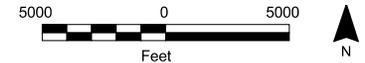


Legend

- City Limits
- City Sphere of Influence
- Airport Property Line
- Specific Plan
- Runway
- Compatibility Zones**
- Very-High-Density Residential (>20 du/ac)
- High-Density Residential (14.1-20 du/ac)
- Medium-High-Density Residential (8.1-14.0 du/ac)
- Medium-Density Residential (5.1-8.0 du/ac)
- Low-Density Residential (2.1-5.0 du/ac)
- Very-Low-Density Residential (0.4-2.0 du/ac)
- Mobile Home Park
- High-Intensity Commercial/Office
- Low-Intensity Commercial /Office
- Office/Business Park
- Heavy Industrial
- Light Industrial/Warehousing
- Mixed Use
- Airport
- School
- Other Public/Institutional
- Parks & Recreation
- Rural Residential (2.5-10.0 ac parcels)
- Agriculture (>10.0 ac parcels)
- Open Space/Conservation
- Federal Lands
- State Lands
- Indian Lands
- Unclassified

Note: This map is combined and simplified from maps of the following sources:
 Riverside County General Plan (October 2003)
 City of Coachella General Plan (October 1998)



Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
East County Airports Background Data
(December 2004 Draft)

Exhibit JC-9

General Plan Land Use Designations
Jacqueline Cochran Regional Airport Environs

**COUNTY OF RIVERSIDE:
GENERAL PLAN (2003)**
Residential Land Use

- ▶ **Compatibility Zone B1**
 - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre) designation south of 62nd Avenue [R1] conflicts with *Zone B1* compatibility criteria
- ▶ **Compatibility Zone C**
 - › Medium-Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Very-High Density Residential (14.1 to 20.0 dwelling units per acre) designations south of airport [R2] conflict with *Zone C* compatibility criteria
- ▶ **Compatibility Zone D**
 - › Low-Density, Very-Low Density, and Estate Density Residential (0.4 to 2.0 dwelling units per acre) designations west of airport [R3] potentially conflict with the high- and- low options for *Zone D*
 - › Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and High-Density Residential (8.1 to 14.0 dwelling units per acre) designations east of airport [R4] potentially conflict with the high- and -low density options for *Zone D*
 - › Medium Density Residential (2.1 to 5.0 dwelling units per acre), Medium-High Density Residential (5.1 to 8.0 dwelling units per acre), and Highest Density Residential (>20 dwelling units per acre) designations south of airport [R5] potentially conflict with the high- and -low density options for *Zone D*
- ▶ **Compatibility Zone E**
 - › No inconsistencies noted

Other Policies

- ▶ **General Plan**
 - › Acknowledgement of ALUC policies—no conflict
 - › Established ALUC 60 dB CNEL noise contour policy for new residential development—no conflict
- ▶ **Zoning Codes**
 - › No height limit zoning established

Non-Residential Land Use

- ▶ **Compatibility Zone A**
 - › A potential conflict exists in *Zone A*; a portion of the northeast corner of *Zone A* (north of Airport Boulevard) is designated as Heavy Industrial/Warehousing [R6]; no structures are allowed in *Zone A*; site proposed for airport acquisition
- ▶ **Compatibility Zone B1**
 - › Potential Conflict: *Zone B1* intensity limits (25 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing (north and south of airport) and Low and High Intensity Commercial/Office south of the airport [R7]
- ▶ **Compatibility Zone B2**
 - › Potential Conflict: *Zone B2* intensity limits (100 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing east of airport [R8]
- ▶ **Compatibility Zone C**
 - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to areas designated as Heavy Industrial and Light Industrial/Warehousing north and south of airport [R9], High Intensity Commercial/Office south of airport [R10], and Light Industrial/Warehousing and Low-Intensity Commercial/Office west of the airport [R11]
- ▶ **Compatibility Zone D**
 - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to areas designated as Heavy Industrial, Light Industrial/Warehousing, and Low-Intensity Commercial north, south, and east of airport [R12]
- ▶ **Compatibility Zone E**
 - › No inconsistencies noted

AUGUSTINE INDIAN RESERVATION

- ▶ **Compatibility Zone C**
 - › Potential Conflict: *Zone C* intensity limits (75 people/acre) apply to Indian lands northwest of airport [A1]
- ▶ **Compatibility Zone D**
 - › Potential Conflict: *Zone D* intensity limits (100 people/acre) apply to Indian lands northwest of airport [A2]

Note: This is an initial land use consistency review prepared for the purpose of identifying areas where a conflict exists or potentially exists with ALUC compatibility zone criteria. This review is based upon available general plan documents and does not take into account existing land use. When a conflict between the general plan and compatibility criteria exists, it is not deemed inconsistent when the general plan is merely representing existing development. A more comprehensive analysis is necessary at the time a general plan land modification is presented to the ALUC for review.

Exhibit JC-10
General Plan Consistency Review (Preliminary)
Jacqueline Cochran Regional Airport Environs