

PV. PERRIS VALLEY AIRPORT

PV.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* As a privately owned facility, no master plan has been prepared for Perris Valley Airport. The *Compatibility Plan* for this airport is based upon a simplified airport layout diagram (Exhibit PV-2 in Chapter 3) as reviewed and accepted by the California Division of Aeronautics [pending] for compatibility planning purposes. The proposed runway configuration changes indicated on the diagram are also expected to be reflected in future Division of Aeronautics issuance of an amended State Airport Permit for the airport.
- 1.2 *Airfield Configuration:* The existing runway configuration results in the entire Runway 15 protection zone (RPZ) extending north of East Ellis Avenue, off of airport property. The City of Perris has requested that the runway be modified through the use of declared distances so as to situate all of the RPZ south of the road. Additional modifications will be necessary to enable the runway safety area (RSA) at each end of the runway to comply with Federal Aviation Administration standards. The Perris Valley Airport management acknowledges these circumstances, but has not yet had the opportunity to implement the changes; nor has the airport's State Airport Permit been modified to reflect them. The *Compatibility Plan* is nevertheless based upon the assumption that the modifications will take place in the near future. Details regarding the current and proposed runway configuration are included in Chapter 3.
- 1.3 *Airport Activity:* The *Compatibility Plan* for Perris Valley Airport anticipates that the airport could eventually reach approximately 52,000 annual operations, a 53% increase over its estimated present activity level of 34,000 operations. The mix of aircraft types is expected to remain constant. Time of day, runway use, and other distributions of operations are also expected to remain unchanged on a percentage of operations basis. Noise contours reflecting the ultimate activity levels on an average day are used for the purposes of the *Compatibility Plan* (Exhibit PV-5).
- 1.4 *Airport Influence Area:* The outer edge of the FAR Part 77 conical surface defines the Perris Valley Airport influence area to the north, west, and south of the airport. The designated traffic pattern is right traffic for Runway 15 and left traffic for Runway 33. This locates all local traffic on the west side of the airport. Therefore, the influence area to the east is not as broad and ends 5,000 feet from the runway centerline.

PV.2 Additional Compatibility Policies

- 2.1 *Infill Intermediate Residential Density Development:* The criteria set forth in Countywide Policies 3.1.3(a), 3.1.3(b), 3.3.1(a), 3.3.1(b) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, as an alternative to development in accordance with the density ranges specified in Table 2A, residential development at densities

of not more than five dwelling units per acre and not less than two dwelling units per acre may be permitted within those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue, provided that at least 50% of the site's perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development. It is further noted that the intent of the policy is not to encourage any areas planned for commercial or industrial development to be converted to residential uses, but to enable the density of future developments to be similar to existing neighborhood residential densities or densities approved through valid entitlement actions (such as approved tentative tract maps). Furthermore, nothing in this Plan shall be interpreted as prohibiting or restraining the development of a single-family residence on any property within the Airport Influence Area that is designated for residential use.

- 2.2 *Zone C and D Open Area Requirements:* The open area requirements set forth in Table 2A are not applicable to those portions of Airport Compatibility Zones C and D located northerly of Ellis Avenue.
- 2.3 *Compatibility Zone B1 Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(2) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone B1 located northerly of Ellis Avenue: An average of 40 people per acre shall be allowed on a site and up to 80 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 104 people per any single acre may be allowed, depending upon the mix of risk-reduction design features.
- 2.4 *Compatibility Zone D Nonresidential Intensities:* The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A) notwithstanding, the following usage intensity criteria shall apply within those portions of Airport Compatibility Zone D located northerly of Ellis Avenue: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of a site; with an intensity bonus, a maximum of 585 people per any single acre may be allowed, depending upon the mix of risk-reduction design measures.
- 2.5 *Calculation of Concentration of People in Retail Sales Establishments:* The provisions of Table C1 in Appendix C notwithstanding, retail sales and display areas or "showrooms" (excluding restaurants and other uses specifically identified separately from retail in Table C1) shall be evaluated as having an intensity in persons per acre equivalent to one person per 115 square feet of gross floor area.
- 2.6 *Expanded Buyer Awareness Measures:* In addition to the requirements for avigation easement dedication or deed notification as indicated in Table 2A, avigation easement dedication shall be required for new developments located in the portion of Airport Compatibility Zone C northerly of Ellis Avenue, and deed notice recorda-

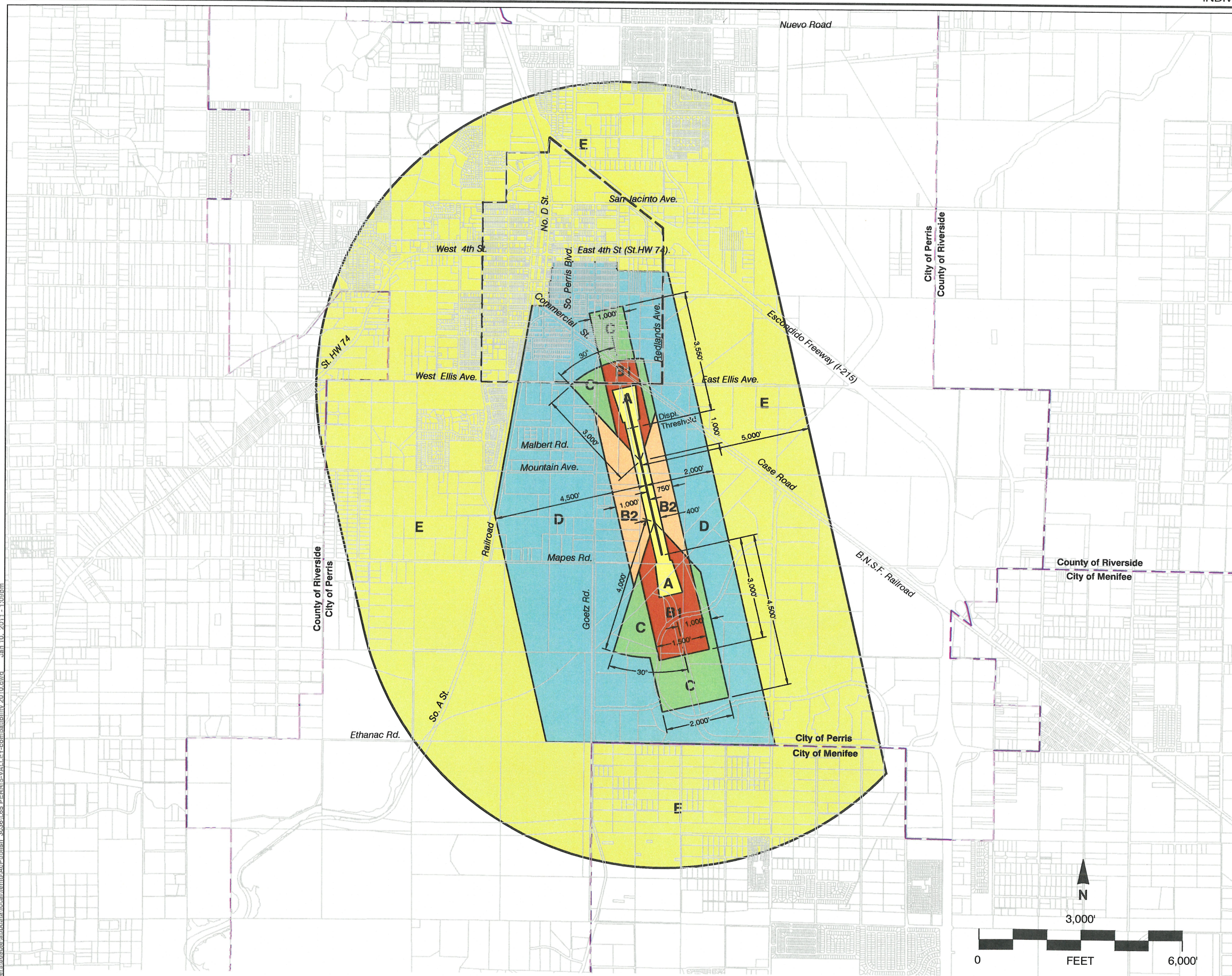
tion shall be required throughout the boundaries of the Downtown Perris Specific Plan.

Furthermore, any new single-family or multi-family residential development proposed for construction anywhere within the AIA, except for those portions of *Compatibility Zone E* located southerly of Ellis Avenue, shall include the following measures intended to ensure that prospective buyers or renters are informed about the presence of aircraft overflights of the property.

- (a) During initial sales of properties within newly created subdivisions, informational signs shall be posted in conspicuous locations in the subdivision sales office clearly depicting the proximity of the subdivision to the airport and aircraft traffic patterns.
- (b) An informational brochure shall be provided to prospective buyers or renters showing the locations of aircraft flight patterns. The frequency of overflights, the typical altitudes of the aircraft, and the range of noise levels that can be expected from individual aircraft overflights shall be described. A copy of the Compatibility Factors exhibit from this Airport Land Use Compatibility Plan shall be included in the brochure.

2.7 *Noise-Sensitive Outdoor Nonresidential Uses Near Rail Line:* The criteria set forth in Table 2A and Table 2B notwithstanding, the prohibition of highly noise-sensitive outdoor nonresidential uses is not applicable to outdoor amphitheaters designed for a seating capacity of less than 300 persons located within 600 feet of a railroad line in regular use for the movement of passengers or freight.

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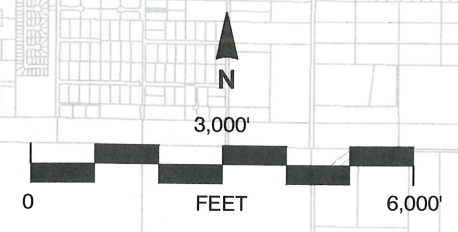
Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Boundary Lines

- Airport Property Line
- City Limits
- Downtown Specific Plan

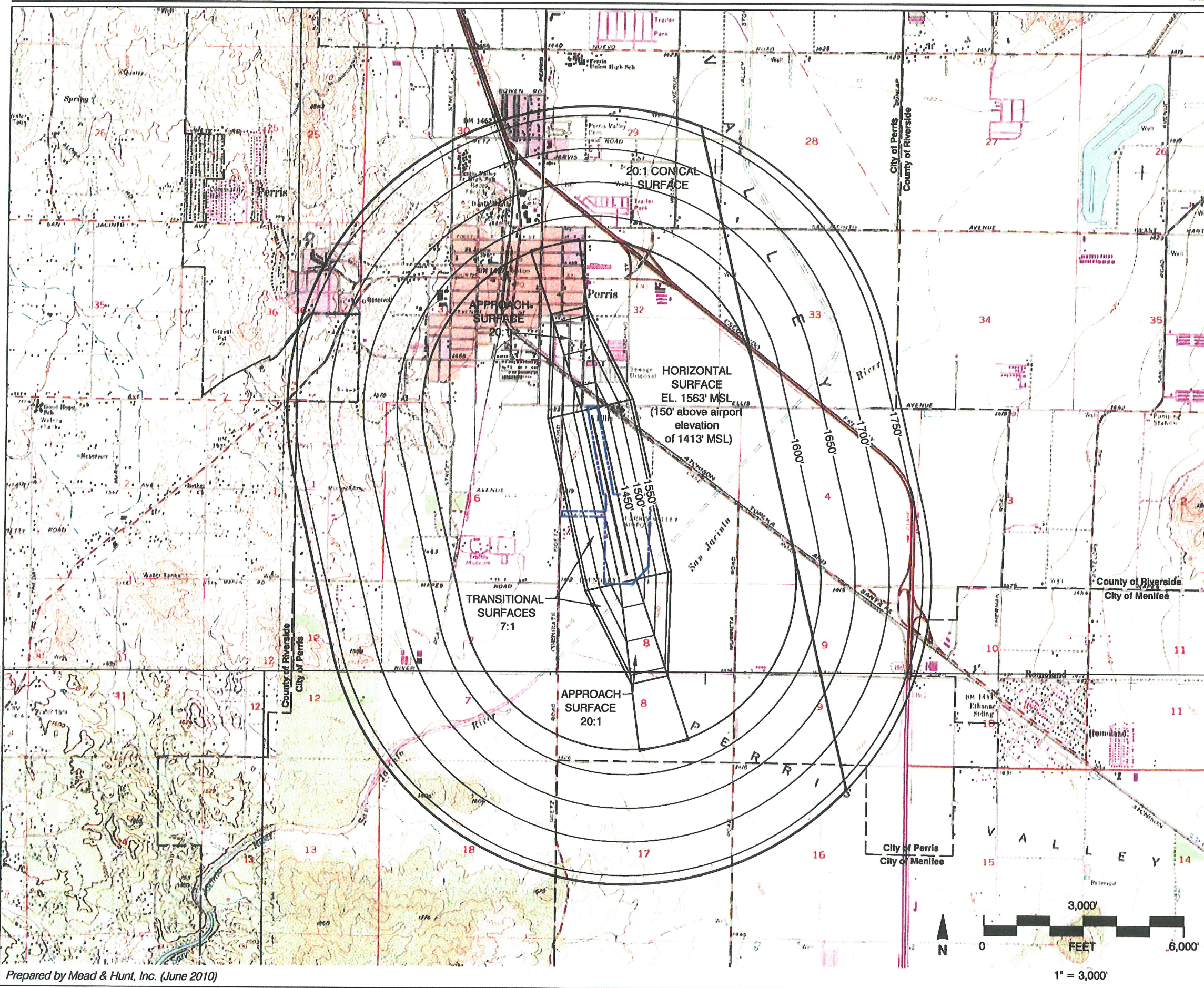
Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
Policy Document
(July 2010 Draft)



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 Prepared by Mead & Hunt, Inc. (June 2010)

Map PV-1

Compatibility Map
Perris Valley Airport



Legend

Boundary Lines

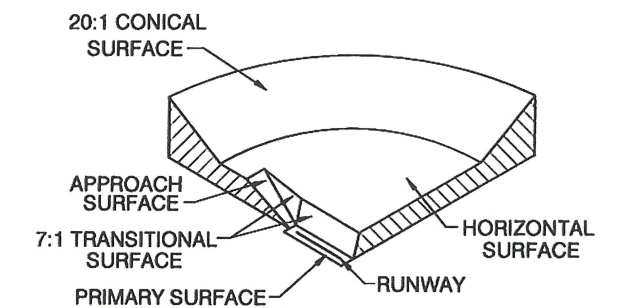
- Airport Property Line
- City Limits
- Airport Influence Area

Airspace Protection Surfaces

- FAR Part 77 Obstruction Surfaces

Notes

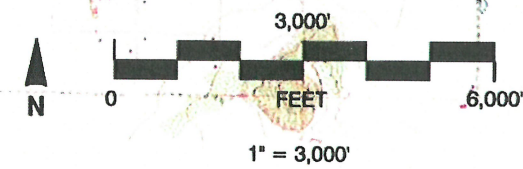
1. No terrain penetrations of FAR Part 77 surfaces.
2. Basemap: USGS Topographic Maps.
3. Surfaces adjusted to match assumed future runway length of 4,840'

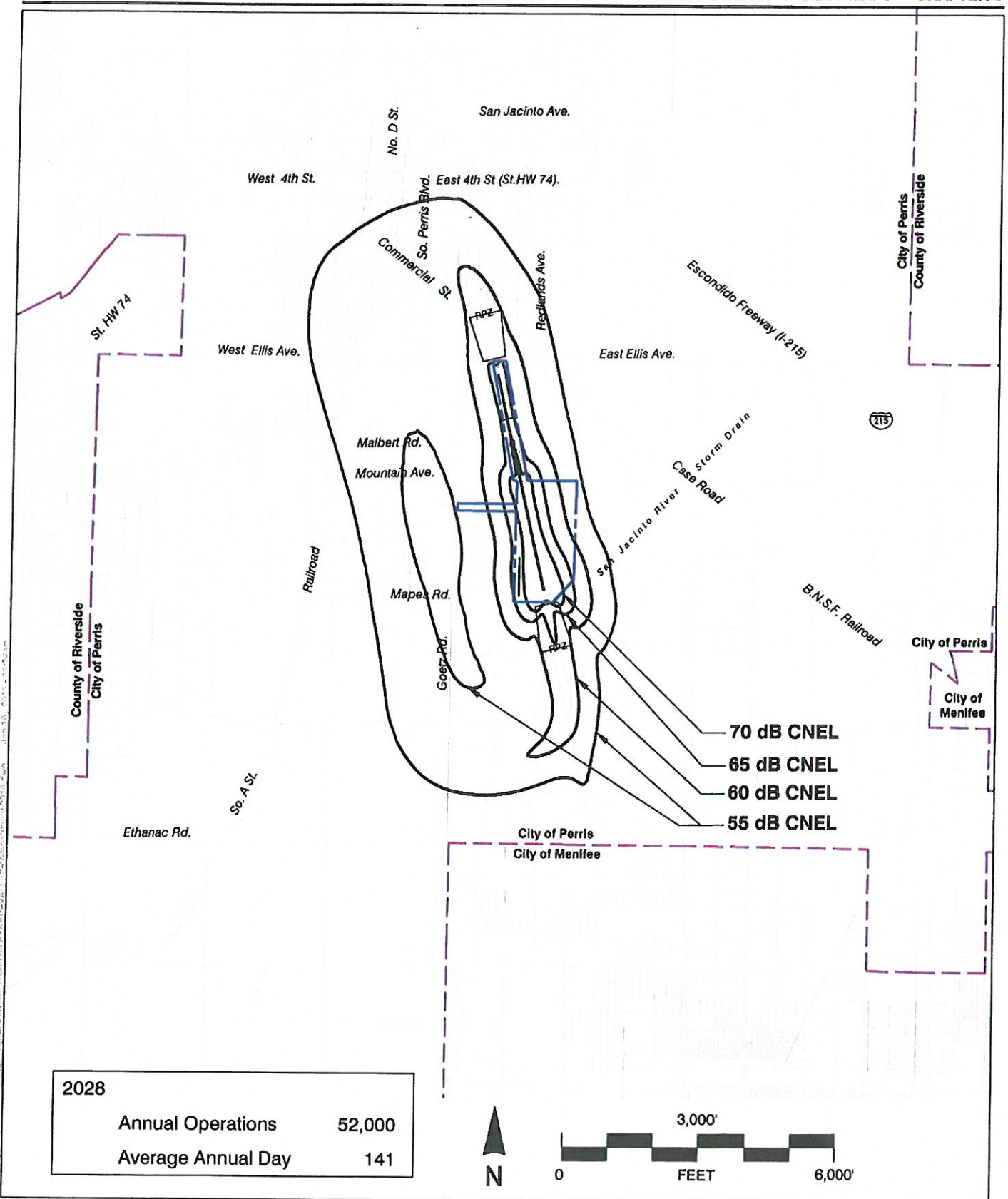


TYPICAL FAR PART 77 OBSTRUCTION SURFACES

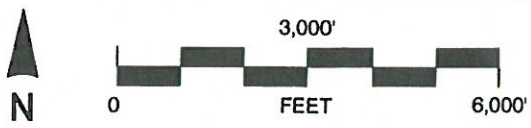
Riverside County
 Airport Land Use Commission
**Riverside County
 Airport Land Use Compatibility Plan
 Policy Document**
 (July 2010 Draft)

Map PV-2





2028	
Annual Operations	52,000
Average Annual Day	141



Source: Mead & Hunt, Inc. (June 2010)

Map PV-3

Ultimate Noise Impacts

Perris Valley Airport

Background Data: Perris Valley Airport and Environs

INTRODUCTION

Privately owned Perris Valley Airport is a major skydiving center known nationally and internationally. The airport serves both as the departure point for jump aircraft and as the landing spot for skydivers. Aircraft as large as a specially configured DC-9 serve as jump planes. A high volume of ultralight aircraft operations also takes place there. Beyond these functions, Perris Valley Airport has minimal other activity and only limited parking or services for other private aircraft. Nevertheless, for State Airport Permit purposes, the airport is a public-use facility.

Now situated within the Perris city limits, Perris Valley Airport's history dates to at least the World War II era when it served as an alternate landing strip for gliders. Skydiving activity began in the early 1960s. The airport has a single paved, unlighted runway, oriented north-northwest/south-southeast (designated Runway 15-33) and presently published as being 5,100 feet long. Ultralights use a separate turf strip in the southwestern corner of the property. Skydivers land in a turf area east of the runway. The property consists of approximately 82 acres with an additional 18 acres, encompassing the north end of the runway, leased from the adjacent property owner.

In conjunction with preparation of this *Compatibility Plan*, several issues with the existing runway configuration have been identified and a solution proposed. The northerly (Runway 15) runway protection zone (RPZ) extends onto property that the airport does not control. To avoid precluding all development of this property, the City of Perris has requested that the RPZ be shifted onto airport-controlled property. So as not to eliminate all use of the north end of the runway, establishment of declared distances and modification of the Runway 15 displaced threshold location is recommended. Additionally, to provide 240 feet of runway safety area and object free area at the runway ends, as dictated by Federal Aviation Administration standards, a slight shift of each runway end is recommended. The net effect will be reduction of the published runway length to approximately 4,840 feet with 3,850 feet available for landings from the north. Although used as the basis for the *Compatibility Plan*, these modifications are subject to acceptance by the airport owners and approval by the California Division of Aeronautics through amendment of the State Airport Permit.

Total current aircraft operations are estimated at 34,000 as of 2009. Airport management expects this number to increase over time and is projected at 52,000 annual operations for compatibility planning purposes. Prevailing winds favor aircraft operations from south to north; however, many takeoffs are

made toward the south for both operational convenience and noise abatement reasons. Because of the approach course to nearby March Air Reserve Base to the east, most aircraft approach and depart via the west.

Nearby land uses vary from agricultural to urban. To the south and east are agricultural lands within the flood plain of the San Jacinto River. To the west is mostly industrial. Residential and commercial areas within central Perris lie within a couple of blocks of the runway end to the north and northwest. Also, residential areas within the newly incorporated City of Menifee are only a mile south of the runway.

The Perris General Plan anticipates extensive additional development surrounding the airport. Concurrently with the preparation of this *Perris Valley Airport Compatibility Plan*, the City of Perris has been preparing a Downtown Specific Plan covering over one square mile immediately north of the airport. Intensive commercial and mixed use development is planned for this area. Close coordination between city and ALUC staffs has enabled substantial consistency between the two plans. The ALUC reviewed the draft Specific Plan in June 2010 and found it to be consistent with the anticipated *Compatibility Plan*. Additionally, a separate specific plan is expected to be prepared for the lands south and east of the airport. Proposals have been brought forward in recent years to develop residential uses in this presently agricultural area.

Exhibits PV-1 through PV-3 on the following pages provides tabular and diagrammatic summaries of information about Perris Valley Airport and its activity levels. The airport diagram in Exhibit PV-2 shows both the existing and proposed runway configurations. Current and projected noise contours are depicted in Exhibits PV-4 and PV-5, respectively. Factors contributing to the compatibility zone boundaries delineated in the Perris Valley Compatibility Map are shown in Exhibit PV-6. Information about the land uses in the Perris Valley Airport environs is summarized in the table and map presented in Exhibits PV-7 through PV-9.

GENERAL INFORMATION

- Airport Ownership: Private
- Year Opened: 1942
- Property Size
 - ▶ Fee title: 82 acres
 - ▶ Lease: 18 acres
- Airport Classification: General Aviation
- Airport Elevation: 1,413 feet MSL

AIRPORT PLANNING DOCUMENTS

- Airport Master Plan
 - ▶ None
- Airport Layout Plan Drawing
 - ▶ None
 - ▶ Airport Diagram 2010 submitted to California Division of Aeronautics for approval as basis for compatibility planning [pending]

RUNWAY/TAXIWAY DESIGN**Runway 15-33**

- Critical Aircraft: DC-9-21
- Airport Reference Code: B-I (small airplanes)
- Dimensions: 5,100 ft. long, 50 ft. wide
 - ▶ Runway 15 displaced threshold
 - Published as 1,900 ft.
 - Marked at 650 ft.
 - ▶ Runway 33 displaced threshold
 - Published as 144 ft.
 - Marked at runway end
- Pavement Strength (main landing gear configuration)
 - ▶ 8,000 lbs. (single-wheel)
- Average Gradient: 0.5% (rising to north)
- Runway Lighting: none
- Primary Taxiways: none

TRAFFIC PATTERNS AND APPROACH PROCEDURES

- Airplane Traffic Patterns
 - ▶ Runway 15: Right traffic
 - ▶ Runway 33: Left traffic
 - ▶ Pattern altitude: 1,000 ft. AGL (2,413 ft. MSL)
- Instrument Approach and Departure Procedures
 - ▶ None
- Visual Approach Aids
 - ▶ None
- Operational Restrictions / Noise Abatement Procedures
 - ▶ Flights to/from east controlled by March Air Reserve Base or must remain below March airspace

APPROACH PROTECTION

- Runway Protection Zones (RPZ)
 - ▶ Runway 15: 1,000 ft. long (0% on airport property)
 - ▶ Runway 33: 1,000 ft. long (0% on airport property)
- Approach Obstacles
 - ▶ Runway 15: 30 ft. trees, 150 ft. from runway
 - ▶ Runway 33: none

BUILDING AREA

- Location: Most facilities west of runway
- Aircraft Parking Capacity
 - ▶ Hangar space: 10,000 sq. ft.
 - ▶ Tie downs: 150± including ultralight spaces
- Services
 - ▶ Fuel: 100LL/Jet A (available during regular business hours) Emergency only
 - ▶ Other: ultralight flight instruction, aircraft rental and sales
 - ▶ Skydiving
- Other Major Facilities
 - ▶ Indoor skydiving training facility

PLANNED FACILITY IMPROVEMENTS

- Airfield
 - ▶ Recommended runway length reduction to approximately 4,840 feet to provide standard 240 feet of runway safety area and object free area length at each end
 - ▶ Recommended Runway 15 RPZ shift onto airport-controlled property; Runway 15 displaced threshold to become approximately 990 feet; with establishment of declared distances full pavement length remains usable for takeoffs on Runway 15
- Building Area
 - ▶ Increase aircraft hangar space to 20,000 sq. ft.
- Property
 - ▶ None

Exhibit PV-1

Airport Features Summary

Perris Valley Airport

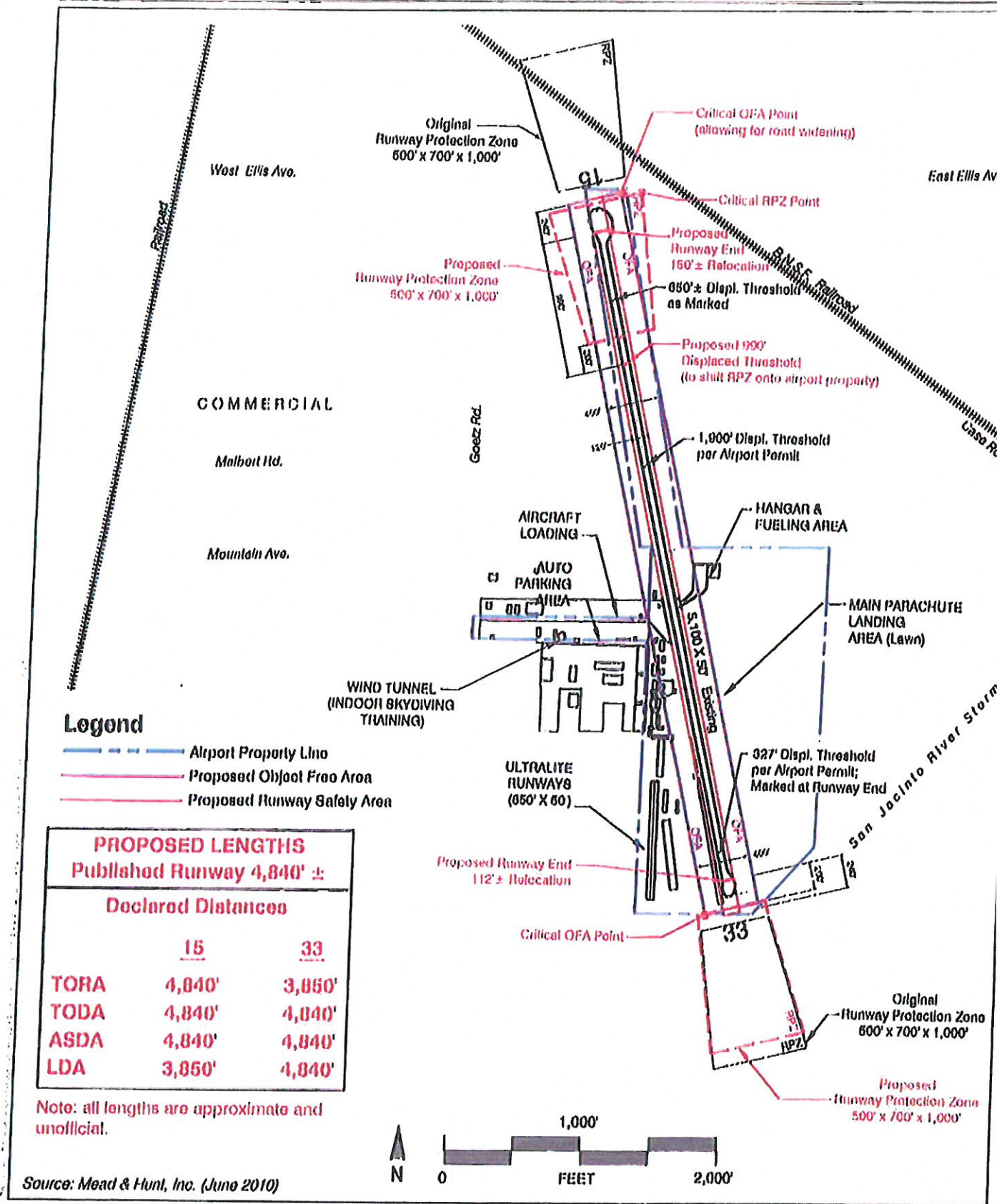


Exhibit PV-2

Airport Diagram

Perris Valley Airport

BASED AIRCRAFT			TIME OF DAY DISTRIBUTION ^d		
Aircraft Type	Current ^a 2009 data	Future ^b Ultimate	All Aircraft	Current	Future
Single-Engine	10	12	Day (7am-7pm)	95%	no change
Twin-Engine Piston & Turboprop	6	8	Evening (7pm-10pm)	4%	no change
Business Jet	1	1	Night (10pm-7am)	1%	
Helicopter	1	2			
Ultralights	130	130			
Total	148	153			

AIRCRAFT OPERATIONS			RUNWAY USE DISTRIBUTION ^d		
	Current 2009 data	Future Ultimate	DC-9 and Helicopters	Current	Future
Total			Day/Evening/Night		
Annual	34,000 ^c	52,000 ^b	Takeoffs		
Average Day	94	141	Runway 15	20%	no change
			Runway 33	80%	no change
Distribution by Aircraft Type^d			All Other Aircraft		
Single-Engine	8%	8%	Day/Evening/Night		
Twin-Engine Piston & Turboprop	80%	80%	Takeoffs		
Business Jet	1%	1%	Runway 15	30%	no change
Helicopter	1%	1%	Runway 15 Midfield	30%	no change
Ultralights	10%	10%	Runway 33	40%	no change
Distribution by Type of Operation^d			All Aircraft		
Local (incl. touch-and-goes and skydiving activity)	80%	80%	Day/Evening/Night		
Itinerant (incl. by both based and transient aircraft)	20%	20%	Landings		
			Runway 15	30%	no change
			Runway 33	70%	no change

FLIGHT TRACK USAGE^c
Current and Future

- > Approaches, Runway 15
 - ▶ Primarily right traffic
- > Departures, Runway 15
 - ▶ Aircraft turn to west
- > Approaches, Runway 33
 - ▶ Aircraft enter left-traffic pattern from north
- > Departures, Runway 33
 - ▶ Most aircraft make left turn to depart; aircraft turning right must remain below or be cleared through March ARB airspace to east

Notes

- ^a Source: Airport records
- ^b Source: Mead Hunt; projected for compatibility planning purposes; time frame is 20+ years (excludes ultralights)
- ^c Source: Airport Operator, June 2008 and May 2010 (excludes ultralights)
- ^d Airport operates with arrivals from south (Runway 33) and departures toward south (Runway 15) for convenience and noise abatement to the extent that winds allow; prevailing winds dictate use of Runway 33 in late afternoon; data estimated by airport staff

Exhibit PV-3

Airport Activity Data Summary
Perris Valley Airport

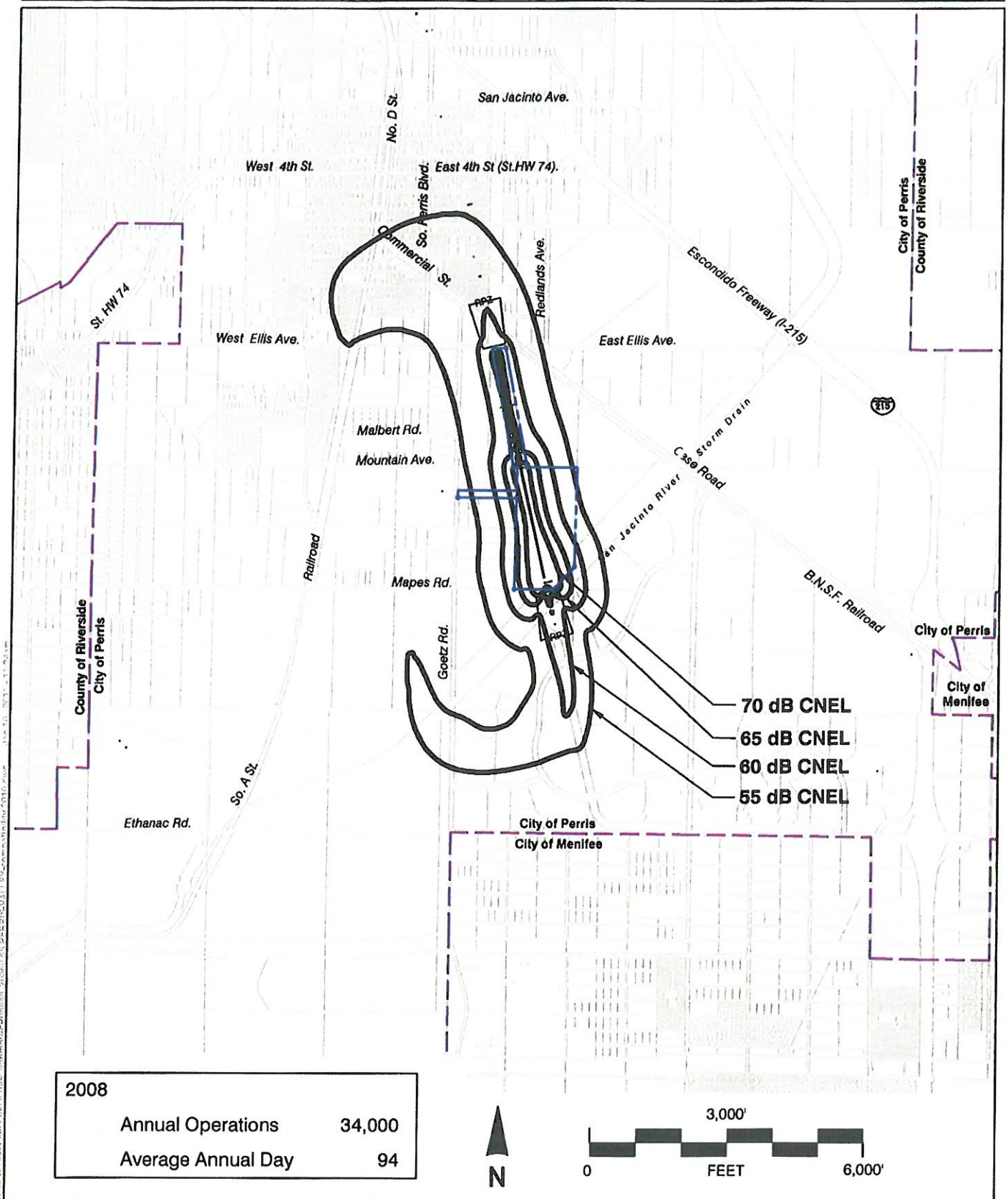
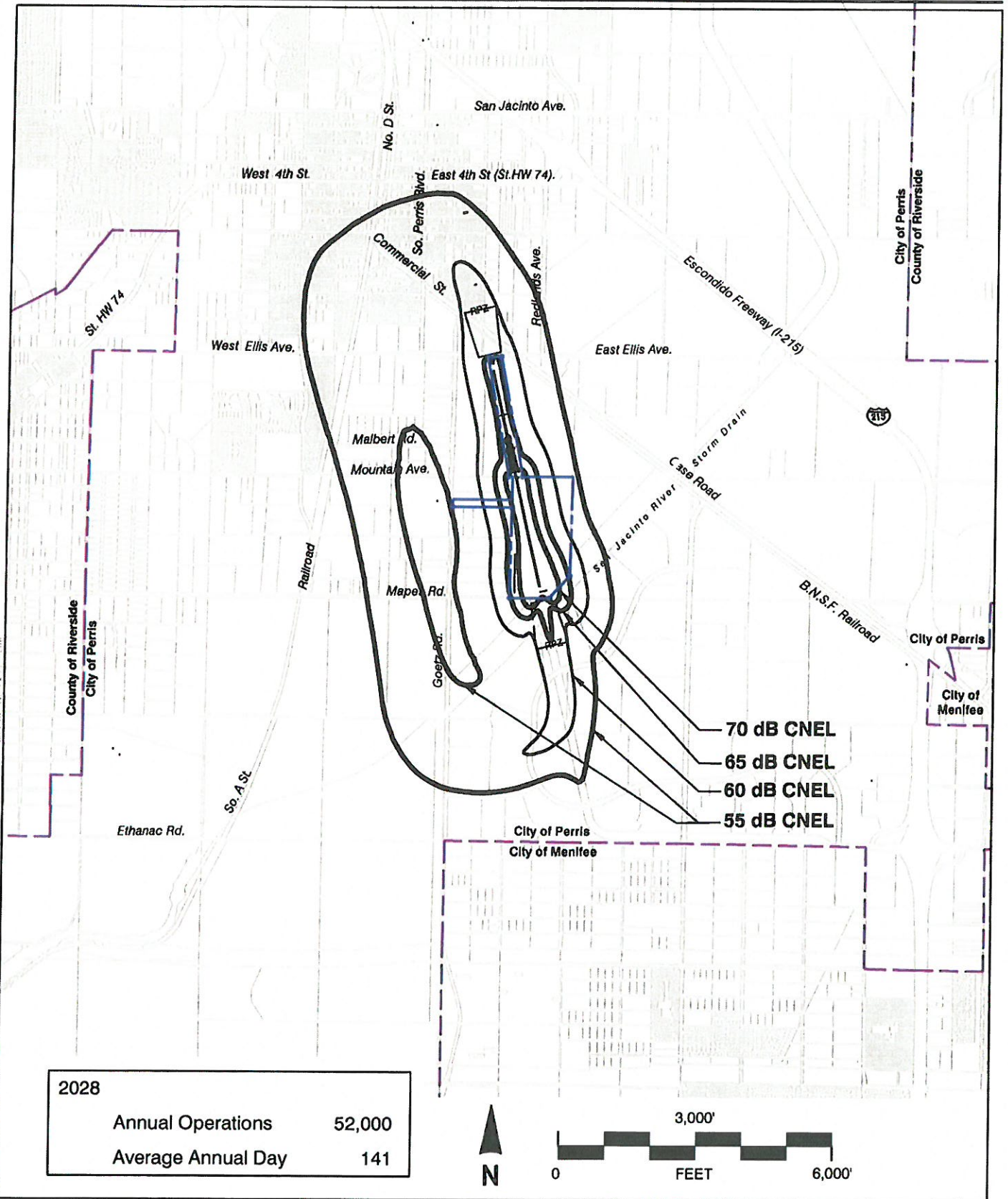


Exhibit PV-4

Source: Mead & Hunt, Inc. (June 2010)

Existing Noise Impacts Perris Valley Airport



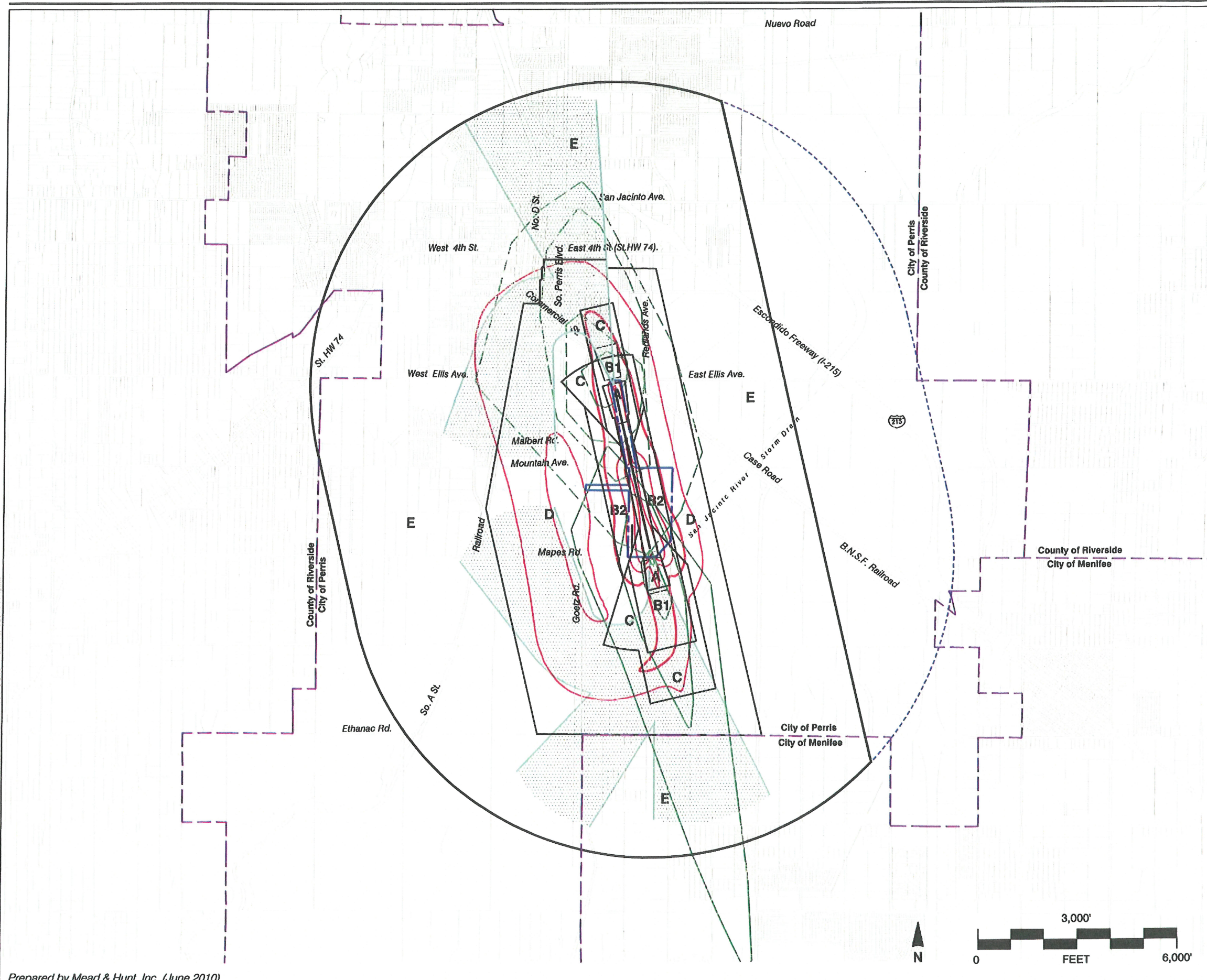
Source: Mead & Hunt, Inc. (June 2010)

Exhibit PV-5

Ultimate Noise Impacts

Perris Valley Airport

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Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E

Noise and Overflight Compatibility Factors

- 70 dB CNEL
- 65 dB CNEL
- 60 dB CNEL
- 55 dB CNEL

} Future Average
} Annual Day

□ General Traffic Pattern Envelope
(approximately 80% of aircraft overflights estimated to occur within these limits)

Safety and Airspace Compatibility Factors

- Aircraft Departure Accident Risk Intensity Contours *
(Shown Only for Takeoffs to the North)
- Aircraft Approach Accident Risk Intensity Contours *
(Shown Only for Landings from the South)
- FAR Part 77 Conical Surface Limits
No Terrain Penetrations of FAR Part 77 Surfaces

Boundary Lines

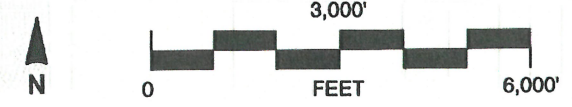
- Airport Property Line
- City Limits

* Aircraft accident risk intensity contours are derived from nationwide accident location data in California Division of Aeronautics database. The contours show relative intensities (highest concentrations) of near-airport accidents in 20% increments. The contour shapes represent a wide range of general aviation airports and have not been modified to reflect the flight tracks for this airport.

Riverside County
Airport Land Use Commission
Riverside County
Airport Land Use Compatibility Plan
West County Airports Background Data
 (July 2010 Draft)

Exhibit PV-6

Compatibility Factors
Perris Valley Airport



AIRPORT SITE:

- ▶ *Location*
 - ▶ Western Riverside County
 - ▶ 1 mile southeast of Perris Central Business District
- ▶ *Nearby Terrain*
 - ▶ Airport site generally level
 - ▶ San Jacinto River adjacent to south end of runway
 - ▶ Nearby high points: unnamed hill, near Quail Valley, 2½ miles south-southwest. (Elevation 2,250± ft.)

AIRPORT ENVIRONS LAND USE JURISDICTIONS

- ▶ *City of Perris*
 - ▶ Airport entirely within incorporated Perris city limits
- ▶ *County of Riverside*
 - ▶ Riverside County within 2 miles west and east of runway
- ▶ *City of Menifee*
 - ▶ 1 mile south of airport

STATUS OF COMMUNITY PLANS

- ▶ *City of Perris*
 - ▶ General Plan, adopted April 2005
 - ▶ Downtown Specific Plan, reviewed by ALUC June 2010; city adoption pending
- ▶ *Riverside County*
 - ▶ General Plan, a portion of Riverside County Integrated Project, adopted by Board of Supervisors Oct. 2003
- ▶ *City of Menifee*
 - ▶ City incorporated in 2008. County General Plan currently in effect

EXISTING AIRPORT AREA LAND USES

- ▶ *General Character*
 - ▶ Mixed uses of industrial, residential, and rural
 - ▶ Central Perris to north
 - ▶ Orange Empire Railway Museum on west
- ▶ *Runway Approaches*
 - ▶ North (Runway 15): Road at runway end; undeveloped parcel north of road; BNSF rail line 700 feet from runway end; urban residential beyond ½ mile; I-215 1+ miles from runway
 - ▶ South (Runway 33): San Jacinto River channel at runway end; undeveloped within 1 mile; residential beyond 1 mile
- ▶ *Traffic Patterns*
 - ▶ West: Mixture of subdivisions and undeveloped land

PLANNED AIRPORT AREA LAND USES

- ▶ *City of Perris*
 - ▶ Increased intensely development within square mile area of Downtown Specific Plan north of airport
 - ▶ Office and light industrial nearest to runway end; commercial focus (mostly 3-story limit) in central business district to northwest; additional residential elsewhere
 - ▶ Potential residential development south of airport
- ▶ *Riverside County*
 - ▶ Mostly continuation of existing development pattern
 - ▶ Park and open space lands along river
 - ▶ Potential additional industrial uses along I-215.
- ▶ *City of Menifee*
 - ▶ To be determined

ESTABLISHED AIRPORT COMPATIBILITY MEASURES

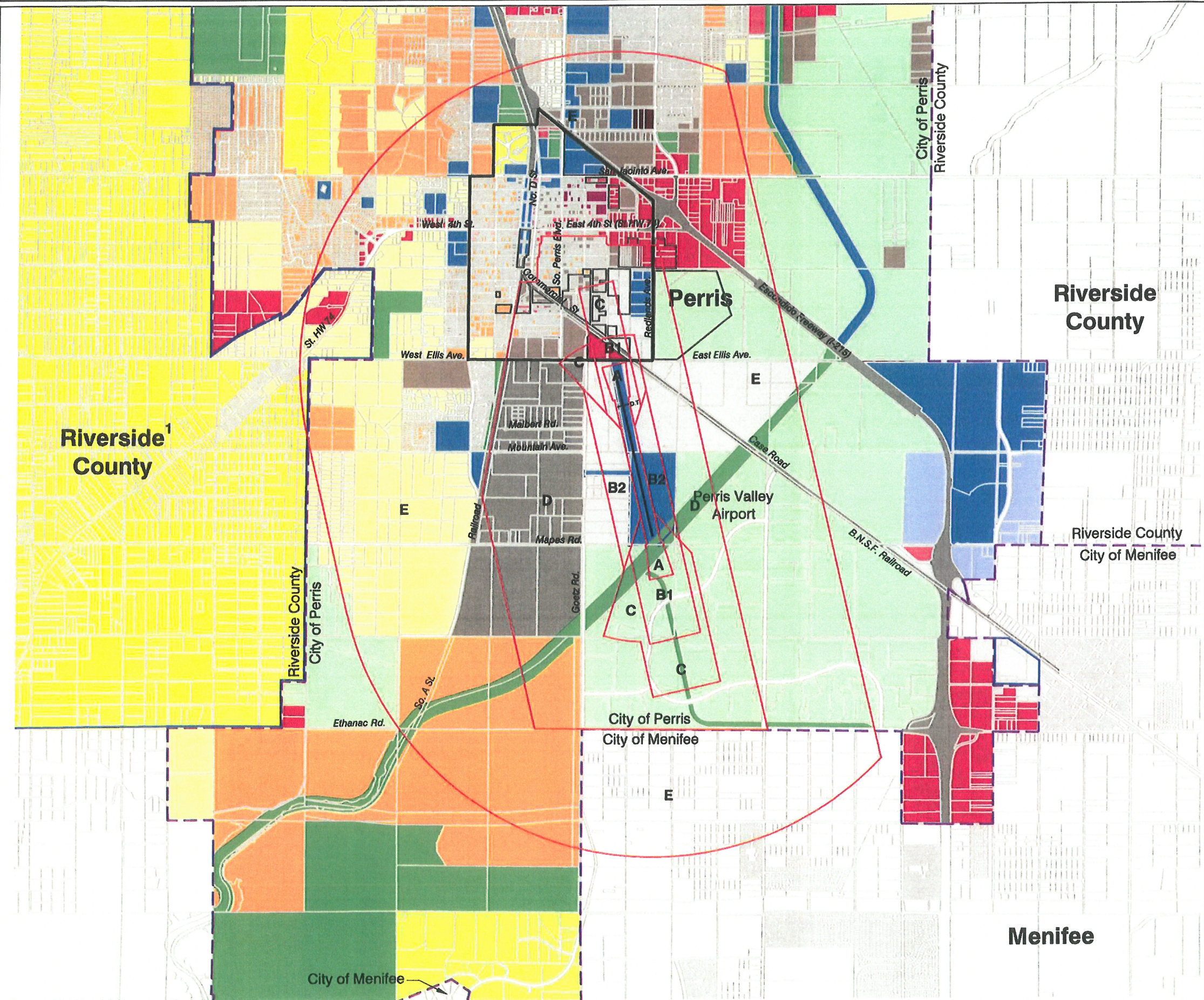
- ▶ *Riverside County General Plan*
 - ▶ Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Policy N 7.4)
 - ▶ Safety compatibility zones and criteria from previous compatibility plan incorporated into General Plan
 - ▶ Review all proposed projects and require consistency with any applicable compatibility plan (LU 14.2)
 - ▶ Submit proposed actions and projects to ALUC as required by state law (Policy LU 1.9); other actions may be submitted on voluntary and advisory basis (LU 14.0)
- ▶ *City of Perris General Plan*
 - ▶ Residential development considered conditionally acceptable in the 60-70 CNEL range; normally unacceptable at 70-75 CNEL; clearly unacceptable above 75 CNEL
- ▶ *City of Perris Zoning Codes*
 - ▶ No FAR Part 77 height limit zoning
- ▶ *City of Menifee*
 - ▶ None yet established

Exhibit PV-7

Airport Environs Information

Perris Valley Airport

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Legend

Boundary Lines

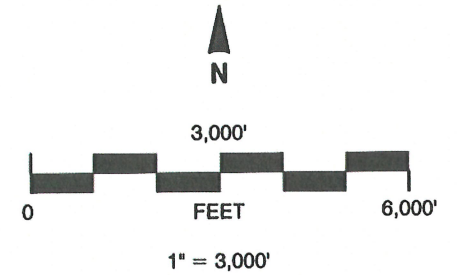
- - - City Limit Line
- - - City of Perris Sphere of Influence ¹
- Downtown specific Plan
- - - Airport Property Line
- Runway
- Compatibility Zones

City of Perris Land Use Designations ²

- Single Family Residential, 20,000 sq. ft. Lot
- Single Family Residential, 10,000 sq. ft. Lot
- Single Family Residential, 8,400 sq. ft. Lot
- Single Family Residential, 7,200 sq. ft. Lot
- Single Family Residential, 6,000 sq. ft. Lot
- Multiple Family Residential, 14 dwelling units per acre
- Multiple Family Residential, 22 dwelling units per acre
- Neighborhood Commercial/Urban Residential
- Neighborhood Commercial
- Community Commercial
- Professional Office
- Business Park
- Light Industrial
- General Industrial
- Specific Plan
- Parks/Recreational/Open Space
- Public/Semi-Public Facilities/Utilities

¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

² Source: ?

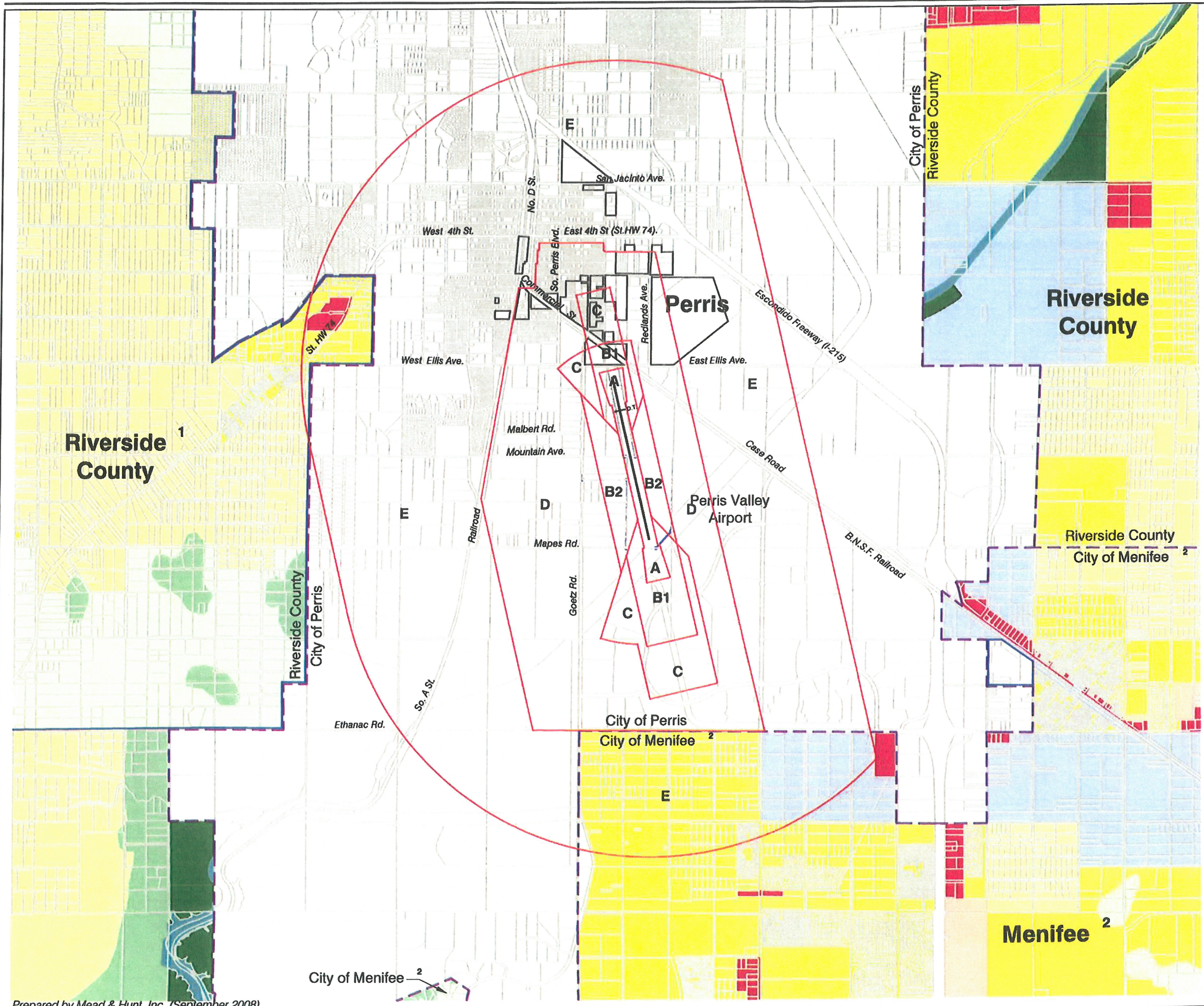


**Perris Valley Airport
Land Use Compatibility Plan
(July 2010 Draft)**

Exhibit PV-8

**General Plan Land Use Designations
City of Perris**

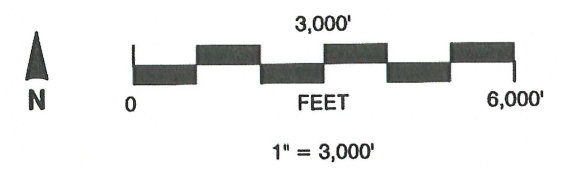
Perris Valley Airport



- Legend**
- Boundary Lines**
- - - City Limit Line
 - - - City of Perris Sphere of Influence ¹
 - - - Airport Property Line
 - Runway
 - Compatibility Zones
- County of Riverside Land Use Designations ²**
- Rural Residential
 - Rural Mountainous
 - Rural Desert
 - Very Low Density Residential
 - Low Density Residential
 - Medium Density Residential
 - Medium High Density Residential
 - High Density Residential
 - Very High Density Residential
 - Commercial Retail
 - Commercial Tourist
 - Commercial Office
 - Light Industrial
 - High Industrial
 - Business Park
 - Public Facilities
 - Community Center
 - Indian Lands
 - Freeway
 - City
 - Conservation
 - Conservation Habitat
 - Open Space Rural
 - Recreation
 - Water
 - Mineral Resources
 - Agriculture

¹ A Sphere of Influence (SOI) is the area outside of and adjacent to a city's border that has been identified by the County Local Agency Formation Commission as a future logical extension of the city's jurisdiction. The County of Riverside has land use authority over City Sphere areas, but typically must include the City in making land use decisions within the Sphere. -- (Source: City of Perris General Plan, 2005)

² Border shown for the future City of Menifee, California. Incorporated: October 1, 2008. No General Plan or Zoning Ordinance was adopted at the time this map was created. The land use is as designated by Riverside County.



**Perris Valley Airport
Land Use Compatibility Plan
(July 2010 Draft)**

Exhibit PV-9

**General Plan Land Use Designations
County of Riverside**

Perris Valley Airport