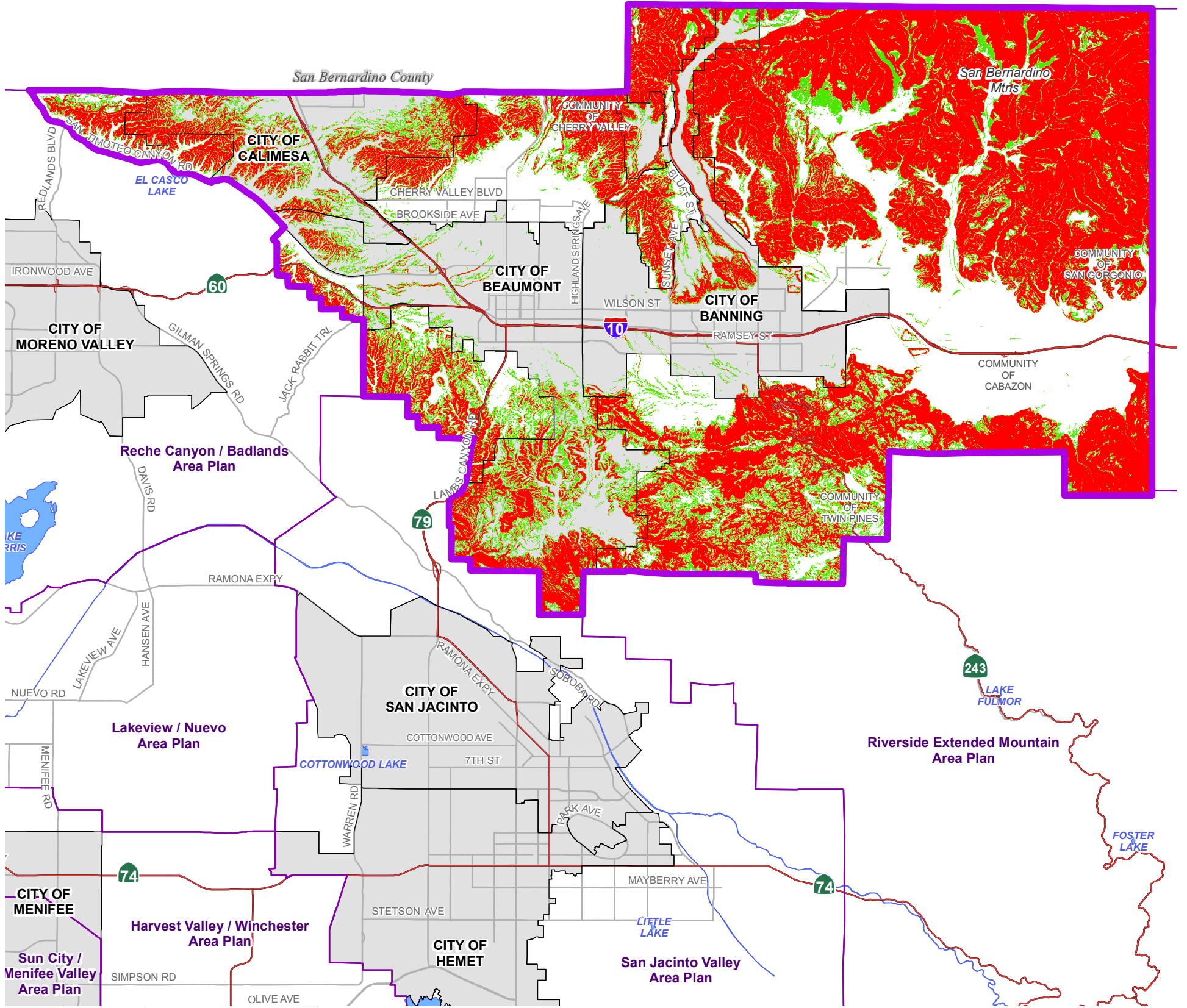


Source: ESRI, Riverside County, FRAP

The Pass Area Plan Historic Wildfire Areas

Figure 13

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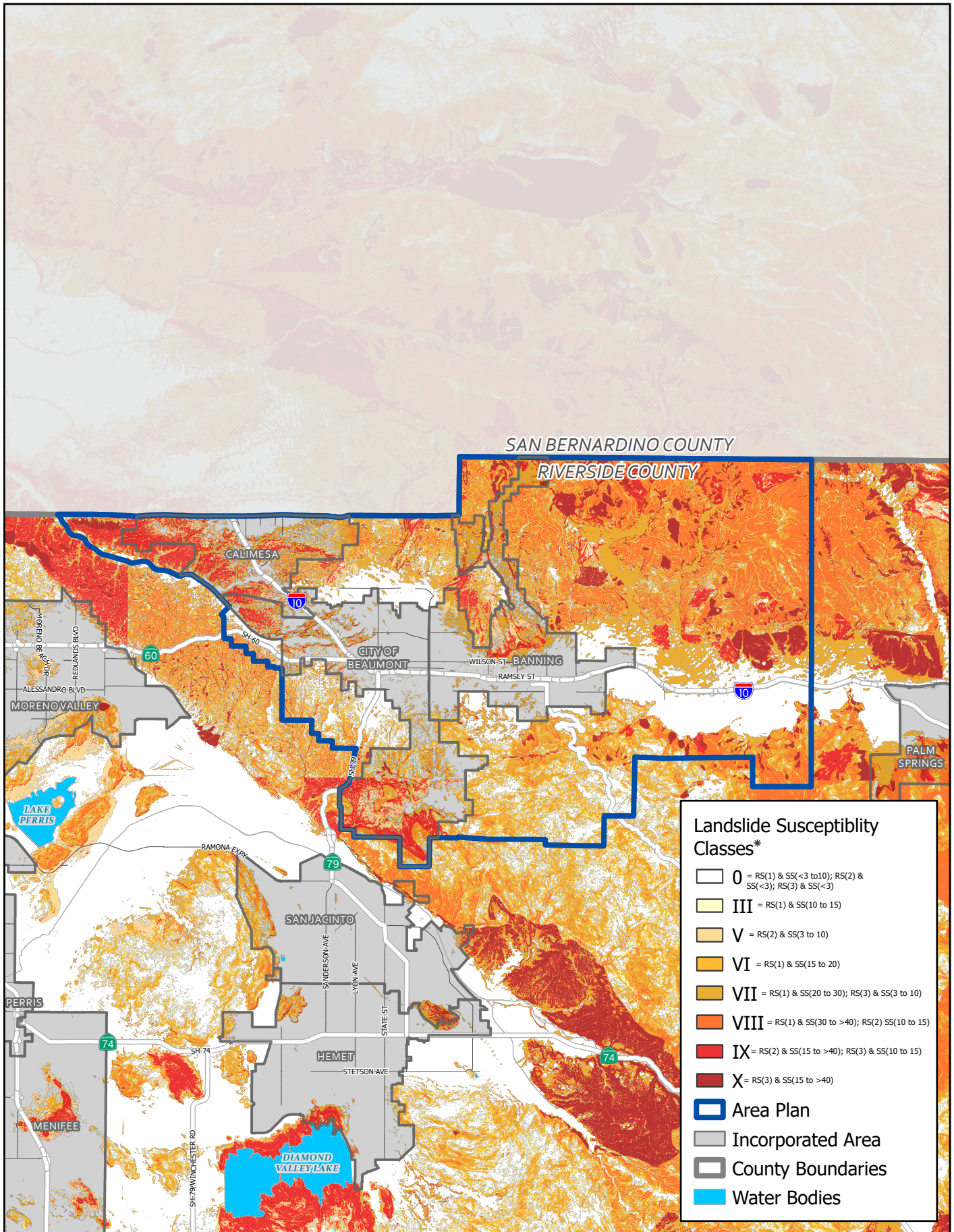
Data Source: Riverside County (2007)

Slope Angle

- Less Than 15%
- 15%-25%
- 25%-30%
- 30% and Greater
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 14

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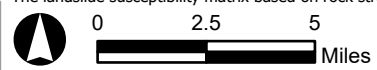
Landslide Susceptibility Classes*

- 0 = RS(1) & SS(<3 to10); RS(2) & SS(<3); RS(3) & SS(<3)
- III = RS(1) & SS(10 to 15)
- V = RS(2) & SS(3 to 10)
- VI = RS(1) & SS(15 to 20)
- VII = RS(1) & SS(20 to 30); RS(3) & SS(3 to 10)
- VIII = RS(1) & SS(30 to >40); RS(2) SS(10 to 15)
- IX = RS(2) & SS(15 to >40); RS(3) & SS(10 to 15)
- X = RS(3) & SS(15 to >40)

- Area Plan
- Incorporated Area
- County Boundaries
- Water Bodies

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

3/4/2022

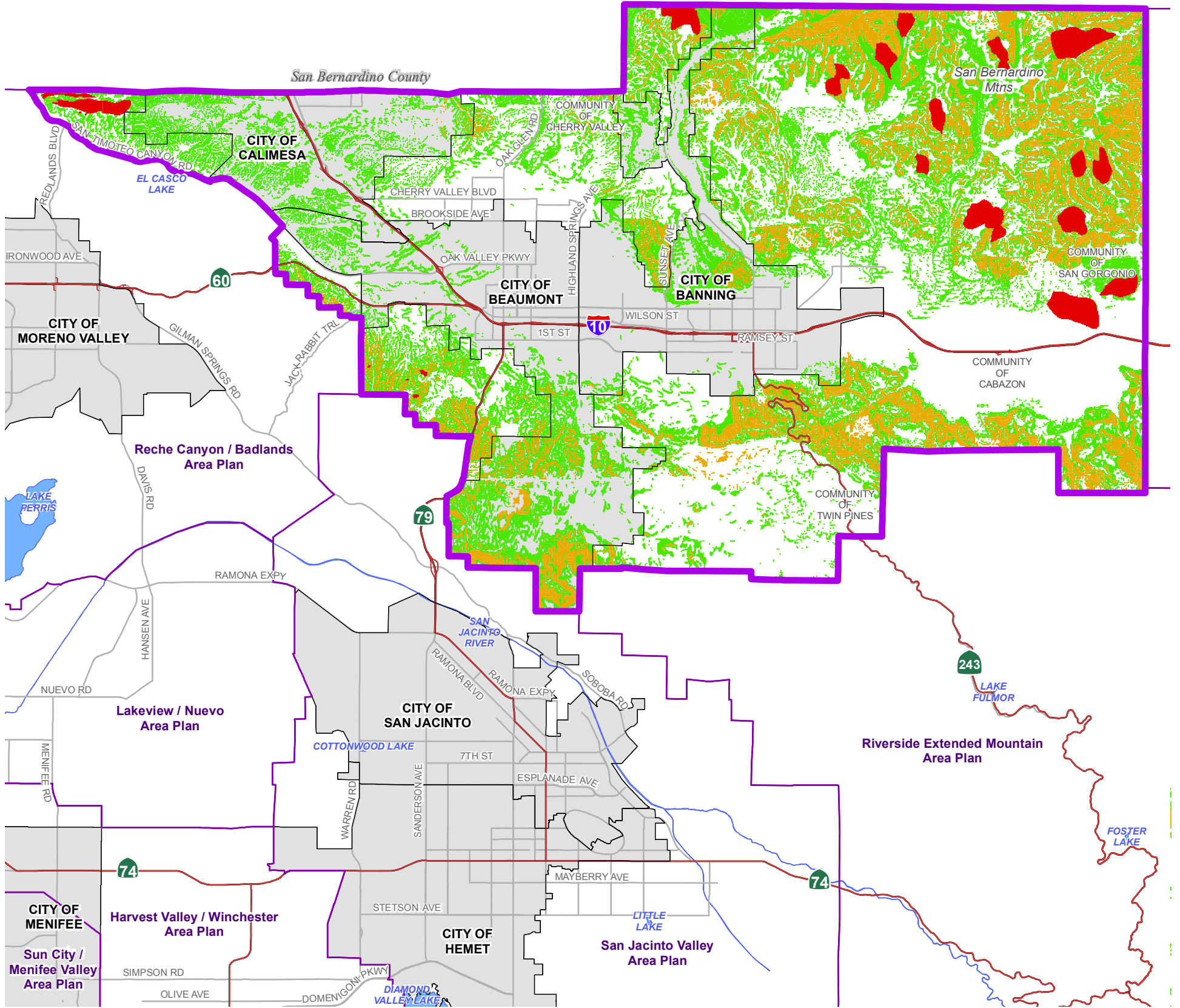


The Pass Area Plan Steep Slope Map

Source: ESRI, Riverside County, DOC/CGS

Figure 15

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Data Source: California Geological Survey (2008)

Slope Instability

- Existing Landslides
- High susceptibility to seismically induced landslides and rockfalls.
- Low to locally moderate susceptibility to seismically induced landslides and rockfalls.
- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 16

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