



Southwest Area Plan

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TABLE OF CONTENTS

VISION SUMMARY 1

INTRODUCTION..... 4

 A Special Note on Implementing the Vision 5

LOCATION..... 6

FEATURES..... 6

 SETTING 11

 UNIQUE FEATURES..... 11

 The Santa Rosa Plateau Ecological Reserve 11

 Vail Lake..... 12

 The Cleveland National Forest..... 12

 Lake Skinner..... 12

 The Temecula Valley Vineyards, Wineries, and Citrus Groves 12

 French Valley Airport..... 12

 UNIQUE COMMUNITIES 13

 Glen Oaks Hills/Valle de los Caballos 13

 The Pauba/Wolf Valley and Pechanga Indian Reservation 13

 Santa Rosa Plateau/De Luz 13

 INCORPORATED CITIES 13

 Temecula..... 13

 Murrieta 14

LAND USE PLAN 14

 LAND USE CONCEPT 15

POLICY AREAS 27

 POLICY AREAS 27

 Temecula Valley Wine Country Community Plan 27

 Temecula Valley Wine Country Policy Area..... 27

 North Skinner..... 31

 Vail Lake..... 32

 Santa Rosa Plateau/De Luz 33

 Walker Basin Policy Area 33

 Sections 25/36 Policy Area 34

 Keller Road South Side Policy Area..... 35

 Leon/Keller Road Policy Area 35

 Highway 79 Policy Area 36

 Diamond Valley Lake Policy Area 36

 French Valley Airport Influence Area..... 37

 Specific Plans 38

LAND USE..... 41

 LOCAL LAND USE POLICIES 41

 Community Centers..... 41

 Mount Palomar Nighttime Lighting Requirements..... 42

 Third and Fifth Supervisorial District Design Standards and Guidelines 42

 Agricultural Preservation 47

Ridgeline Policies..... 47

CIRCULATION..... 48

LOCAL CIRCULATION POLICIES 48

 Vehicular Circulation System 48

 Trails and Bikeway System..... 49

 Scenic Highways..... 49

 Community Environmental Transportation Acceptability Process (CETAP) Corridors..... 50

MULTIPURPOSE OPEN SPACE 50

LOCAL OPEN SPACE POLICIES 51

 Watersheds, Floodplains, and Watercourses 51

 Oak Tree Preservation 51

MULTIPLE SPECIES HABITAT CONSERVATION PLAN 52

 MSHCP Program Description 52

 Key Biological Issues 59

HAZARDS 60

LOCAL HAZARD POLICIES..... 60

 Flooding and Dam Inundation..... 60

 Wildland Fire Hazard 61

 Seismic..... 61

 Slope 62

LIST OF FIGURES

Figure 1: Southwest Area Plan Location..... 7

Figure 2: Southwest Area Plan Physical Features..... 9

Figure 3: Southwest Area Plan Land Use Plan..... 21

Figure 4: Southwest Area Plan Overlays and Policy Areas 23

Figure 4B: Temecula Valley Wine Country Policy Area with Districts 25

Figure 5: Southwest Area Plan French Valley Airport Influence Area 43

Figure 6: Southwest Area Plan Mt. Palomar Nighttime Lighting Policy Area..... 45

Figure 7: Southwest Area Plan Circulation 53

Figure 8: Southwest Area Plan Trails and Bikeway System 55

Figure 9: Southwest Area Plan Scenic Highways 57

Figure 10: Southwest Area Plan Flood Hazard Zone 63

Figure 11: Southwest Area Plan Fire Hazard Severity Zone 65

Figure 12: Southwest Area Plan Historic Wildfire Areas..... 67

Figure 13: Southwest Area Plan Seismic Hazards 69

Figure 14: Southwest Area Plan Steep Slope..... 71

Figure 15: Southwest Area Plan Slope Instability 73

LIST OF TABLES

Table 1: Land Use Designations Summary 16

Table 2: Statistical Summary of Southwest Area Plan 19

Table 3: Adopted Specific Plans in the Southwest Area Plan 38

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to French Valley Airport) 39

Southwest Area Plan

General Plan Amendments adopted since 12/31/09:

- GPA No. 1075, BOS RSLN 2011-156, 10/18/11;
- GPA No. 951, BOS RSLN 2013-224, 11/05/13;
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 1013, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1113, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1131, BOS RSLN 2015-023, 03/10/15;
- GPA No. 9287D1, 954, BOS RSLN 2015-214, 09/22/15;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 1202, BOS RSLN 2019-050, 04/16/19;
- GPA No. 1194, BOS RSLN 2020-161, 08/04/20;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21
- GPA No. 1107, BOS RSLN 2012-018, 01/10/12;
- GPA No. 1077, BOS RSLN 2014-040, 03/11/14;
- GPA No. 925, BOS RSLN 2014-223, 11/25/14;
- GPA No. 1014, BOS RSLN 2014-228, 12/09/14;
- GPA No. 1050, BOS RSLN 2014-228, 12/09/14;
- GPA No. 945D1, BOS RSLN 2015-113, 09/22/15;
- GPA No. 1123, BOS RSLN 2015-214, 09/22/15;
- GPA No. 998, BOS RSLN 2015-261, 12/15/15;
- GPA Nos. 1216, 1219, BOS RSLN 2017-222, 10/24/17;
- GPA No. 190002, BOS RSLN 2020-154, 07/07/20;
- GPA No. 190013, BOS RSLN 2020-189, 11/10/20

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Southwest Area Plan

Vision Summary

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

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

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

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

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

Population Growth

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

Our Communities and Neighborhoods

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

Housing

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

Transportation

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

Conservation and Open Space Resources

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

Air Quality

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

Jobs and Economy

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

Agricultural Lands

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

Educational System

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

Plan Integration

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

Financial Realities

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

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

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



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



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



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



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

What first grabs the attention of travelers as they approach the Southwest planning area from almost any direction is the sense of being in a broad and varied valley where nature and development have found a way to live together. Yes, there is a lot of development. And there is also an extensive system of hills, slopes, streams, lakes, vineyards, groves, and habitats that accent the view in every direction. This space reflects tradition, care, and commitment.

The Southwest Area Plan guides the evolving character of the unincorporated land surrounding the Cities of Murrieta and Temecula. The Southwest 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 Southwest Area Plan, on the other hand, provides customized direction specifically for the Southwest planning area.

The Southwest Area Plan does not 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 unique 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 Southwest planning area. Perhaps a description of these sections will help in understanding the organization of the plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the planning area fits with what surrounds it and how it relates to the cities that are part of it. Physical features are described in a section that highlights the Southwest 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 found only in the Southwest planning area, a number of special policies are still necessary to address unique portions of the Southwest planning area. The Policy Areas section presents these policies. Land use related issues are addressed in the Land Use section. Land use is not the only key factor in developing and conserving land here. The Area Plan also describes relevant transportation issues

Southwest Area Plan

in the Circulation section. A variety of routes and modes of travel are envisioned to serve this area. The key to understanding the area's valued open space network is described in the Multipurpose Open Space section. There are natural and manmade hazards to consider, and they are spelled out in the Hazards section.

Returning again to the physical character of the Southwest planning area, the rugged mountains, rock strewn hills, and sharp slopes that define the valley system in which most development occurs provide a striking backdrop for the cities and communities here. Some development stretches along the streams, but most of the hills and slopes are devoted to more rural and agricultural uses. Perhaps one of the most striking characteristics of the area is its unique micro-climate derived from the influence of coastal breezes that moderate the inland temperatures and dryness. This, in turn, makes possible one of the Southwest planning area's most unique features: a robust vineyard and wine industry. This is an attraction for not only residents and businesses, but a thriving tourism industry as well.

The Southwest planning area is in a gateway position between Riverside and San Diego Counties. Consequently, it plays a pivotal role in the access, connections and impressions for Riverside County. The Southwest Area Plan seeks to capture and capitalize upon not only the special qualities of the land, but also its strategic location.

It is important to understand that the incorporated cities of Murrieta and Temecula, located within the Southwest planning area, are not covered by this plan. They are governed by their own plans. Nevertheless, city/county coordination is a critical component of this plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County.

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 Southwest planning area.

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



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.

Environmental Character. From the vineyards to the ecological preserve, there are an abundance of activities based on the environmental setting unique to the Southwest planning area. Not only are these attractions visually appealing, they are also a major economic draw for the Southwest planning area. The tourism and products generated by these natural resources carry out the Vision within the Southwest planning area by preserving, maintaining, and actively using such destinations as the Santa Rosa Plateau, the Citrus/Vineyard areas, and the surrounding hillsides, while promoting the individuality of the communities within and around these attractions.

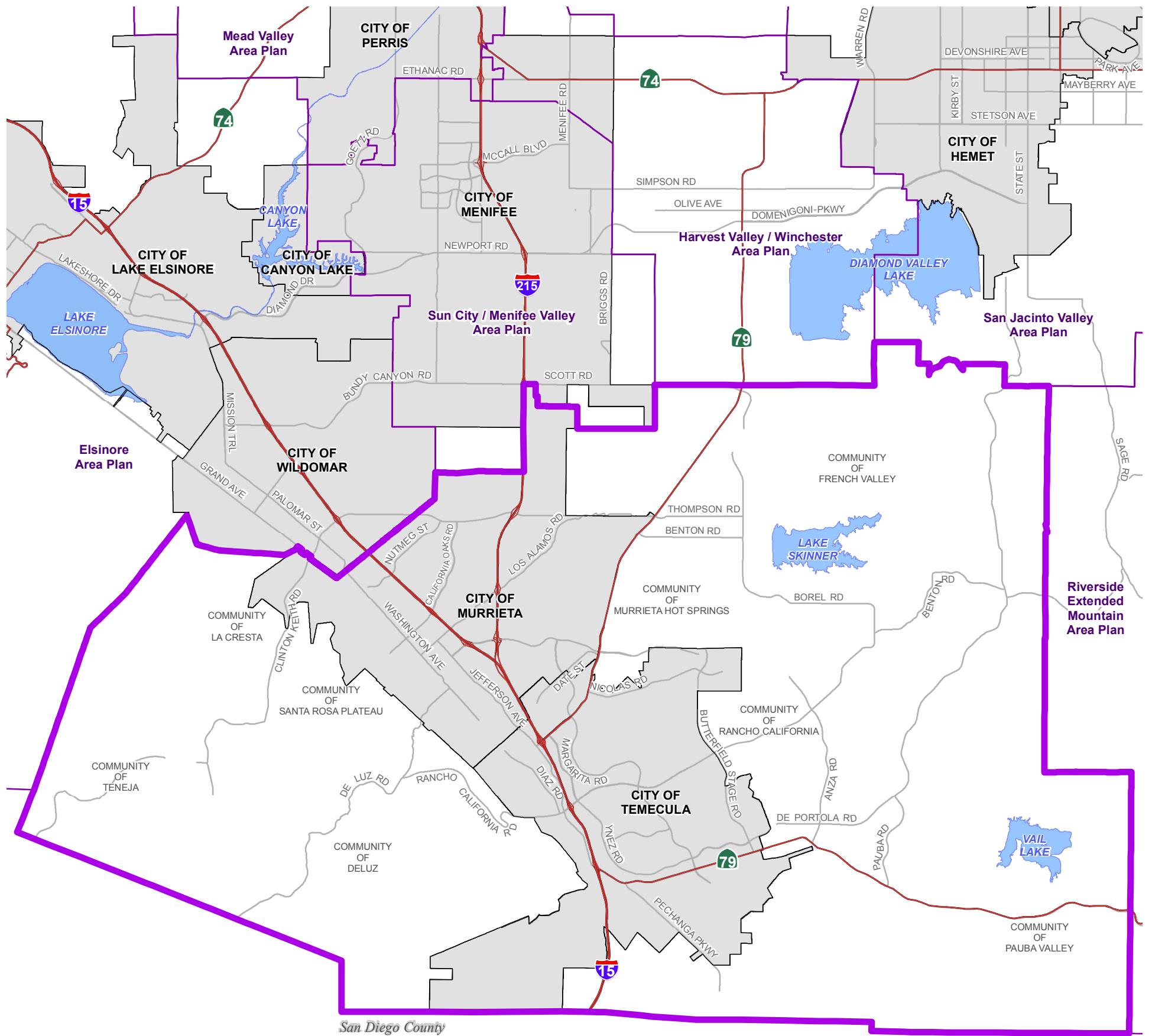
Data in this area plan is current as of April 16, 2019. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location





The strategic location of this area is clearly evident in Figure 1, Location. The Southwest planning area is bounded by San Diego County to the south, Orange and San Diego Counties to the west, Lake Elsinore to the northwest, and the vast mountain and desert area known as REMAP -the Riverside Extended Mountain Area Plan to the east. The Southwest Area Plan borders the Sun City/Menifee Valley and Harvest Valley/Winchester Area Plans. Figure 1, Location, not only identifies the cities of Temecula and Murrieta, but also reflects a number of the unincorporated areas that have strong local identities, such as the Santa Rosa Plateau and French Valley. As a framework for these locales, some of the more prominent physical features are also shown on Figure 1.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That is certainly the case here. Bold mountains and hills frame the valleys that accommodate most of the development. Their height and shape also influence the climate, leading to some of the unique habitats found in the Southwest planning area. The ring of mountains and hills also contrasts with the valleys and watercourses that define the natural landmarks for many of the communities. These defining features are shown on Figure 2, Physical Features.



Data Source: Riverside County

-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

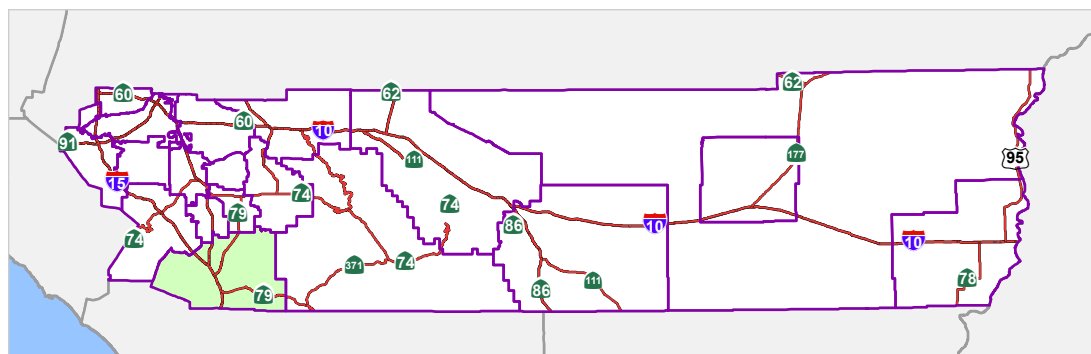
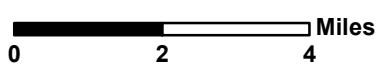


Figure 1

 December 8, 2015

 Miles

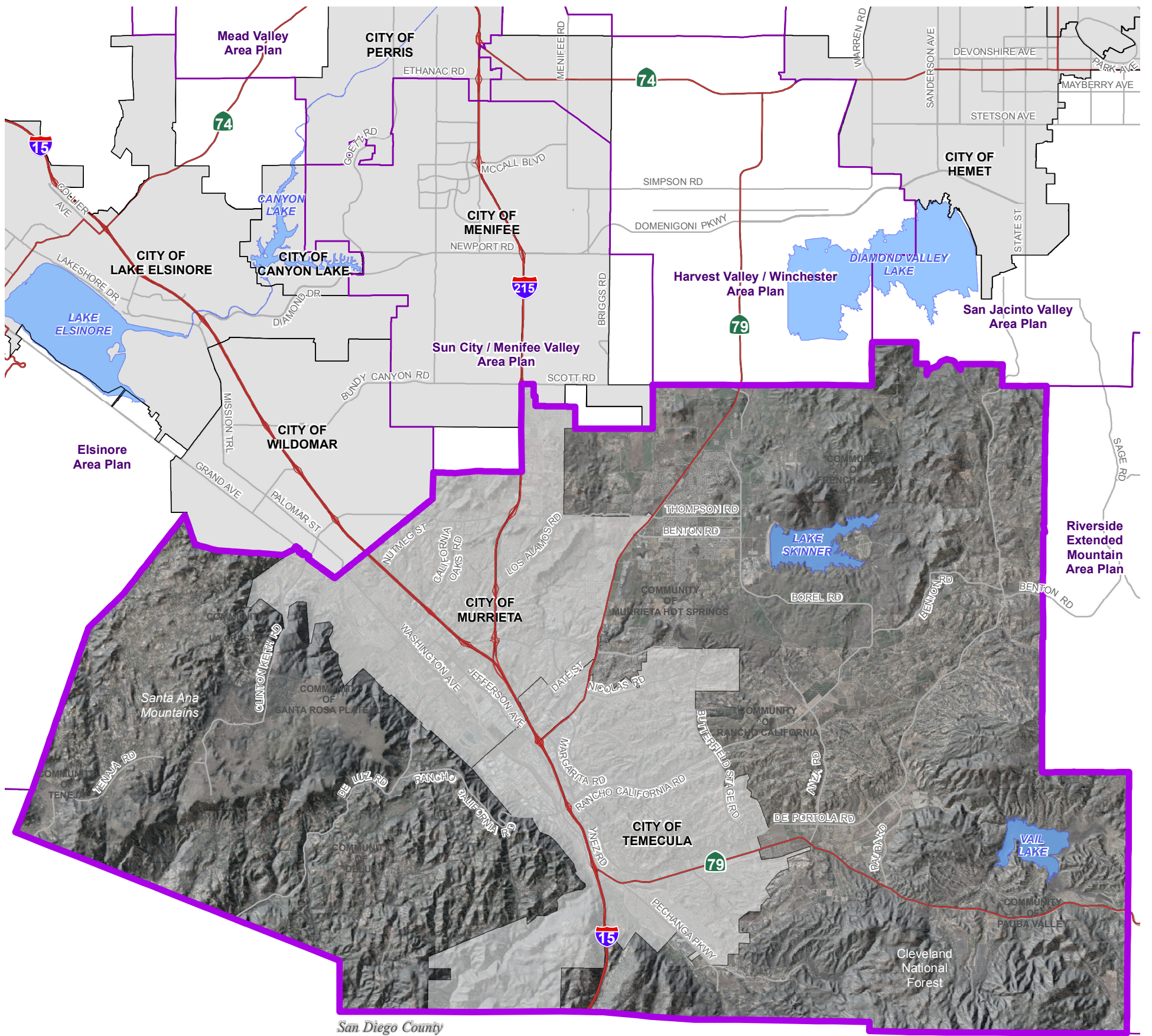
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SOUTHWEST AREA PLAN LOCATION

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San Diego County

Data Source: Riverside County






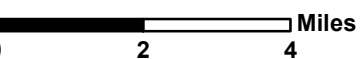
-  Highways
-  Area Plan Boundary
-  City Boundary
-  Waterbodies

Figure 2

 December 8, 2015

 Miles
0 2 4

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**SOUTHWEST AREA PLAN
PHYSICAL FEATURES**

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Setting

The Southwest planning area is framed by the Santa Ana Mountains to the west, the Santa Margarita Mountains and Agua Tibia range to the south, and the Black Hills to the east. Murrieta Creek runs along the floor of the Murrieta Valley, which generally divides the Southwest planning area in a western/eastern configuration. The Cities of Temecula and Murrieta span both sides of Murrieta Creek, further accentuating this pattern. A series of valleys separated by rolling hills connect with the Murrieta Valley. French Valley runs in a north-south manner and includes Warm Springs, Tocalota, and Santa Gertrudis Creeks. Temecula Creek forms the Pauba Valley, which runs east-west along the southern boundary of the area. Pechanga Creek forms Wolf Valley, located just south of the City of Temecula. All of these creeks eventually flow to the Santa Margarita River, one of the most diverse environments in Southern California. The Santa Rosa Plateau forms a high valley along the west side of the Southwest planning area and provides still another unique environment devoted to rural estates, groves, and natural habitat.

Unique Features

The Santa Rosa Plateau Ecological Reserve

The 8,200-acre Santa Rosa Plateau Ecological Reserve is located on the east side of the Santa Ana Mountains, immediately west of the Cities of Murrieta and Temecula. This unusually rich habitat serves as both a habitat reserve and active regional park. The Reserve is also unique in that it is a cooperative management project of the Nature Conservancy, the Riverside County Regional Park and Open Space District, the California Department of Fish and Wildlife, the U.S. Fish and Wildlife Service, and the Metropolitan Water District (MWD) of Southern California. The Nature Conservancy purchased the original 3,100-acre portion of the reserve in 1984. In April of 1991, 3,825 additional acres were purchased by the County of Riverside, the California Conservation Board, the Metropolitan Water District (MWD), and the California Nature Conservancy. It is an outstanding example of collaborative methods preserving valuable habitat lands.

The Santa Rosa Plateau's rolling topography ranges over 2,000 feet in elevation and contains a wide variety of flora and fauna, including Engelmann oaks, pinyon pines, and coastal sage scrub. The reserve includes some of Southern California's last vernal pools, wintering water-fowl, spring wildflowers, and several species of endangered plants. It is, without doubt, a special place.

A further indication of uniqueness is found in the creekbeds throughout the reserve. They contain deep holes called tenajas, which hold water throughout the rainless summer months and provide important water sources for wildlife. These riparian zones support such species as sycamore and willow trees, California treefrogs, and Southwestern pond turtles.



The Santa Rosa Plateau Ecological Reserve is home to the oldest building still standing in Riverside County, the Machado Adobe, built in the late 1840's.



Located in the Santa Rosa Plateau, vernal pools are ephemeral water bodies, usually formed in shallow depressions during the late fall, winter, or early spring. They contain many wetland plants that flourish during the pool cycle. They may also be home to the endangered fairy shrimp.

Vail Lake

Vail Lake is nestled in the Black Hills about 15 miles east of Temecula, just north of State Route 79. Vail Lake was formed in 1948 when Walter Vail dammed Temecula Creek. A haven for fishing and water activities as well as camping, hiking, bicycling, and equestrian trails, Vail Lake and the surrounding areas are recognized for significant biological and natural habitat resources. The considerable unspoiled landscape varies in topography and is accented by oak woodlands and riparian corridors.

The Cleveland National Forest

Along the southeastern boundary of the Southwest planning area is a portion of the Cleveland National Forest. The pristine environment contains thousands of species of plants and animals native to Southern California. The rolling topography and hillsides lead to unspoiled views of natural habitats and tree stands. The forest is also home to treasured oak woodlands. This forest offers ample public access and recreational opportunities, such as hiking, camping, bicycling, and equestrian facilities.

Lake Skinner

Located in the northeastern corner of the Southwest planning area is Lake Skinner. Surrounding the lake is the Lake Skinner Regional Park and a water filtration facility. This area is characterized by rolling hills and agricultural uses extending westward, with largely vacant lands to the east. This man-made lake is operated by the Metropolitan Water District (MWD), and it affords activities such as fishing, boating, hiking, and other outdoor activities that draw tourists and visitors to the area.

The Temecula Valley Vineyards, Wineries, and Citrus Groves

The wine producing area of Temecula Valley is located east of the City of Temecula, extending westward along Rancho California Road. This area features beautiful vineyards and gracious wineries scattered among rolling hills and spreading oaks. The wineries, which offer tours and wine tasting, are an attraction for tourists as well as an economic powerhouse for western Riverside County. This rural area also includes citrus groves and a scattering of residential and equestrian estates.

French Valley Airport

French Valley Airport is a 261-acre general aviation airport located in the French Valley, adjacent to Winchester Road (State Route 79 North). Owned and operated by the County of Riverside, the airport's single runway is oriented roughly in a north/south direction and is expected to be a valuable asset to the businesses and residents that settle in the area.

Figure 4, Overlays and Policy Areas, depicts the Airport Influence Area surrounding the airport. The French Valley Airport Land Use Compatibility Plan includes restrictions on the uses, concentrations of population, and height of proposed development within the Airport Influence Area, in order to protect the airport and maintain public safety. More information on these policies can be found in the Policy Area section of this area plan and the French Valley Airport Land Use Compatibility Plan.

Unique Communities

Glen Oaks Hills/Valle de los Caballos

Located in the foothills of the Agua Tibia Range and Black Hills, Glen Oaks Hills is a rural community with an equestrian focus set among gently rolling hills and ample oak woodlands. A focal point of the equestrian community of Valle de los Caballos is the Galway Downs Racetrack, surrounded by an enclave of large ranch estates. As one might expect, this peaceful setting is also home to a rich variety of natural habitats including oak woodlands, tree stands, and chaparral.

The Pauba/Wolf Valley and Pechanga Indian Reservation

Characterized as a mountainous and rural area east of Interstate 15, the rolling hills, accented by Temecula and Pechanga Creeks, help to form the distinct character of this area. The very special habitat of the Emerson Oaks Preserve is located here, offering beautiful oak woodlands and chaparral habitats. This is also an area of the Southwest planning area that has experienced the expansion of suburban development near the City of Temecula. A relatively narrow strip of industrial uses adjacent to Interstate 15 and an expanse of rural development round out this valley system.

Located along the San Diego County line and south of the City of Temecula on State Route 79 South is the Pechanga Indian Reservation. The Pechanga Tribe operates a large gaming casino and hotel.

Santa Rosa Plateau/De Luz

The community character of the Santa Rosa Plateau is determined by the area's mountainous and rural environment, described earlier in connection with its setting. Privately owned portions of the Plateau are characterized by large lots five acres or more in size. This character is enhanced by its physical separation from surrounding lands, especially the more urban development in the lower part of the Temecula Valley. Homes here are typified by ranch style estates, many of which have an equestrian focus. Extensive citrus groves and avocado orchards complete the sense of quiet and remoteness so predominant here.

Incorporated Cities

Temecula

Incorporated in 1989 and located in the southwestern corner of the Southwest planning area, Temecula traces its roots to Old Town Temecula, a historic western town dating from the 1890s. More recent development is characterized by planned residential developments, largely designed by the use of specific plans. As of 2009, the City of Temecula encompassed over 30.1 square miles with an estimated population of 102,604 and 32,973 households. The City of Temecula's sphere of influence encompasses nearly 21.0 square miles.

Temecula's sphere of influence extends north along State Route 79 almost to the boundary of the Southwest planning area. The sphere also includes lands



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

to the south of the city east of Interstate 15 and lands between the westerly city boundary and the Santa Rosa Plateau. Most of the sphere is characterized by suburban specific plans adopted in the early 1990s, allowing mainly residential uses and incorporating a mix of commercial land uses and airport related business parks. Sphere of influence lands west of the City of Temecula are comprised of rural mountainous land uses.

Murrieta

Incorporated in 1991 and located at the northern edge of the Southwest planning area, the City of Murrieta is a mixture of rural residential and equestrian estates interspersed with an array of planned residential developments. As of 2009, the City of Murrieta encompassed 33.6 square miles with an estimated population of 100,714 and 34,293 households. Murrieta’s sphere of influence encompasses approximately 8.3 square miles.

As with Temecula, Murrieta’s sphere of influence extends north between State Route 79 and the city limits all the way to the northerly boundary of the Southwest planning area. The remaining portion of Murrieta’s sphere of influence is characterized by a mix of rural, residential, commercial and rural residential land uses.

Land Use Plan

“

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

”

-RCIP Vision

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

The Southwest Area Plan Land Use Plan, Figure 3, depicts the geographic distribution of land uses within this planning area. The Area Plan is organized around 24 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. A constant theme through which all of these factors were viewed was the desire to reinforce the Riverside County Vision and its related planning principles wherever possible. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2,

Statistical Summary of the Southwest 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 Southwest Area Plan Land Use Plan generally reflects the predominantly rural character of the area. In fact, approximately 69% of the Southwest planning area is devoted to Open Space, Agricultural, and Rural designations. The remaining 31% of the land is devoted to a variety of urban uses. Most of this urban development is focused near the Cities of Temecula and Murrieta and in French Valley, where commitments to urban uses have been made through adoption of specific plans. By concentrating development patterns in this manner, future growth will be accommodated and the unique rural and agricultural lifestyle found elsewhere in the Southwest planning area will be maintained.

For the most part, the Open Space and Rural designations are applied in the mountains and foothills surrounding the Cities of Murrieta and Temecula. The Agricultural designation is largely applied to the existing vineyards and wineries east of Temecula. The Santa Rosa Ecological Reserve and the Cleveland National Forest are designated for open space uses to reflect the rich and significant habitat these areas provide. Glen Oaks Hills, Valle de los Caballos, and the Santa Rosa Plateau are designated for rural uses to maintain the existing rural residential character of these areas. Vail Lake and environs are designated Open Space-Rural, reflecting the natural values of the land, and its ownership status as private land.

These Open Space, Agricultural, and Rural general plan land use designations reflect the existing and intended long term land use patterns for these areas and help maintain the historic identity and character of the Southwest planning area. Such designations also provide an edge to urban development and a separation between the adjoining area plans and San Diego County. This edge strengthens the identity of the Southwest planning area and helps to distinguish it from other communities. Future growth is largely accommodated northeast of the existing Cities of Temecula and Murrieta in the French Valley. Proposed land uses reflect, or are influenced by, the adopted specific plans described in the Policy Area section of this area plan. These specific plans depict a largely residential community with local-serving commercial and employment uses located along the major roadways. The residential community is focused around State Route 79 North (Winchester Road). Within that residential pattern, the French Valley Airport acts as a hub for surrounding business and industrial park development, which contributes significantly to an employment and economic focus for the Southwest planning area. State Route 79 North is the chief circulation route in the valley other than the Interstate 15 and Interstate 215 freeways. The adjacent areas accommodate regional uses and a large segment of potential commercial development. Despite this rather focused development, significant watercourses in the valley are maintained in adopted and proposed specific plans through open space designations.

A Community Center Overlay is proposed along the south side of Scott Road, westerly of Winchester Road.

Future multi-modal transportation options are accommodated along the freeways and State Route 79 North. A distinctive component of the Riverside County General Plan is the Transit Oasis concept. This is a highly flexible transit system tailored to the particular conditions found in Riverside County.

“

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

”

-RCIP Vision



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

It depends in part on a careful integration with land use patterns and development design to appeal to users who would otherwise drive cars. This is a substantial commitment to reducing the pressure on single occupancy automobiles by providing a cost effective, convenient, flexible, and responsive option that could also save families a significant amount from their budgets. The area plan envisions this Transit Oasis concept being a major feature of activity centers such as the French Valley Airport and the mixed use area along Murrieta Hot Springs Road, easterly of Winchester Road.

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

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.
Rural Community	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.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Open Space	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	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. 	

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Community Development	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Overlays and Policy Areas

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

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

NOTES:

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

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

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

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

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

Southwest Area Plan

Table 2: Statistical Summary of Southwest Area Plan

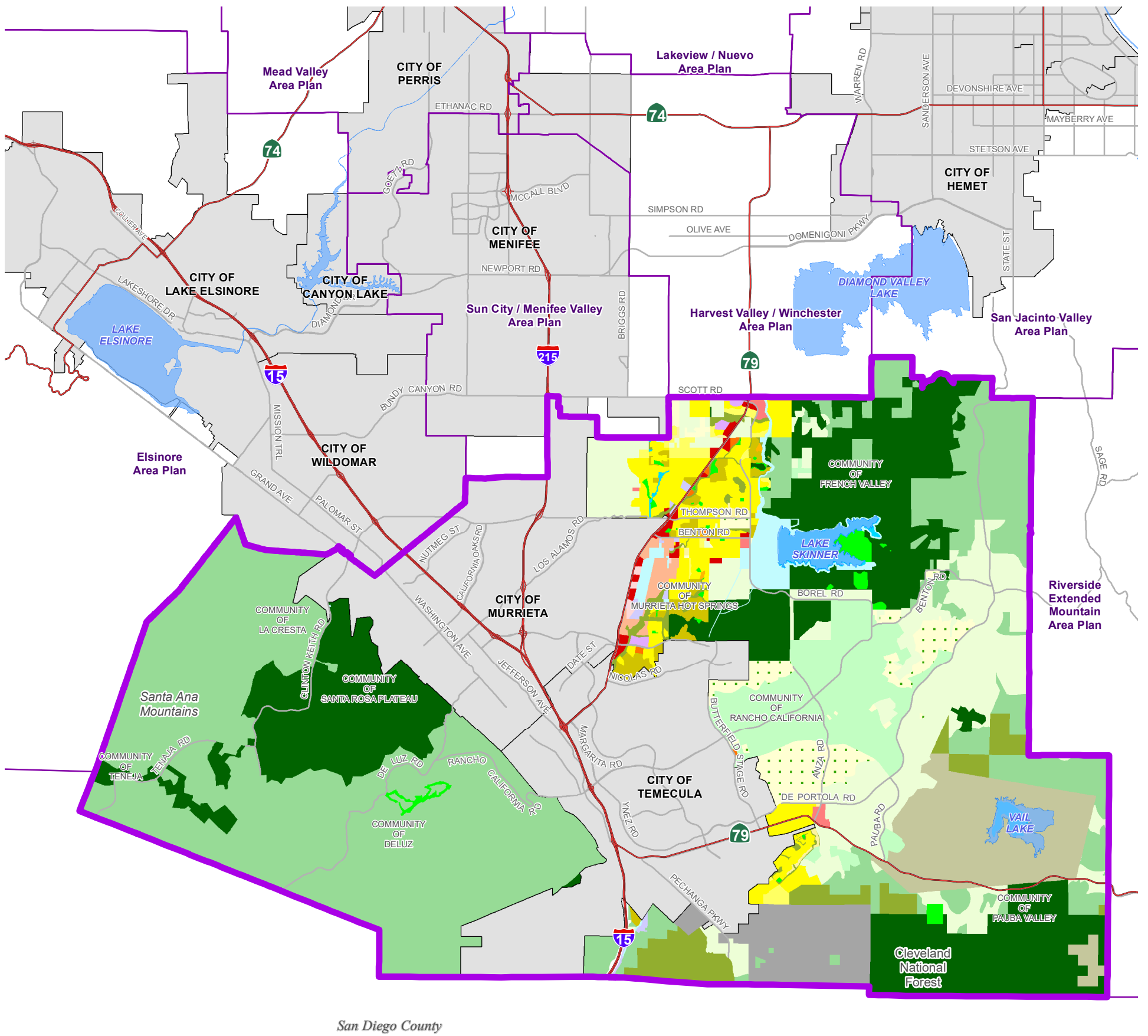
LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁶				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	8,025	401	1,208	401
<i>Agriculture Foundation Sub-Total:</i>	8,025	401	1,208	401
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	14,974	2,208	6,649	NA
Rural Mountainous (RM)	51,169	2,556	7,697	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	66,143	4,764	14,346	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	3,883	1,351	4,069	NA
Very Low Density Residential (RC-VLDR)	70	48	145	NA
Low Density Residential (RC-LDR)	19	27	81	NA
<i>Rural Community Foundation Sub-Total:</i>	3,972	1,426	4,295	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	3,601	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	29,483	NA	NA	NA
Open Space-Water (OS-W)	1,415	NA	NA	NA
Open Space-Recreation (OS-R)	953	NA	NA	143
Open Space-Rural (OS-RUR)	8,018	200	604	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	43,470	200	604	143
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	123	39	117	NA
Very Low Density Residential (VLDR)	103	74	223	NA
Low Density Residential (LDR)	668	936	2,819	NA
Medium Density Residential (MDR)	5,784	17,702	53,310	NA
Medium-High Density Residential (MHDR)	1,356	8,055	24,258	NA
High Density Residential (HDR)	57	597	1,798	NA
Very High Density Residential (VHDR)	131	2,077	6,255	NA
Highest Density Residential (HHDR)	18	541	1,629	NA
Commercial Retail ² (CR)	225	NA	NA	3,384
Commercial Tourist (CT)	252	NA	NA	4,110
Commercial Office (CO)	106	NA	NA	4,030
Light Industrial (LI)	225	NA	NA	2,890
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	607	NA	NA	9,914
Public Facilities (PF)	1,788	NA	NA	1,788
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA) ¹	166	484	1,456	2,330
<i>Community Development Foundation Sub-Total:</i>	11,609	30,505	91,865	28,446
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	133,219	37,296	112,318	28,990
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	45,319	---	---	---
Indian Lands	4,142	---	---	---
Freeways	152	---	---	---
<i>Other Lands Sub-Total:</i>	49,613			
TOTAL FOR ALL LANDS:	182,833	37,296	112,318	28,990

Table 2, continued

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE	D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
<i>These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.</i>				
OVERLAYS AND POLICY AREAS				
OVERLAYS^{4, 5}				
Community Development Overlay	120	1,397	4,207	451
Community Center Overlay ¹	51	238	717	771
Winery District Overlay	113	40	120	0
<i>Total Area Subject to Overlays:^{4, 5}</i>	284	1,675	5,044	1,222
POLICY AREAS⁶				
Highway 79	16,512	---	---	---
Leon/Keller	162	---	---	---
Diamond Valley Lake	5,025	---	---	---
Section 25/36	963	---	---	---
Temecula Valley Wine Country Policy Area	17,817	---	---	---
Santa Rosa Plateau	36,311	---	---	---
Walker Basin	571	---	---	---
Vail Lake	8,069	---	---	---
North Skinner	2,108	---	---	---
Keller Road South Side	20	---	---	---
French Valley Airport Influence Area	8,160	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	95,718			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷		96,002		

FOOTNOTES:

- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
- 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
- 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.
- 4 Overlays provide alternate land uses that may be developed instead of the underlying base use designations.
- 5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
- 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
- 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.
- 8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- * Statistical Summary Table was updated to reflect GPA Nos. 903, 1039, 1157, 1163, 1176, and 1219 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
- * Table was updated to change Rural Mountainous to Light Industrial to be consistent with GPA No. 1194 Land Use Element



Data Source: Riverside County Planning

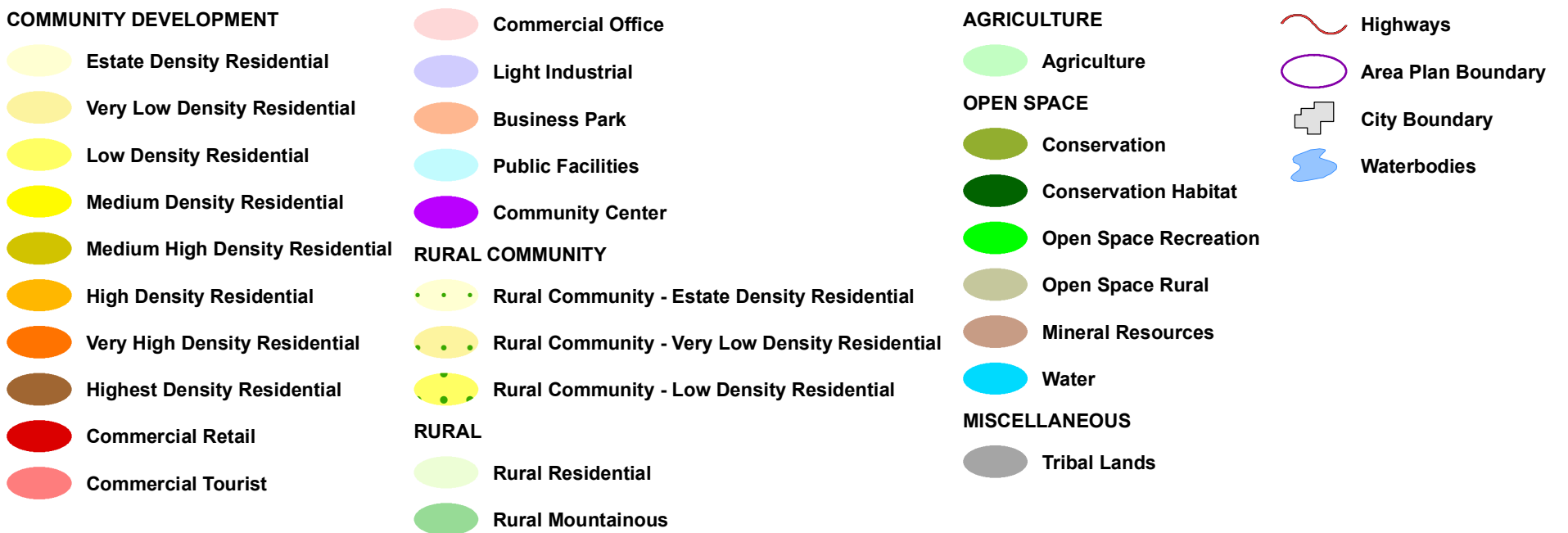
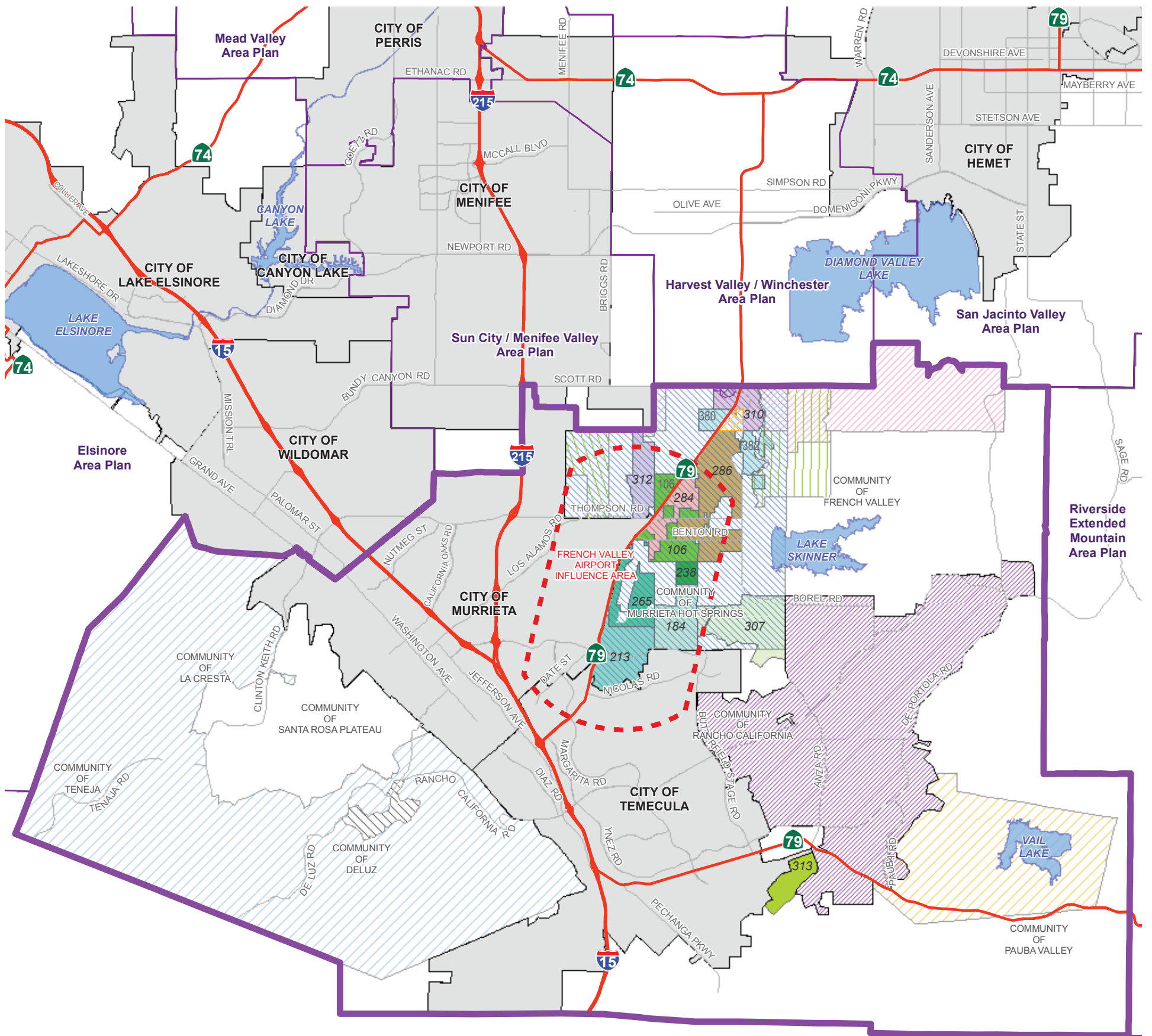


Figure 3

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Data Source: Riverside County

- | | | | |
|--|------------------------------------|--------------------------------|--------------------|
| Temecula Valley Wine Country Policy Area | Highway 79 Policy Area | Santa Rosa Plateau Policy Area | Area Plan Boundary |
| Community Development Overlay | Keller Road South Side Policy Area | Sections 25/36 Policy Area | Highways |
| Community Center Overlay | Leon/Keller Policy Area | Vail Lake Policy Area | Waterbodies |
| Diamond Valley Lake Policy Area | North Skinner Policy Area | Walker Basin Policy Area | City Boundary |
| | | | Specific Plans |

Figure 4

June 26, 2017

0 2 4 Miles

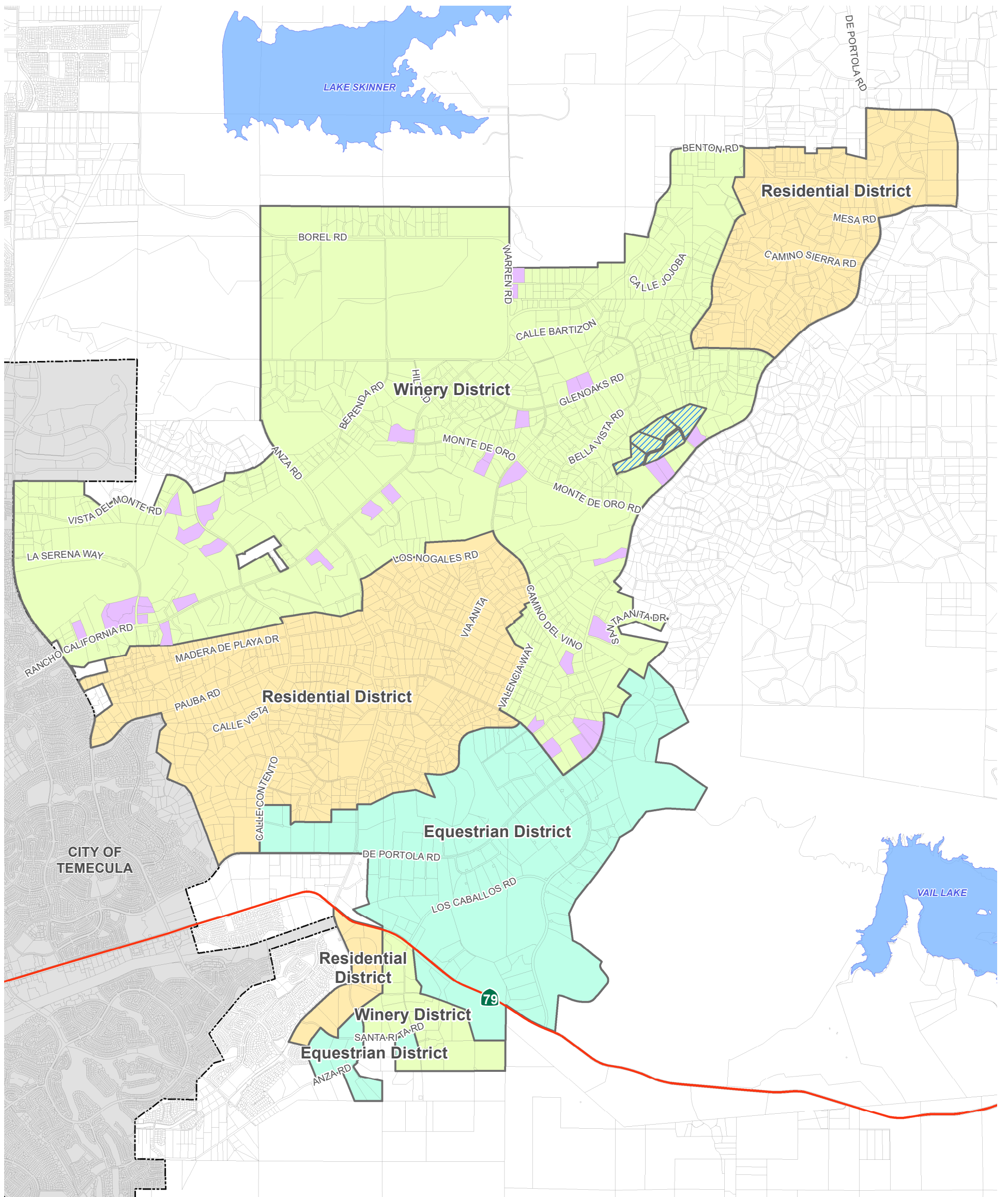
Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness,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



**SOUTHWEST AREA PLAN
OVERLAYS AND
POLICY AREAS**

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Data Source: Riverside County





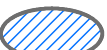



-  Existing Wineries (Less than 20 acres gross)
-  Equestrian District
-  Residential District
-  Winery District
-  Winery District Overlay
-  Waterbodies
-  Highways
-  City Boundary

Figure 4B

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Policy Areas

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

Policy Areas

Eleven policy areas and two overlays are designated within the Southwest Area Plan. They are important locales that have special significance to the residents of this part of Riverside County. Many of these policies derive from citizen involvement over a period of decades in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Southwest planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The boundaries of these policy areas shown on the Overlay and Policy Area Map, other than the boundaries of the French Valley Airport Influence Area, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Temecula Valley Wine Country Community Plan

The Temecula Valley Wine Country Community Plan was adopted in March 2014, and applies to lands adjacent to the City of Temecula, City of Murrieta, and several unincorporated communities. This plan produced General Plan Amendment No. 1077, Zoning Ordinance No. 348.4729, Temecula Valley Wine Country Design Guidelines, and Temecula Valley Wine Country Greenhouse Gas Reduction Workbook. The General Plan and Zoning standards were revised for the development of wineries, event facilities and hotel/resort accommodations. The design guidelines were updated to reflect rural residential and equestrian land uses.

It should be noted that the Temecula Wine Country Community Plan supersedes the Citrus/Vineyard Policy Area and the Valle de los Caballos Policy Area.

Temecula Valley Wine Country Policy Area

The Temecula Valley Wine Country Policy Area is located easterly of the City of Temecula and westerly of Vail Lake. This region encompasses one of the most important agricultural lands in the County. The many wineries and equestrian uses here provide a significant tourist attraction to the region, which in turn provides a continual economic benefit to the surrounding businesses. In addition, the Temecula Valley Wine Country area is an important part of the character of the Southwest Area Plan and has become ingrained in the culture of the surrounding communities.

Three districts have been established for this policy area – Winery, Equestrian and Residential – to ensure long-term viability of the wine industry while protecting the community’s equestrian rural lifestyle. The overarching policies for this region promote a strong identity for the Temecula Valley Wine Country. Additional policies within each district provide for complimentary uses distinct to the delineated areas. These policies protect against the location of activities that are incompatible with existing residential and equestrian uses, which could lead to land use conflicts in the future. These policies also establish a framework for the implementing Wine Country (WC) Zones and Design Guidelines, which have been established to further promote and preserve the distinctive character of this unique area. The following policies are applicable to the Temecula Valley Wine Country Policy Area:



SWAP = Southwest Area
Plan Policy

SWAP 1.1 Require boundary changes to the Temecula Valley Wine Country Policy Area to be subject to the Foundation Component Amendment process unless county-initiated amendment.

SWAP 1.2 Maintain distinct characters of the Winery, Equestrian, and Residential Districts through implementing zones to promote harmonious coexistence of these uses.

SWAP 1.3 Permit Class I Wineries on 5 acres or more provided that at least:

- 75% of the project site is planted in vineyards;
- 75% of the grapes utilized in wine production are grown or raised within the county; and
- The winery facility shall be less than 1,500 square feet.

SWAP 1.4 Permit Class II Wineries with limited commercial uses such as sampling rooms and retail wine sales establishments on a minimum lot size of ten (10) acres to promote viticulture potential of this region provided that at least:

- 75% of the project site is planted in vineyards;
- 75% of the grapes utilized in wine production are grown or raised within the county; and
- The winery facility shall at least produce 3,500 gallons of wine annually.

SWAP 1.5 Require a density of ten (10) acres minimum for tentative approval of residential tract and parcel maps after (March 11, 2014) regardless of the underlying land use designation except in the Wine Country – Residential District where a density of five (5) acres minimum shall apply.

SWAP 1.6 Allow small-scale cottage inns or cottage industries. Encourage agricultural operations, equestrian activities and vineyard planting with such uses to reflect the unique character of this Policy Area.

SWAP 1.7 Develop and implement an integrated trails network that carefully considers all trail users, and includes, but is not limited to, regional open space trails, wine country roadside trails, wine country connector trails, bike paths, historic trails, etc. as shown in SWAP Figure 8. SWAP Figure 8 Trails and Bikeway System is a conceptual Trails Plan that shows ideal trail alignments with various trail classifications to support a multi-use trails network.

There are three multi-use trail types shown on SWAP Figure 8 that are unique to the Wine Country Policy Area:

Regional Open Space Trail: Trails along Rancho California Road, Anza Road, De Portola Road, Pauba Road, and La Serena Way are intended to serve as backbone trails for the Wine Country Trails Network and are to be built within the road right-of-way (ROW). The trails along Rancho California Road and Anza Road can support combination trails as described in the Temecula Valley Wine Country Design Guidelines. The combination trails includes a Class I Bike Path and Regional Trail split on either side of the road. The Class I Bike Path will comply with the most current Caltrans Standards. The Regional

Trail path will be 10' to 12' in width. The trail paths along De Portola Road, Pauba Road and La Serena Way will be 4' to 8' in width. The widths of the trails may be modified due to road conditions including ROW availability as determined by the Riverside County Transportation Department. Trails along De Portola Road shall be considered as part of all future road improvement plans.

There are a few smaller trail segments that are also classified as Regional Open Space Trails located between properties. These trails are single track paths having earthen base and will be no wider than 4' with an ideal width of 2'. These trails would require an 8' easement. The Regional Open Space Trail segments will become an integral part of the regional trail program of the County's Regional Park and Open-Space District. The actual construction and operation of these trails are reliant on securing trail easements and funding sources for continual trail maintenance.

Wine Country Roadside Trail: These trails are also located along road ROW. Wine Country Roadside Trails would be 4' to 8' in width along one side of the road, consisting of unimproved or decomposed granite material.

Funding sources would be sought for the development and maintenance of Wine Country Roadside Trails (e.g. Landscape District, County Service Area (CSA), and Transportation District).

Wine Country Connector Trail: Wine Country Connector Trails provide additional connection routes, through private property. Thus, trail construction would require consent of the property owner and the establishment of access easements. Trail design would vary per site conditions. Partnerships between a local entity and private property owner would be required to develop and maintain trails, as well as define the acceptable use of the trails. The use of such trails is prohibited unless proper permission from the current property owners is granted or easements secured.

Class 2 and Class 3 Bikeways are not specifically shown on SWAP Figure 8 within the Temecula Valley Wine Country Policy Area; however, these bikeways may be located along roads that would safely support it. All trails within the Wine Country Policy Area would consist of unimproved or decomposed granite materials, or material approved for use by the Riverside County Parks and Open Space District and the Riverside County Transportation Department. The trail paths require a 2' buffer on both sides of the path. The trails would include a fence or landscaped buffer from the roadway and private property.

The actual development and ultimate location of each trail segments are dependent on various funding sources, prioritizing needs, user safety, adequate road ROW, contiguous trail easements, the agency or entity that assumes responsibility for the trails' operation including maintenance, and in some cases, property owners' permission. The County will work with the community to identify segments that can be developed first as land use development and road improvement occurs and funding becomes available.

SWAP 1.8 Pending adoption of an updated Air Quality Element and Climate Action Plan (CAP), ensure that new development selects greenhouse gas (GHG) reduction measures from the Option Tables to achieve the County's GHG emission reduction thresholds as set forth in the Greenhouse Gas

Reduction Workbook (workbook). Alternatively, new developments may utilize other reduction mechanisms to achieve reduction thresholds as prescribe in the workbook.

Wine Country – Winery District

The Wine Country – Winery District generally encompasses the area formally recognized as the Citrus/Vineyard Policy Area and includes additional areas to the east and south. The primary purpose of the Winery District is to promote the establishment of additional commercial activities that support tourism while ensuring long-term viability of the wine industry. The secondary purpose of the Winery District is to recognize, and allow the expansion of, existing wineries that are integral part of the Temecula Valley Wine Country economy.

- SWAP 1.9 Encourage new incidental commercial uses that promote tourist related activities for the wine industry as described in the Wine Country – Winery (WC-W) Zone.
- SWAP 1.10 Allow the 31 existing wineries that were adopted prior to March 11, 2014 and are shown on Figure 4B to expand as described in the Wine Country – Winery Existing (WC-WE) Zone.
- SWAP 1.11 Allow incidental commercial uses such as special occasion facilities, hotels, resorts, restaurants and delicatessens in conjunction with commercial wineries as defined in the implementing zones.

Winery District Overlay

The purpose of the Winery District Overlay is to identify property that may be developed either under the Winery District Overlay or under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.

- SWAP 1.12 Allow properties within the Winery District Overlay the opportunity to utilize either the density and uses allowed under the Rural Community-Estate Density Residential land use designation or the density and uses allowed in the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area.
- SWAP 1.13 The Winery District Overlay is within the area depicted on Figure 4B.
- SWAP 1.14 When developing under the Rural Community-Estate Density Residential land use designation, the following provisions apply:
- a. Allow land uses consistent with the Rural Community- Estate Density Residential land use designation.
 - b. The minimum density shall be one dwelling unit per two (2) acres.
 - c. Proposed uses and related development standards shall be implemented through the Rural Agriculture (R-A) zone with a minimum lot size of two acres.
 - d. The provisions of the Temecula Valley Wine Country Policy Area do not apply.
- SWAP 1.15 When developing under the Wine Country-Winery District within the Temecula Valley Wine Country Policy Area the following provision shall apply:
- a. Allow land uses consistent with the Wine Country-Winery District.

- b. The minimum density shall be one dwelling unit per ten acres.
- c. Proposed uses and related development standards shall be implemented through Wine Country-Winery (WC-W) Zone.
- d. The provisions of the Rural Community-Estate Density Residential land use designation do not apply.

SWAP 1.16 Require that adequate water resources, sewer facilities and/or septic capacity exist to meet the demands of the proposed land use and development.

Wine Country – Equestrian District

The Wine Country – Equestrian District generally encompasses the area formerly recognized as the Valle de los Caballos Policy Area. The purpose of the Equestrian District is to protect and promote equestrian uses in the Temecula Valley Wine Country Policy Area to make this a unique Wine Country in the nation.

SWAP 1.17 Encourage equestrian establishments that promote the equestrian lifestyle as described in the Wine Country – Equestrian (WC-E) Zone.

SWAP 1.18 Permit incidental commercial uses such as western style stores, polo-grounds, or horse racing tracks, petting zoos, event grounds, horse show facilities, animal hospitals, restaurants, delicatessens, and special occasion facilities in conjunction with commercial equestrian establishments on lots larger than 10 acres to encourage equestrian tourism in this community.

Wine Country – Residential District

The Wine Country – Residential District is located in the central and northeastern portions of the Temecula Valley Wine Country Policy Area. The purpose of the Residential District is to encourage permanent estate lot residential stock in this region to balance the tourism related activities.

SWAP 1.19 Encourage residential development that complements the Temecula Valley Wine Country Policy Area as described in the Wine Country – Residential (WC-R) Zone.

SWAP 1.20 Encourage tentative approval of residential tract and parcel maps to cluster development in conjunction with on-site vineyards provided that the overall project density yield does not exceed one dwelling unit per five (5) acres. While the lot sizes in a clustered development may vary, require a minimum lot size of 1 acre, with at least 75% of the project area permanently set-aside as vineyards.

[SWAP 2.0 policies are reserved for future use.]

North Skinner

This policy area in the northeast portion of the Southwest planning area encompasses an expanse of rolling hills, mountainous terrain, agricultural uses, and rural residences. Development in this area is characterized by large lot residential uses on at least ten acres. In this policy area, the Rural Residential land use designation allow a five-acre

minimum lot size, which does not preserve this rural character. A larger minimum lot size of ten acres is more consistent with the existing uses.

Policy:

SWAP 3.1 Require a minimum lot size of 10 acres for residential development within the North Skinner Policy Area, regardless of the underlying land use designation.

Vail Lake

The Vail Lake Policy Area is located three miles east of the city limits of the City of Temecula and approximately five miles east of Interstate 15, a major transportation corridor. The Vail Lake Policy Area recognizes: 1) the biological and aesthetic uniqueness of the property, including the steep slopes adjacent to much of the lake shore; 2) both the existing and the potential recreation uses of the lake and the land around the lake; and 3) the constraints imposed by limited availability of public facilities. The importance of accommodating the unique characteristics of the Vail Lake area is recognized by property owners, recreation enthusiasts and environmental advocates.

In order to maximize the preservation and protection of onsite biological resources, any future development within the Vail Lake Policy Area should be focused in the portions of the site that have been developed or can appropriately be developed.

Policy:

SWAP 4.1 Balance the development and recreation value with protection of the biological and aesthetic resources of the Vail Lake Policy Area by enforcing the following:

- Any future development shall be focused into the least biologically sensitive areas of the site. Development beyond what is currently allowed shall only occur in accordance with the provisions of an adopted Specific Plan.
- Provide for adequate long-term protection to threatened and endangered plant and animal species.

“

Conserved multipurpose open space is viewed as a critical part of the County's system of public facilities and services required to improve the existing quality of life and accommodate new development.

”

- RCIP Vision

- Provide for recreation access to Vail Lake and other recreational opportunities including a network of equestrian and foot trails available for public use, as described in the Open Space, Parks and Recreation section of the General Plan Multipurpose Open Space Element.
- If the lake is retained in private ownership, prepare a lake management plan to protect water quality, adjacent riparian plant and animal life and recreation opportunities.
- Protect outstanding scenic vistas as described in the Hillside Development and Slope section and the Scenic Corridors section of the General Plan Land Use Element and the Scenic Resources section and Scenic Corridors section of the General Plan Multipurpose Open Space Element.
- Provide adequate access as described in the System Access section of the General Plan Circulation Element.

- Control the design of future development by minimizing grading cuts and fill, clustering development in the least biologically sensitive areas, and minimizing light and glare impacts.
- Provide natural and cultural resource education opportunities.

Santa Rosa Plateau/De Luz

The Santa Rosa Plateau/De Luz area is set in the Santa Ana Mountains west of the Cities of Temecula and Murrieta among rolling hills, steep slopes, and valleys, which are dotted with avocado and citrus farms. As mentioned, the unique Santa Rosa Plateau Ecological Reserve is located here, and because of its size (8,200 acres) plays a significant role in setting the character for the area. Scattered among these abundant natural features are residential equestrian estates and ranches. Access to the area is limited not only by the terrain, but by the fact that there are only two major roads into the area: Clinton Keith and De Luz Roads.

The Santa Rosa Plateau/De Luz Policy Area is intended to help maintain the rural and natural character of the area, account for its varied topography, and address the long term stability of the Santa Rosa Plateau Ecological Reserve. On the flatter lands in certain locations, rural residential development or agricultural uses are appropriate. However, in order to maintain the Plateau's attributes, future development must be designed in accordance with the area's rural character; limit the amount of grading to maintain the natural terrain to the greatest extent possible; and limit impacts to the ecological reserve.

Policies:

- SWAP 5.1 Notwithstanding the Rural Mountainous designation of this area, residential parcels as small as five acres in area may be established through the tract map or parcel map process provided that:
- a. The proposed building sites and access areas from the roadway to the building sites are not located in areas subject to potential slope instability.
 - b. The proposed lots provide sufficient area for septic tank filter fields on lands that are not subject to "severe" limitations for such use due to either (1) shallow depth to bedrock or (2) slopes of 25% or greater.

Within this Policy Area, tract maps and parcel maps may maintain an average density of one dwelling unit per five acres.

- SWAP 5.2 Preserve the land within the Santa Rosa Plateau Ecological Reserve, excluding any privately owned parcels, for habitat and open space uses.

Walker Basin Policy Area

The Walker Basin Policy Area is located within the Santa Rosa Plateau/De Luz Policy Area and is subject to the policies for that area, as specified above. This area was previously included in a specific plan approved in the 1980s for a residential development with a golf course. While the golf course was developed, the residential development did not occur. On July 15, 2003, to ensure that future development of the property would be consistent with the character of the surrounding area, would not require extensions of major roads and urban infrastructure, including sewer service, and would be protective of the important natural features of the site, the property's specific plan

designation was repealed, and the site's general plan designation was amended to 5-acre minimum for the 385-acre residential portion of the site, and to Open Space Recreation for the golf course area. Within this policy area, the County of Riverside may consider allowing lots smaller than 5 acres on the residential portion of the site in conjunction with a specific plan application, and may consider an increase in density of up to 25% above the maximum density allowed by the site's existing general plan designation, provided that the criteria specified below are met.

Policies:

- SWAP 6.1 The proposed development shall be of a scale that would not require the introduction of sewer infrastructure, major road improvements, or other urban services or infrastructure into the hilly De Luz area, or the establishment of assessment districts to finance such infrastructure.
- SWAP 6.2 The proposed development shall be compatible with the surrounding rural residential area. Any lots smaller than five acres shall be clustered around the interior of the site, and the properties surrounding the Walker Basin Policy Area shall be buffered from the clustered smaller lots by lots larger than five acres within the perimeter of the project. Any larger lots needed to maintain the required buffering shall be protected against further subdivision by legally enforceable conditions or restrictions prior to or concurrently with the creation of any lots smaller than five acres.
- SWAP 6.3 The proposed development shall provide for the protection of stream courses, oak trees, wildlife corridors, and other important natural features of the site.
- SWAP 6.4 The proposed development shall provide for traffic and fire safety improvements that will contribute to the public good.
- SWAP 6.5 The proposed development shall be designed to further the objectives of the Western Riverside County Multi-Species Habitat Conservation Plan.

Sections 25/36 Policy Area

The Sections 25/36 Policy Area has been created to recognize the special challenges and opportunities associated with planning for development, transportation, preservation, and recreation needs within an approximately 1.5 square mile area located northerly of Clinton Keith Road, southerly of Keller Road, and westerly of Briggs Road and comprised of four large, contiguous parcels. Following are the policies for this area:

Policy:

- SWAP 7.1 In order to provide for balancing of the transportation corridor, development, and recreational values of this area with protection of the biological and aesthetic resources associated with Warm Springs Creek, the County of Riverside shall require that future development proposals:
 - Provide for adequate long-term protection of Warm Springs Creek and its associated wetland and riparian habitats;
 - Cluster development areas to provide efficient use of infrastructure and allow for the use of onsite amenities such as open spaces, enhanced landscaping, and recreational opportunities;

- Provide for recreational opportunities including a network of multipurpose trails available for public use, as described in the Open Space, Parks, and Recreation section of the General Plan Multipurpose Open Space Element;
- Provide adequate access as described in the System Access section of the General Plan Circulation Element;
- Respect the natural landforms of the Policy Area;
- Provide that plans for development be consistent with the City of Murrieta General Plan Sphere of Influence designations for the property and for the surrounding area; and
- Provide that all plans for development shall comply with Highway 79 Policy Area requirements to provide improvements and funding for Circulation Element roadways consistent with Level of Service Policies of the General Plan.

Keller Road South Side Policy Area

The Keller Road South Side Policy Area consists of two ten-acre parcels located southerly of Keller Road and westerly of Leon Road (together comprising the north half of the northeast quarter of the northeast quarter of Section 30, Township 6 South, Range 2 West), directly easterly of the French Valley Specific Plan (Specific Plan No. 312). These properties are designated Community Development - Low Density Residential. While this designation provides for a density of two dwelling units per acre, which generally corresponds to a one-half acre lot size, the Community Development foundation component would normally allow for use of clustering to establish smaller lots. However, at this location, it is necessary to provide for a minimum lot size along Keller Road in order to maintain compatibility with the rural lifestyle enjoyed by residents of areas to the east (designated Rural Residential) and north (designated Rural Community - Estate Density Residential with a dwelling unit density of one dwelling unit per 2 ½ acres by policy). This approach would also be consistent with the special buffering provisions included in the final version of the French Valley Specific Plan.

Policy:

SWAP 8.1 Notwithstanding the Community Development foundation component designation of this Policy Area, lots fronting onto the south side of Keller Road (or, if no lots front on Keller Road, the most northerly row of lots) shall maintain a minimum lot area of one-half acre. In the event that this Policy Area is the subject of a land division proposing to establish any lots smaller than one-half acre, the first two rows of lots southerly of Keller Road shall maintain a minimum net lot size of 30,000 square feet.

Leon/Keller Road Policy Area

Notwithstanding the Estate Density Residential designation of this area on the Southwest Area Plan map, the Leon/Keller Road Policy Area may only be developed at a maximum residential intensity of one (1) dwelling unit per 2 ½ acres.

Highway 79 Policy Area

The purpose of the Highway 79 Policy Area is to address transportation infrastructure capacity within the policy area. Applicable policies are also located in the Circulation Element of the General Plan.

Policies:

- SWAP 9.1 Accelerate the construction of transportation infrastructure in the Highway 79 Policy Area corridor between Temecula, Hemet, San Jacinto and Banning. The County of Riverside shall require that all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth. The County of Riverside shall coordinate with cities in the Highway 79 corridor to accelerate the usable revenue flow of existing funding programs, thus expediting the development of the transportation infrastructure.
- SWAP 9.2 Maintain a program in the Highway 79 Policy Area to ensure that overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. In general, the program would establish guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area development projects produce traffic generation at a level that is 9% less than the trips projected from the General Plan traffic model residential land use designations. Individually, projects could exceed the General Plan traffic model trip generation level, provided it can be demonstrated that sufficient reductions have occurred on other projects in order to meet Level of Service standards.
- SWAP 9.3 To ensure that Riverside County's traffic volume range breaks for the various facility types used to determine LOS stay current, review and update the thresholds periodically.

Diamond Valley Lake Policy Area

Diamond Valley Lake (DVL) is a recently built, approximately 800,000-acre-foot capacity reservoir owned and operated by the Metropolitan Water District (MWD), which provides domestic water supplies to much of Southern California. Diamond Valley Lake is strategically located, with ample adjacent land, to also provide for a wide variety of recreational opportunities for the residents of Riverside County and Southern California, and beyond. Potential recreational opportunities include, but are not limited to, fishing, boating, camping, golfing, picnicking, bicycling, horseback riding, and hiking. In support of recreational facilities, other tourist-oriented facilities including hotels, restaurants, and commercial services are anticipated to be developed in the future. The County of Riverside will continue to cooperate with MWD and Diamond Valley Lake's other neighboring jurisdiction, the City of Hemet, to encourage development of the lake's recreational opportunities and supporting commercial services.

It is envisioned that Diamond Valley Lake's recreational and tourist-oriented facilities will be developed pursuant to one or more specific plans contained within the policy area. The Harvest Valley/Winchester, Southwest, and San Jacinto Valley Area Plans illustrate MWD's concept, at the time of the adoption of the Riverside County General Plan, for the potential future development of the DVL lands. Following are the policies for development in the Diamond Valley Lake Policy Area (DVLPA):

Policies:

- SWAP 10.1 Continue cooperating with the Metropolitan Water District and the City of Hemet to encourage the development of a comprehensive program for recreational and support commercial facilities at Diamond Valley Lake.
- SWAP 10.2 All development shall occur through specific plans. Any specific plans adopted in the Diamond Valley Lake Policy Area shall be classified as Community Development Specific Plans.
- SWAP 10.3 The Diamond Valley Lake Policy Area, in its entirety, is included in the Highway 79 Policy Area (Circulation Element Policies C 2.6 and C 2.7).
- SWAP 10.4 Provided that total development intensity for the entire Diamond Valley Lake Policy Area is not increased beyond the level of development intensity established for this area at the time of the adoption of the General Plan, no general plan amendments shall be required to be filed and approved in order to authorize changes in mapped general plan designations, provided that any such changes are approved through specific plan applications (specific plans, specific plan amendments, substantial conformances, as appropriate). The approved specific plan applications will constitute the General Plan Element mapped land use designations for the areas so affected. In the event that total development intensity for the entire DVLPA would be exceeded due to any development proposal within the area, the application must be accompanied by, and approved through, a general plan amendment (GPA) application. No such GPA shall be subject to the General Plan Certainty System's eight-year amendment cycle 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.

French Valley Airport Influence Area

The French Valley Airport is an active airport located easterly of the City of Murrieta and 2 miles north of the City of Temecula. The boundary of the French Valley Airport Influence Area is shown in Figure 4, Overlays and Policy Areas. There are a number of Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5, French Valley Airport Influence Area. Properties within these zones are subject to regulations governing such issues as development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1, and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to French Valley Airport). For more information on these zones and additional airport policies, refer to Appendix L-1, and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policy:

- SWAP 11.1 To provide for the orderly development of French Valley Airport and the surrounding areas, comply with the Airport Land Use Compatibility Plan for French Valley 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.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans

Specific plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Please refer to Table 3, Adopted Specific Plans in the Southwest Area Plan, for specific plan names and numbers that are located in the Southwest planning area. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department.

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

The fourteen specific plans located in the Southwest planning area are listed in Table 3, Adopted Specific Plans in the Southwest Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan, with the exception of Johnson Ranch, which was initially approved as a Community Development Specific Plan but has subsequently been purchased for habitat conservation. The approval of the Johnson Ranch Specific Plan will be considered for rescission during the initial round of Specific Plan reviews.

Table 3: Adopted Specific Plans in the Southwest Area Plan

Specific Plan	Specific Plan #
Dutch Village	106
Rancho Bella Vista	184
Winchester Properties	213
Crown Valley Village	238
Borel Air Park	265
Quinta Do Lago	284
Winchester 1800	286
Johnson Ranch	307
French Valley	312
Morgan Hill	313
Domenigoni/Barton Properties*	310
Keller Crossing	380
Belle Terre	382

Source: Riverside County Planning Department.

*Portions of this specific plan extend into a neighboring Area Plan

**Table 4: Airport Land Use Compatibility Criteria for Riverside County
(Applicable to French Valley 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 flight ⁹ 	<ul style="list-style-type: none"> Avigation easement dedication
B1	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	40 45 50	80 90 100	104 117 130	30% 35% 40%	<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 uses ¹⁰ Aboveground bulk storage of hazardous materials¹¹ Critical community infrastructure facilities ¹² Hazards to flight ⁹ 	<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 buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
B2	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	<ul style="list-style-type: none"> Same as Zone B1, except that buildings may have up to 3 above ground habitable floors. 	<ul style="list-style-type: none"> Locate structures maximum distance from runway Minimum NLR of 25 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >35 feet tall ¹⁴ Avigation easement dedication
C	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	80 90 100	160 180 200	208 234 260	20% 25% 30%	<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 uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Minimum NLR of 20 dB in residences (including mobile homes) and office buildings ¹³ Airspace review required for objects >70 feet tall ¹⁵ Deed notice required

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			
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	150	450	585	10%	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses ¹⁰ Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall ¹⁵ Children's schools, hospitals, nursing homes discouraged ¹⁷ Deed notice required
E	Other Airport Environs	No Limit	No Limit ¹⁸			No Req't	<ul style="list-style-type: none"> Hazards to flight ⁹ 	<ul style="list-style-type: none"> Airspace review required for objects >100 feet tall ¹⁵ Major spectator-oriented sports stadiums, amphitheatres, concert halls discouraged beneath principal flight tracks ¹⁸
*	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	<ul style="list-style-type: none"> Same as Underlying Compatibility Zone 	<ul style="list-style-type: none"> Airspace review required for objects >35 feet tall ¹⁴ 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.
- The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of non-aviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.

Table 4, continued

- 15 This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not to be obstructions. See Policies 4.3.3 and 4.3.4.
- 16 Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- 17 Discouraged uses should generally not be permitted unless no feasible alternative is available.
- 18 Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.
- 19 Residential densities to be calculated on a net basis – the overall developable area of a project site exclusive of permanently dedicated open lands as defined in Policy 4.2.4 or other open space required for environmental purposes.

Land Use

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

Local Land Use Policies

Community Centers

The Southwest Area Plan Land Use Plan identifies one community center overlay within the planning area southerly of Scott Road and westerly of Winchester Road. The Community Center land use overlay allows the property to be developed pursuant to a specific plan proposing an unique mix of employment, commercial, public, and residential uses. In order to promote a compact mixture of these uses and to help bring about an ambiance tailored to the pedestrian, voluntary incentives may be necessary to promote this more efficient form of land development.

Policies:

- SWAP 12.1 Require that the area designated as Community Center Overlay be designed and developed as one specific plan of land use, or as part of a larger specific plan.
- SWAP 12.2 Provide incentives, such as density bonuses and regulatory concessions to property owners and developers, to facilitate the development of community centers as designated on the Southwest Area Plan Land Use Plan, Figure 3.



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



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

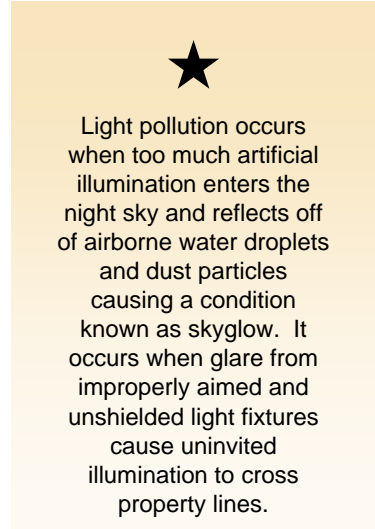
SWAP 12.3 Ensure that community centers development adheres to those policies listed in the Community Centers Area Plan land use designation section of the General Plan Land Use Element.

Mount Palomar Nighttime Lighting Requirements

The Mount Palomar Observatory, located just outside of the Southwest planning area in San Diego County, requires unique nighttime lighting standards in order to allow the night sky to be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the observatory’s view. Please see Figure 6, Mt. Palomar Nighttime Lighting Policy for areas that may be impacted by these standards.

Policy:

SWAP 13.1 Adhere to the lighting requirements of county ordinances for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.



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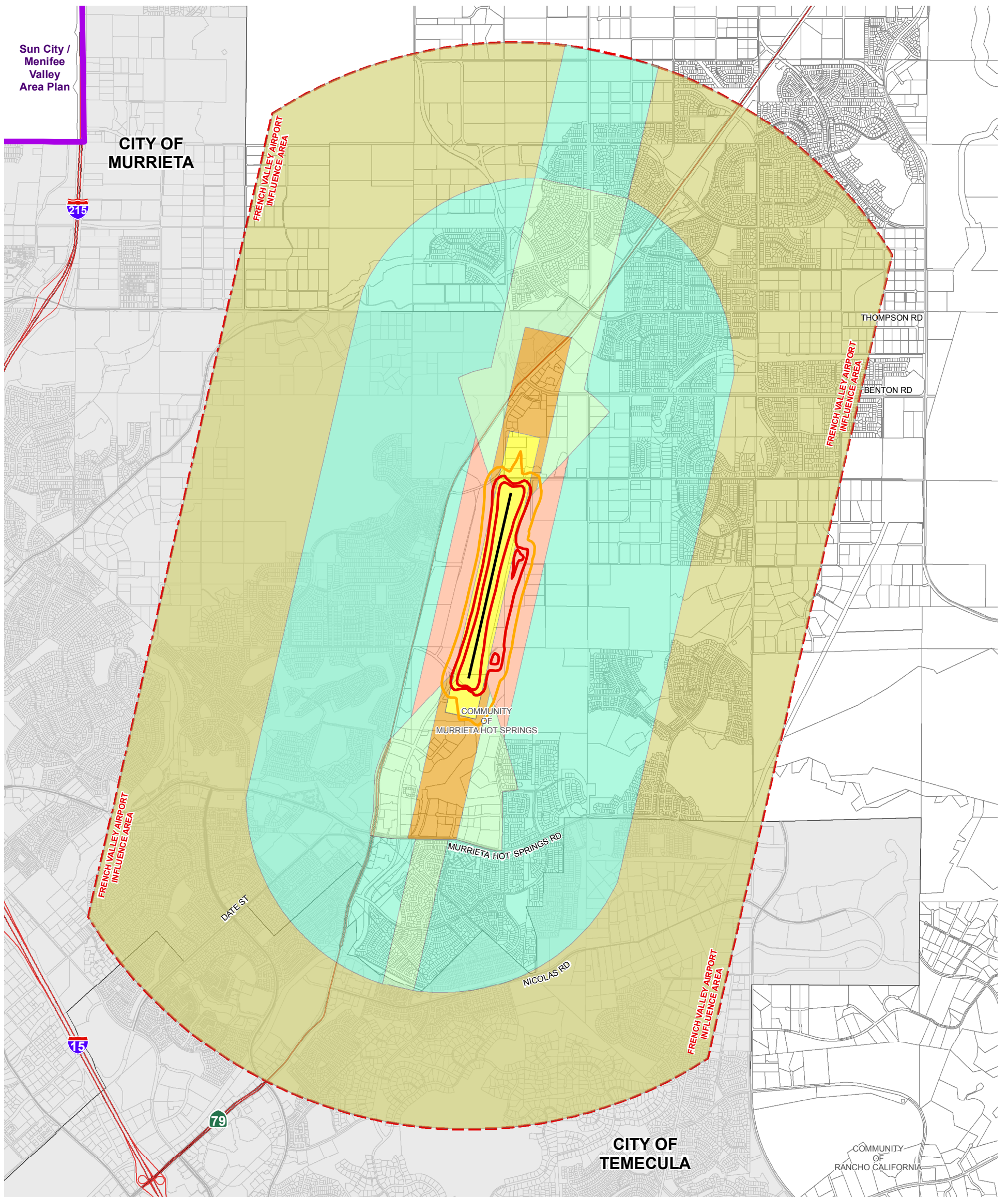
Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property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

Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial 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:

SWAP 14.1 Adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts.



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 Runways
- Airport Influence Area

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 5

December 8, 2015

Miles

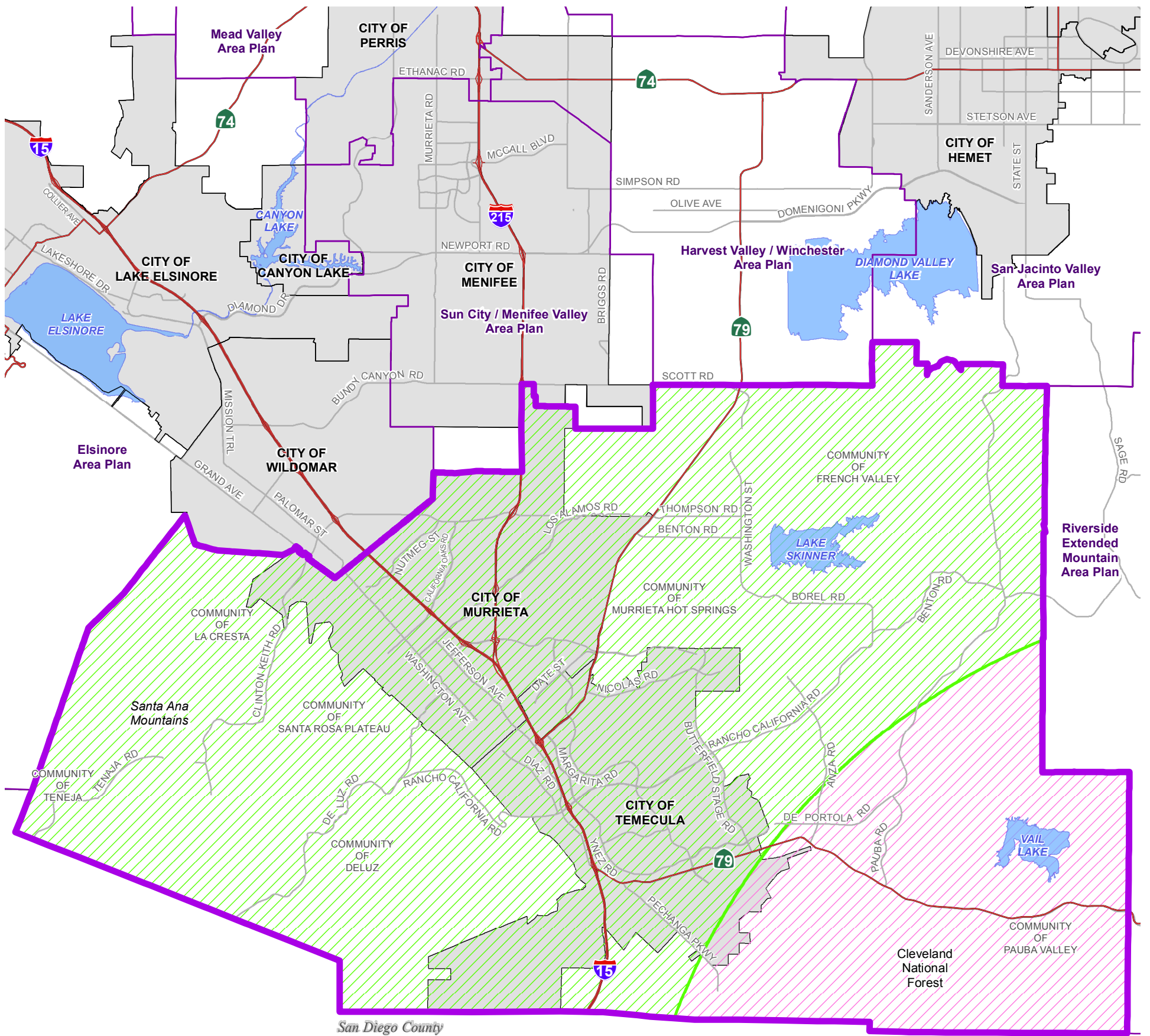
0 0.475 0.95

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**SOUTHWEST AREA PLAN
FRENCH VALLEY AIRPORT
INFLUENCE AREA**

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Data Source: Riverside County (2010)







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

Figure 6

December 8, 2015

0 2 4 Miles

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



**SOUTHWEST AREA PLAN
MT PALOMAR NIGHT TIME
LIGHTING POLICY AREA**

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Agricultural Preservation

Agriculture continues to be an important component for many communities within the Southwest planning area. In addition to offering valuable agricultural production, the wineries and vineyards are a strong tourist attraction and economic asset for the Southwest planning area. The citrus and avocado groves also provide a viable agricultural product, while cattle can be found grazing on the rangeland. Not only do each of these agricultural uses provide an economic benefit, but they also help to preserve the historic character of the Southwest planning area.

Policy:

SWAP 15.1 Protect farmland and agricultural resources in the Southwest planning area through adherence to the Agricultural Resources section of the General Plan Multipurpose Open Space Element and the Agriculture section of the General Plan Land Use Element, as well as the provisions of the Citrus/Vineyard Policy Area.

“

A major thrust of the multipurpose open space system is the preservation of components of the ecosystem and landscape that embody the historic character and habitat of the County, even though some areas have been impacted by man-made changes.

”

- RCIP Vision

Ridgeline Policies

The ridgeline westerly of Interstate 15 is an outstanding visual feature that merits conservation in accordance with the Scenic Resources section of the Multipurpose Open Space Element. In order to maintain the natural appearance of this ridgeline, developments located within one-half mile of the ridgeline are reviewed in an effort to ensure that buildings and roof tops do not project above the ridgeline as viewed from the Temecula Basin.

Policy:

SWAP 16.1 Building sites shall not be permitted on the Western Ridgeline as identified on the Area Plan Land Use map. Projects proposed within the area of the Western Ridgeline shall be evaluated on a case by case basis to ensure that building pad sites are located so that buildings and roof tops do not project above the Ridgeline as viewed from the Temecula Basin. All projects within one-half mile of the Western Ridgeline shall also be evaluated on a case-by-case basis to determine if the building site will have an adverse impact to the ridgeline as viewed from the basin.

Circulation

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

“

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

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 Southwest 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 Southwest Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Southwest 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 Southwest Area Plan is shown on Figure 7, Circulation. The vehicular circulation system in the Southwest Area Plan is anchored by Interstate 15 and Interstate 215, which merge in the City of Temecula and run north toward the Cities of Corona and Moreno Valley, respectively. Another significant roadway within the planning area is State Route 79, which runs north-south through the French Valley and then continues east-west through the Pauba Valley. De Luz and Tenaja/Clinton Keith Roads are classified as Mountain Arterials southwest of Murrieta, and run east-west to connect Orange County with Interstate 15. Rancho California and De Portola Roads generally run southwest to northeast through the planning area serving the rural land east of Temecula. Washington Street is also classified as an arterial extending north/south.

Major and secondary arterials and collector roads branch off from these major roadways and provide access to local uses. The street system is more complex in urban areas than in areas that are rural or have rugged terrain.

Policies:

- SWAP 17.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the General Plan Circulation Element.
- SWAP 17.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.
- SWAP 17.3 Support the implementation of a new interchange on Interstate 15, southerly of the State Highway 79 South interchange.

Trails and Bikeway System

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

A network of trails has been planned for the Southwest planning area to make mobility for pedestrians, equestrians, and bicyclists more feasible and to provide an attractive means of recreation. The trails shown on Figure 8, Trails and Bikeway System, are conceptual representations of the proposed system. The intent is to describe the desired routes and connections, leaving detailed right-of-way studies and precise alignments for determination at a later date or when proposed development projects are required to accommodate portions of the system. The following Southwest Area Plan policy supplements general trails policies throughout Riverside County.

Policy:

- SWAP 18.1 Implement the Trails and Bikeway System, Figure 8, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

Scenic Highways

Scenic Highways are a unique component of the circulation system as they traverse areas of unusual scenic or aesthetic value 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, three highways within the Southwest planning area have been nominated for Scenic Highway status. The portions of Interstate 215 and State Route 79 South that pass through the Southwest planning area are Eligible Scenic Highways. Interstate 215 provides the traveler with panoramic views of agricultural lands and mountain backdrops. State Route 79 South offers views as diverse as adjacent rural horse ranches in Rancho California and distant views of Palomar Mountain. Interstate 15 is



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.”

designated as an Eligible State Scenic Highway as well because of distinct rural scenes in Murrieta, nearby and distant mountain views, and linkage to San Diego County’s system of scenic routes.

Policy:

SWAP 19.1 Protect the scenic highways in the Southwest planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Community Environmental Transportation Acceptability Process (CETAP) Corridors

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

The Winchester to Temecula CETAP Corridor passes through the Southwest planning area. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policy:

SWAP 20.1 Accommodate the Winchester to Temecula CETAP Corridor in accordance with the Community Environmental Transportation Acceptability Process section of the General Plan Circulation Element.

“

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

”

- RCIP Vision

Multipurpose Open Space

The Southwest planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of Amulti-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 Southwest planning area open space system is highly rich and varied, including such features as the Agua Tibia and the Santa Ana Mountain ranges; Murrieta, Warm Springs, and Santa Gertrudis Creeks; the richly diverse Santa Margarita River; and numerous mountains, hills, and slopes that provide open space, habitat, and recreation spaces. These quality spaces encompass a variety of habitats including riparian corridors, vernal pools, oak woodlands, chaparral habitats, groves, vineyards, and agricultural fields, 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 Southwest planning area. It is the scenic 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, which is another important aspect of the Vision.

The topography of the Southwest planning area is a major factor in shaping the distinct character of the region. The slopes and ridgelines defining the valleys where most development is located not only provide a scenic vista; they also account for much of the irreplaceable habitat.

It is of the utmost importance to maintain a balance between growth and natural resource preservation if the overall character cherished by residents of the Southwest planning area is to be sustained.

Local Open Space Policies

Watersheds, Floodplains, and Watercourses

The Southwest planning area contains a major portion of the Santa Margarita River watershed, which includes the Murrieta, Temecula, Warm Springs, Santa Gertrudis, and Pechanga Creeks. This watershed, and its included watercourses, provide a truly unique habitat for flora and fauna. The watercourses provide corridors through developed land as well as linking open spaces outside of development areas. This allows wildlife the ability to move from one locale to another without crossing developed land. The following policies preserve and protect these important watershed functions.

Policy:

SWAP 21.1 Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the applicable policies found within the Multiple Species Habitat Conservation Plans, Wetlands and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element, as well as use of Best Management Practice policies.



A watershed is the entire region drained by a waterway that flows into a lake or reservoir or the ocean. 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 a wide variety of resources and environments.

Oak Tree Preservation

The Southwest planning area contains significant oak woodland areas that provide habitat and help maintain the area's distinct character. These oak woodlands can be found in many of the mountainous areas, such as the Santa Rosa Plateau, the Cleveland National Forest, Lake Skinner, and the Glen Oaks community. It is necessary to protect this natural resource as a major component of the Southwest planning area's remarkable environmental setting.

Policy:

SWAP 22.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

Multiple Species Habitat Conservation Plan



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



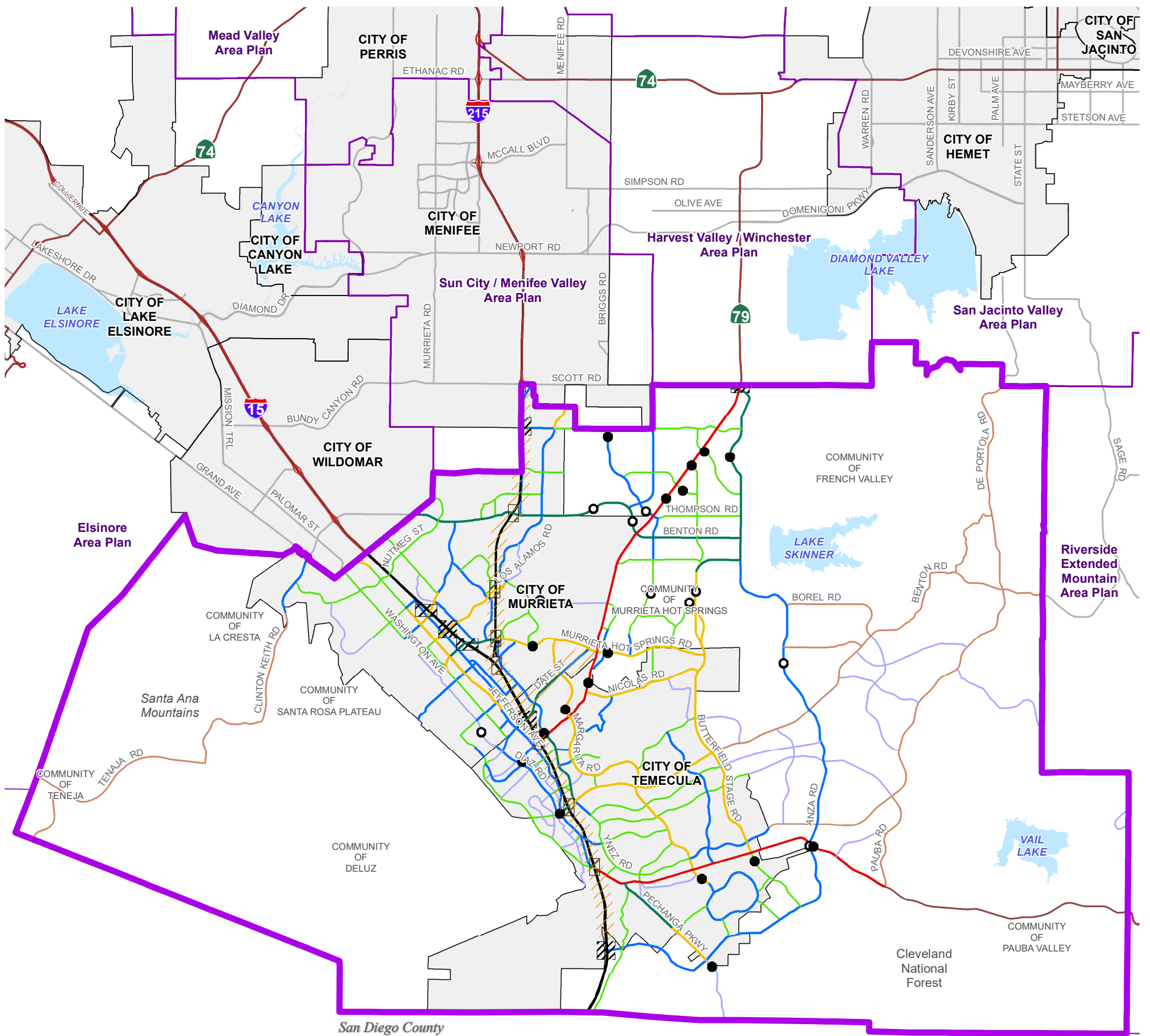
The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW).

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

MSHCP Program Description

The 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 “take of threatened or 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.

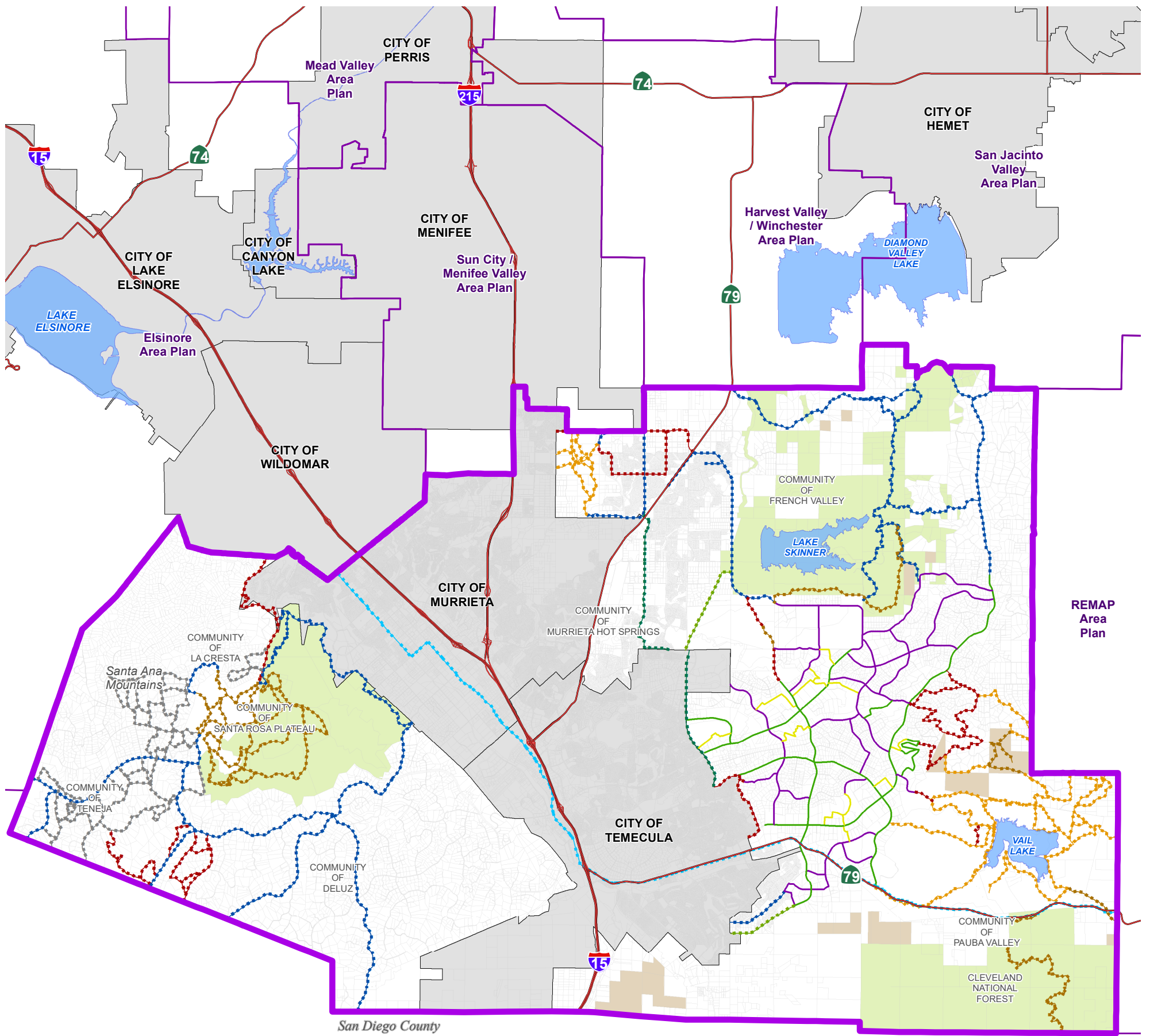


Data Source: Riverside County Transportation

- | | | | |
|-----------------------------------|------------------------------|-----------------|--------------------|
| Freeway (Variable ROW) | Existing Interchange | Existing Bridge | Highways |
| Expressway (128' to 220' ROW) | Proposed Interchange | Proposed Bridge | Area Plan Boundary |
| Urban Arterial (152' ROW) | Winchester to Temecula CETAP | City Boundary | Waterbodies |
| Arterial (128' ROW) | | | |
| Major (118' ROW) | | | |
| Secondary (100' ROW) | | | |
| Mountain Arterial 4 Ln (110' ROW) | | | |
| Mountain Arterial 2 Ln (110' ROW) | | | |
| Collector (74' ROW) | | | |

Figure 7

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Data Source: Riverside County Parks

- Wine Country Connector Trails
- Regional Open Space Trail
- Wine Country Roadside Trail
- Regional Trail: Urban/Suburban
- Community Trail
- Combination Trail (Regional Trail/Class I Bike Path)
- Class I Bike Path
- Class II Bike Path
- Regional Trail: Open Space
- Design Guidelines Trail
- Historic Trail (Southern Immigrant Trail, Juan Bautista De Anza National Historic Trail)
- Non-County Trail (Public and Quasi-Public Lands)
- Private Trail
- Highways
- Area Plan Boundary
- Waterbodies
- City Boundary
- Miscellaneous Public Lands
- Bureau of Land Management (BLM) Lands

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

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

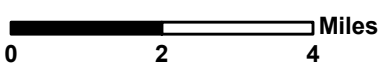
Note: Trails and bikeway maps are a graphic representation identifying the general location and classification of existing and proposed trails and bikeways in the unincorporated area of the County. All questions regarding precise alignment or improvement standards should be referred to the Riverside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



October 24, 2017

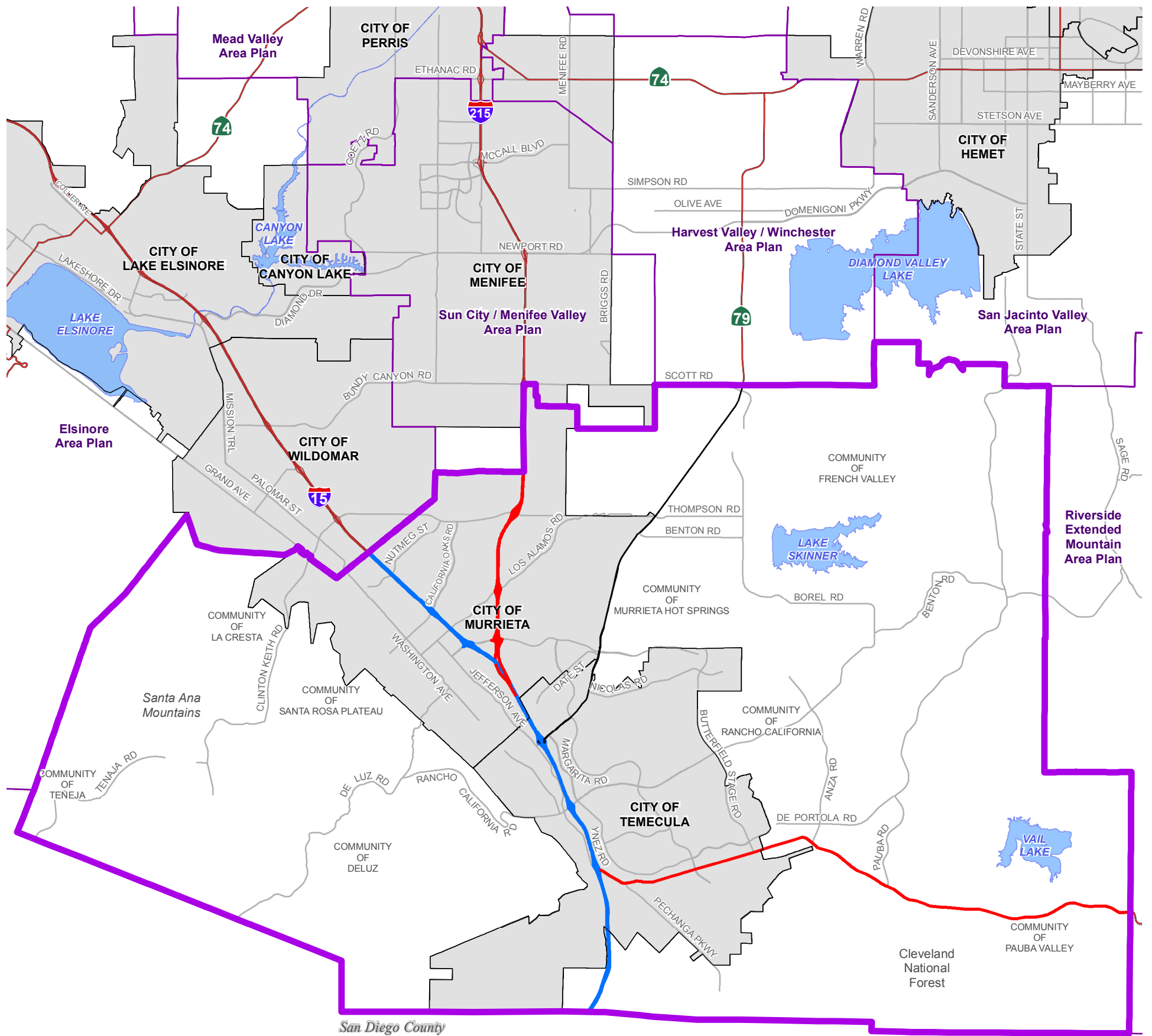


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SOUTHWEST AREA PLAN TRAILS AND BIKEWAY SYSTEM

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

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

Figure 9

December 8, 2015

0 2 4 Miles

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



**SOUTHWEST AREA PLAN
SCENIC HIGHWAYS**


Path: X:\Projects\Planning\AreaPlan\SWAP\SouthWest\MapDocs\SWAP-scenichighways.mxd

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Key Biological Issues

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

Policies:

- | | | |
|-----------|---|--|
| SWAP 23.1 | Provide stepping-stone habitat linkages for the California gnatcatcher as well as other species through the preservation of land from the Santa Rosa Plateau to the Santa Margarita Reserve in San Diego County. | <div style="text-align: center;">  <p>The following sensitive, threatened and endangered species may be found within this area plan:</p> <ul style="list-style-type: none"> Quino checkerspot butterfly Arroyo toad slender-horned spineflower Munz's onion many-stemmed dudleya thread-leaved brodiaea bobcat Vail Lake ceanothus Nevin's barberry orange-throated whiptail California gnatcatcher Bell's sage sparrow smooth tarplant </div> |
| SWAP 23.2 | Conserve the Tenaja corridor, which promotes large mammal movement between the Cleveland National Forest and the Santa Rosa Plateau. | |
| SWAP 23.3 | Maintain habitat connectivity within Murrieta Creek, Temecula Creek, Lower Tocalota Creek, Lower Warm Springs Creek, and Pechanga Creek to facilitate wildlife movement and dispersal, (especially for the California gnatcatcher and Quino checkerspot butterfly) and conservation of wetland species. | |
| SWAP 23.4 | Conserve habitat connections to the Agua Tibia Wilderness, Arroyo Seco, and Wilson Valley. | |
| SWAP 23.5 | Conserve the large block of habitat containing clay soils east of Interstate 215 and south of Scott Road for the Quino checkerspot butterfly and other narrow endemic species such as Munz's onion, California Orcutt grass and spreading navarretia. | |
| SWAP 23.6 | Incorporate a watershed management program into the preservation of wildlife movement and dispersal of wetland species within Pechanga Creek. | |
| SWAP 23.7 | Consider the movement of larger mammals such as the mountain lion, bobcat, and mule deer between the Santa Ana and Mount Palomar Mountains. | |
| SWAP 23.8 | Protect sensitive biological resources in SWAP 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. | |

Hazards

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

Portions of the Southwest planning area may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 10 to Figure 14. These hazards are located throughout the Southwest planning area at varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Southwest planning area.

Local Hazard Policies



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.

Flooding and Dam Inundation

As shown on Figure 10, Flood Hazard Zone, three dams pose a flood hazard in the Southwest planning area. Failure of the 51,000-acre-foot Vail Lake facility could cause flooding in the Pauba and Murrieta Valley’s as well as a three-mile area adjacent to Interstate 15. Failure of the 43,000-acre-foot Lake Skinner Facility could result in flooding along Tualota and Warm Springs Creeks, and eventually Murrieta Creek. According to the Federal Emergency Management Agency (FEMA), failure of the 800,000-acre-foot Diamond Valley Lake, which is located immediately north in the Harvest Valley/Winchester Area Plan, could result in flooding in the French Valley and eventually the Santa Margarita River.

In addition to hazards posed by dam failures, hazards to life and property could result from a significant flood event on the Santa Margarita River, as well as Murrieta, Temecula, Warm Springs, Santa Gertrudis, and Pechanga Creeks. The areas within the 100-year flood events can be found on Figure 10, Flood Hazard Zone. Floodplains follow existing creeks and mostly affect lowland areas. The flood plains may also contain rare and significant ecosystems such as riparian habitats or vernal pools.

Many techniques may be used to address the danger of flooding, such as avoiding development in floodplains, altering water channels, applying specialized building techniques, elevating structures that are in flood plains, and enforcing setbacks. The following policies address the hazards associated with flooding and dam inundation.

Policies:

- SWAP 24.1 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.

- SWAP 24.2 Reduce flooding damage through adherence to design and density standards contained in the Master Drainage Plan for Murrieta Creek Area and the Murrieta Creek Drainage Plan.

- SWAP 24.3 Adhere to the flood proofing, flood protection requirements, and flood management review requirements of Riverside County Ordinance No. 458 regulating flood hazards.
- SWAP 24.4 Require proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow to be submitted to the Riverside County Flood Control and Water Conservation District for review.

Wildland Fire Hazard

Due to the rural and mountainous nature and some of the flora, such as the oak woodlands and chaparral habitat, much of the Southwest planning area is subject to a high risk of fire hazards. These risks are greatest in rural areas and along urban edges. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 11, Fire Hazard Severity Zone, for the locations of the wildfire zones within the Southwest planning area.

Policy:

- SWAP 25.1 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

A number of seismic and related hazards are present in the Southwest planning area. The most significant seismic hazard is the Elsinore fault, which runs north-south through the center of the Southwest planning area. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, the enforcement of setbacks from faults, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to Figure 13, Seismic Hazards, for the location of faults and liquefaction areas within the Southwest planning area.

The Murrieta Quadrangle Seismic Hazard Zone Map was officially released by the California Geological Survey through its Seismic Hazards Zonation Program in December 5, 2007. The Murrieta Quadrangle Seismic Hazard Map Zones of Required Investigation (ZORI) for liquefaction and slope instability are respectively shown on Figure 13 and Figure 15. The purpose of the ZORI



Fire Fact:

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



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.

is to delineate areas within which soil conditions, topography and the likelihood of future ground shaking indicate sufficient hazard potential to justify a site-specific geotechnical investigation.

Policy:

SWAP 26.1 Protect life and property from seismic-related incidents through adherence to the policies in the Seismic Hazards and Geologic Hazards section of the General Plan Safety Element.

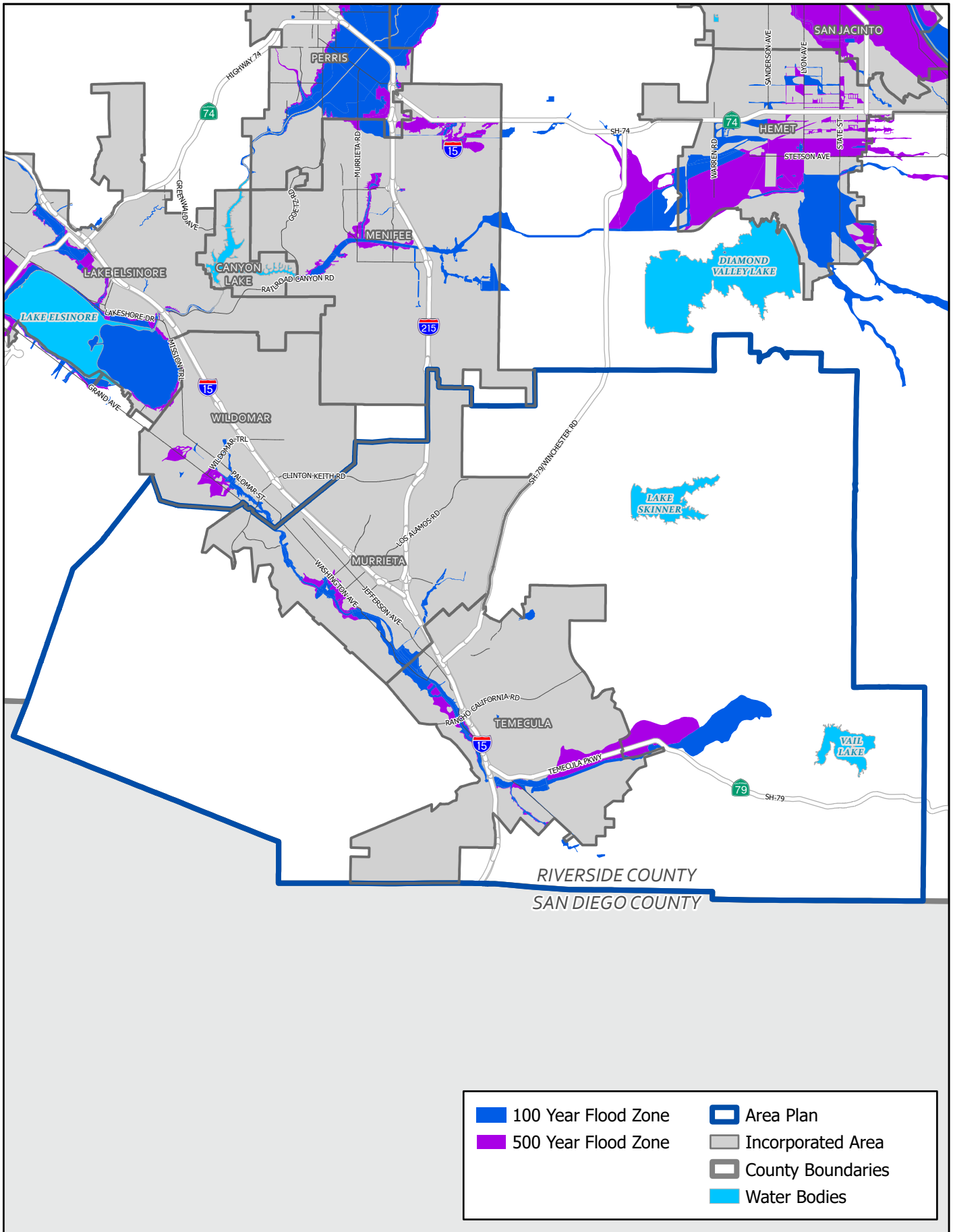
Slope

The Southwest planning area is ringed by the Santa Ana, Santa Margarita, Agua Tibia, and Black Hills mountain ranges. This rugged terrain is an integral part of the character and atmosphere of the Southwest planning area. Not only do these mountains provide a visual backdrop, but they contain important habitat and recreational opportunities. Adherence to County of Riverside development standards is necessary to ensure safety, maintain proper drainage, and limit visual impacts. The purpose is to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to protect life and property while preserving the area's character. Figure 14, Steep Slope, reveals the areas of steep slope for the Southwest planning area. Also refer to Figure 15, Slope Instability, for areas of possible landslides.

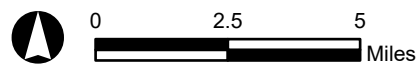
Policies:

SWAP 27.1 Identify and preserve the ridgelines that provide a significant visual resource for the Southwest planning area through adherence to the Hillside Development and Slope section of the General Plan Land Use Element.

SWAP 27.2 Protect life and property and maintain the character of the Southwest planning area through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the policies within the Rural Mountainous and Open Space land use designations of the General Plan Land Use Element, and policies in the Slope and Soil Instability Hazards section of the General Plan Safety Element.



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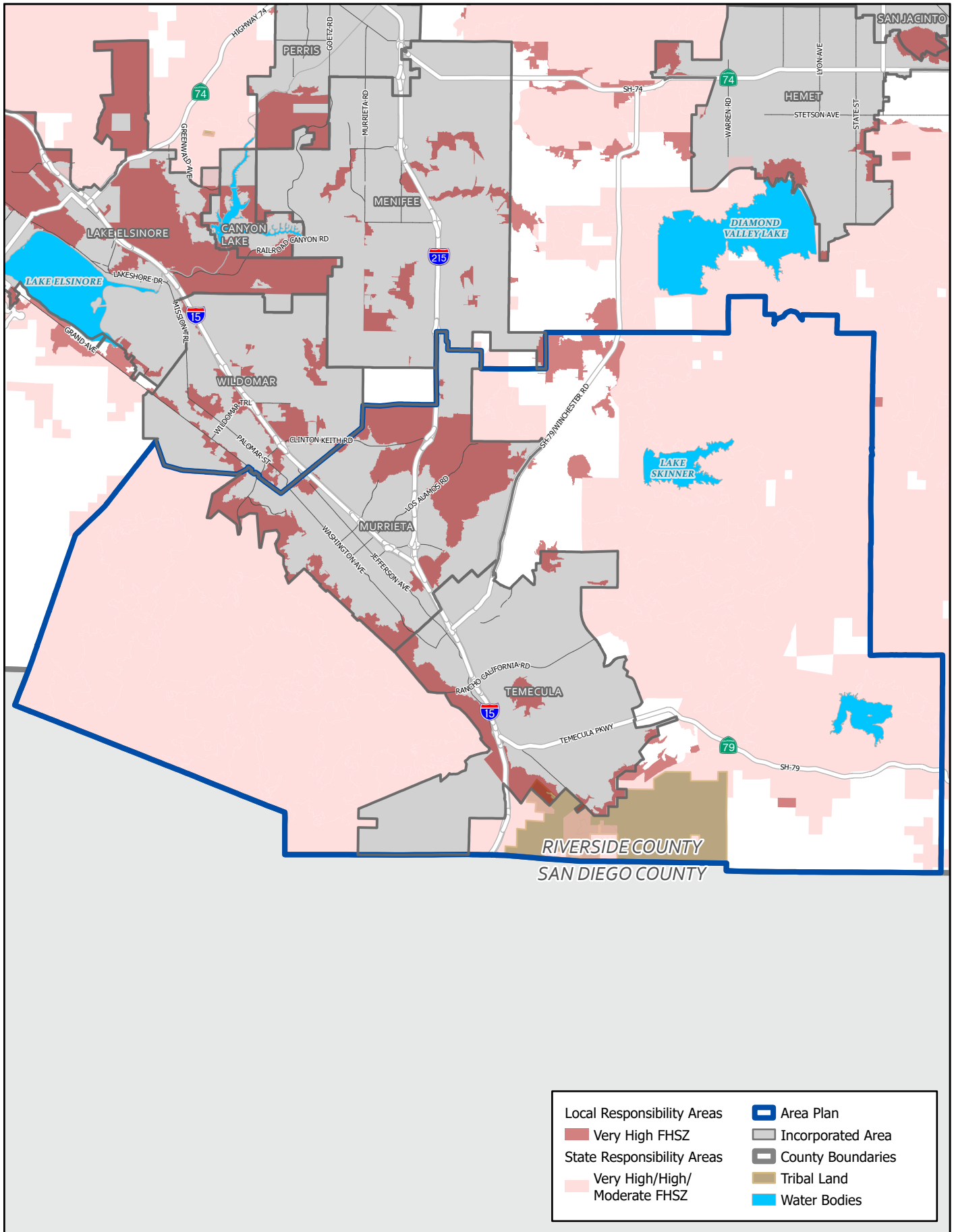


Southwest Area Plan Special Flood Hazard Areas Map

Source: ESRI, Riverside County, FEMA

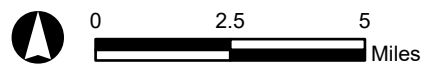
Figure 10

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Local Responsibility Areas	Area Plan
Very High FHSZ	Incorporated Area
State Responsibility Areas	County Boundaries
Very High/High/Moderate FHSZ	Tribal Land
	Water Bodies

3/3/2022

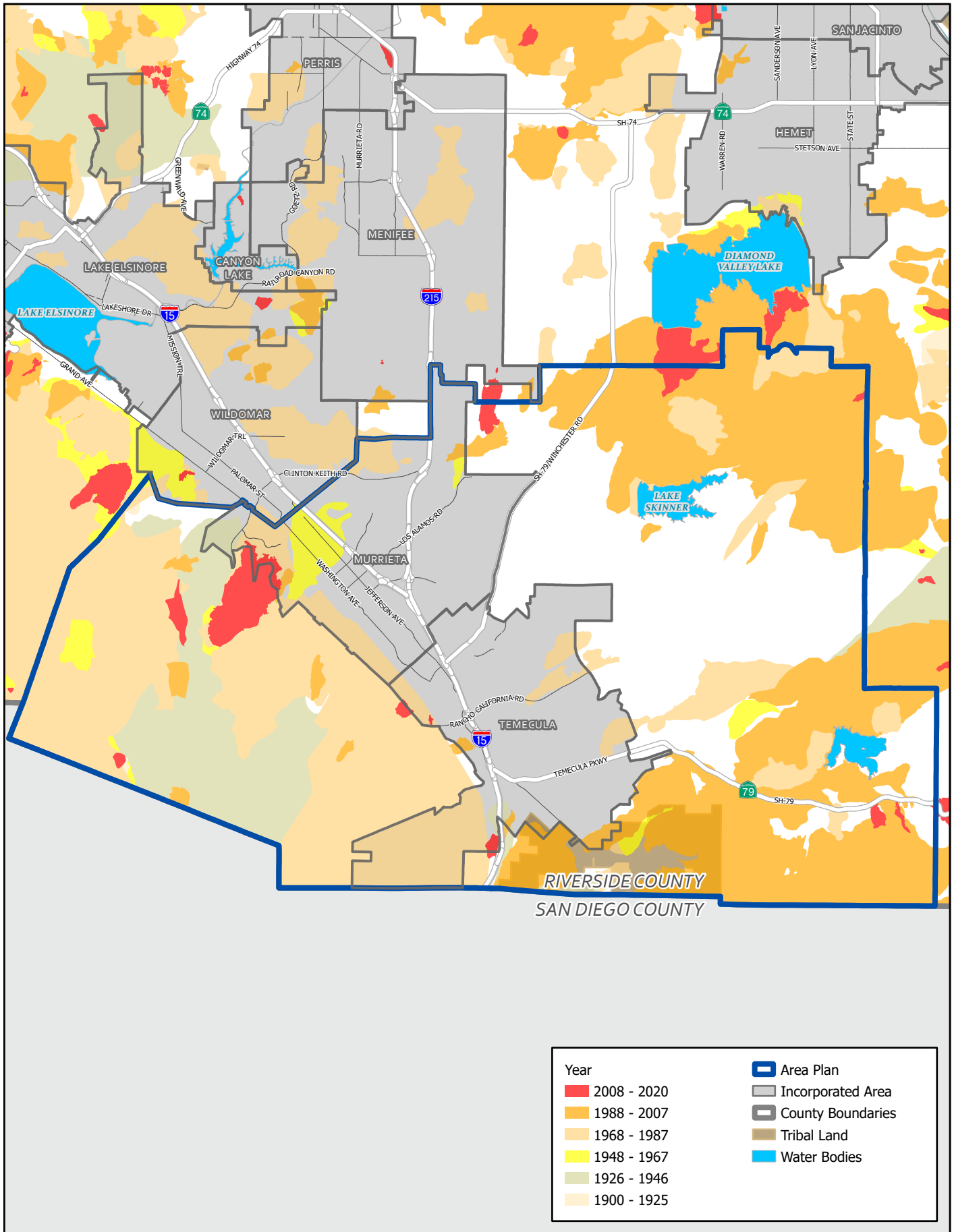


Southwest Area Plan Wildfire Susceptibility Map

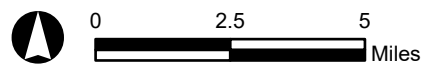
Source: ESRI, Riverside County, FRAP

Figure 11

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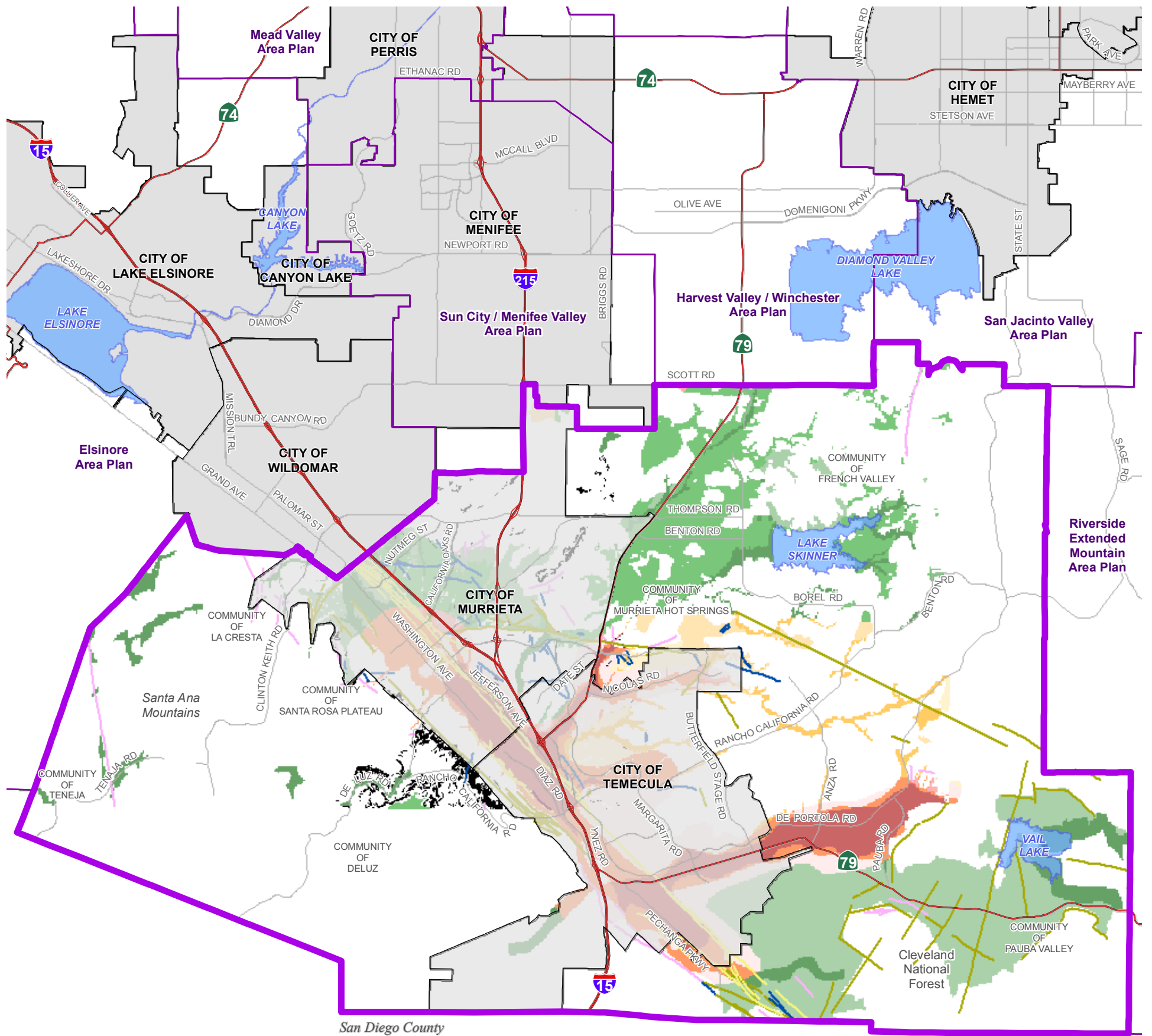


Source: ESRI, Riverside County, FRAP

Southwest Area Plan Historic Wildfire Areas

Figure 12

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

Fault Activity

- Historic
- Historic (Creep)
- Holocene
- Late Quaternary
- Quaternary
- Pre-Quaternary
- Murrieta Quadrangle Zone of Required Investigation

Liquefaction Susceptibility

- | | | |
|------------------------------|------------------------------|------------------------------|
| Shallow Groundwater | Deep Groundwater | No Groundwater Data |
| Susceptible Sediments | Susceptible Sediments | Susceptible Sediments |
| Very High | Moderate | Moderate |
| High | Low | Low |
| Moderate | Very Low | Very Low |
| Low | | |
| Very Low | | |

- Highways
- Area Plan Boundary
- City Boundary
- Waterbodies

Figure 13

Refer to Riverside County Land Information System for parcel level detail (<http://www3.tlma.co.riverside.ca.us/pa/rclic/index.html>)

December 8, 2015

Miles

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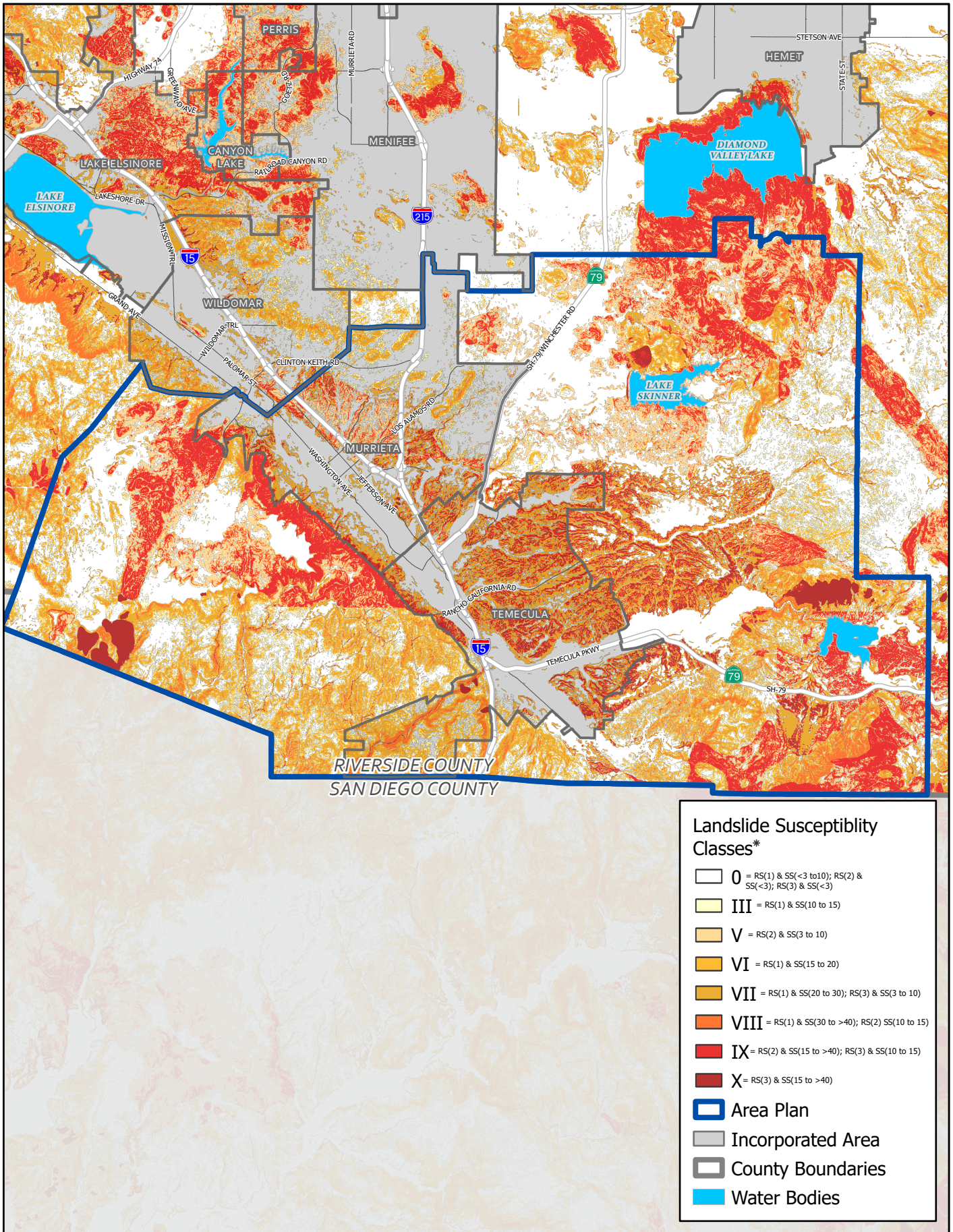
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SOUTHWEST AREA PLAN SEISMIC HAZARDS

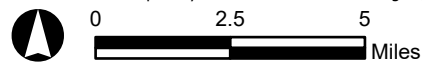
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*The landslide susceptibility matrix based on rock strength (RS) and slope steepness (SS) in degrees.

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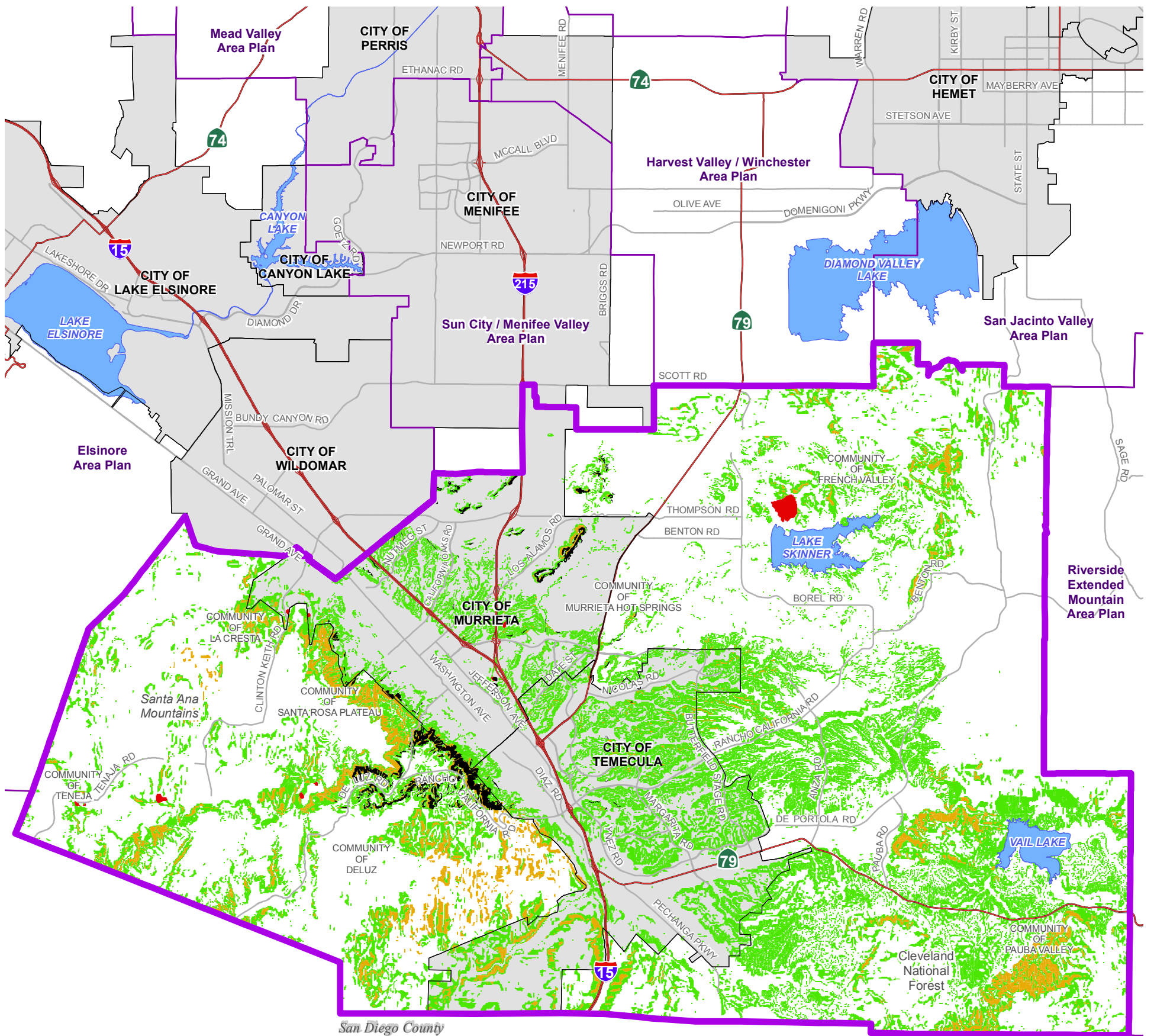


Source: ESRI, Riverside County, DOC/CGS

Southwest Area Plan Steep Slope Map

Figure 14

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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

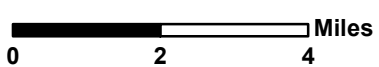
California Geological Survey Update

- Murrieta Quadrangle Zone of Required Investigation

Refer to Riverside County Land Information System for parcel level detail (<http://www3.tlma.co.riverside.ca.us/pa/rcilis/index.html>)

Figure 15

December 8, 2015



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**SOUTHWEST AREA PLAN
SLOPE INSTABILITY**

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