

6.2 Land Use

6.2.1 Introduction

Riverside Public Utilities (RPU) proposes to build and operate a nominal 96-megawatt (MW) simple-cycle power plant on a 12-acre fenced site within the City of Riverside, California. This proposed facility is referred to as the Riverside Energy Resource Center (RERC) Project (Project). RPU will develop, build, own and operate the facility. RERC will supply internal needs of the City of Riverside during summer peak electrical demands and will serve the City's minimum emergency loads in the event RPU is islanded from the external transmission system. No power from RERC will be exported outside of the City.

This section describes existing, planned and recreational land uses within the vicinity of the proposed Project. Potential impacts from the Project to land uses are also discussed within this section. Land uses were inventoried within the Project study area, which includes a one-mile radius of the Projects generation site, and a ½-mile corridor of the Project's associated transmission line (¼-mile either side of the assumed centerline). State and local agencies with jurisdiction potentially affecting the proposed Project are identified, along with respective plans, policies, laws and regulations. Existing land uses and recreational facilities near the Project are identified and described. The Project site and associated transmission line are both located within the City of Riverside. However, land under Riverside County jurisdiction is also located within the Project study area.

Existing maps and aerial photography (City of Riverside website) were reviewed and verified by field reconnaissance during November 2003. In addition, state and local land resource agencies were contacted to update official information and to solicit further input. Refer to the land use inventory map Figure 6.2-1.

6.2.1.1 Site Description

The proposed site is owned by the City of Riverside and is located adjacent to the City of Riverside's Wastewater Treatment Plant (WWTP) in a light industrial/manufacturing area. The RERC will consist of two aero-derivative combustion turbine generators with selective catalytic reduction (SCR), an on-site substation, approximately 1.75 miles of 69kV transmission line, natural gas and water supply interconnection and on-site administration building and warehouse. The power plant and associated administration building and warehouse will occupy approximately 8 of 12 acres with the additional 4 acres reserved for equipment storage and construction parking. The entire plant perimeter will be fenced with a combination of chain-link fencing and architectural block walls.

6.2.2 Setting

6.2.2.1 Laws, Ordinances, Regulations and Standards

Riverside County General Plan

Although the proposed Project would be located entirely within the City of Riverside, land adjacent to the north of the Project site is within unincorporated Riverside County.

The County of Riverside General Plan, adopted on October 7, 2003, describes uses and planning policies for these lands. The General Plan is a blueprint for the Riverside County. It describes the future growth and development within the County over the long term. It acts as a constitution for both public and private development; the foundation upon which land use related decisions will be made. The General Plan is meant to express the community's goals with respect to both human and natural environments and sets forth the policies and implementation measures to achieve them for the welfare of those who live, work and do business in the County.

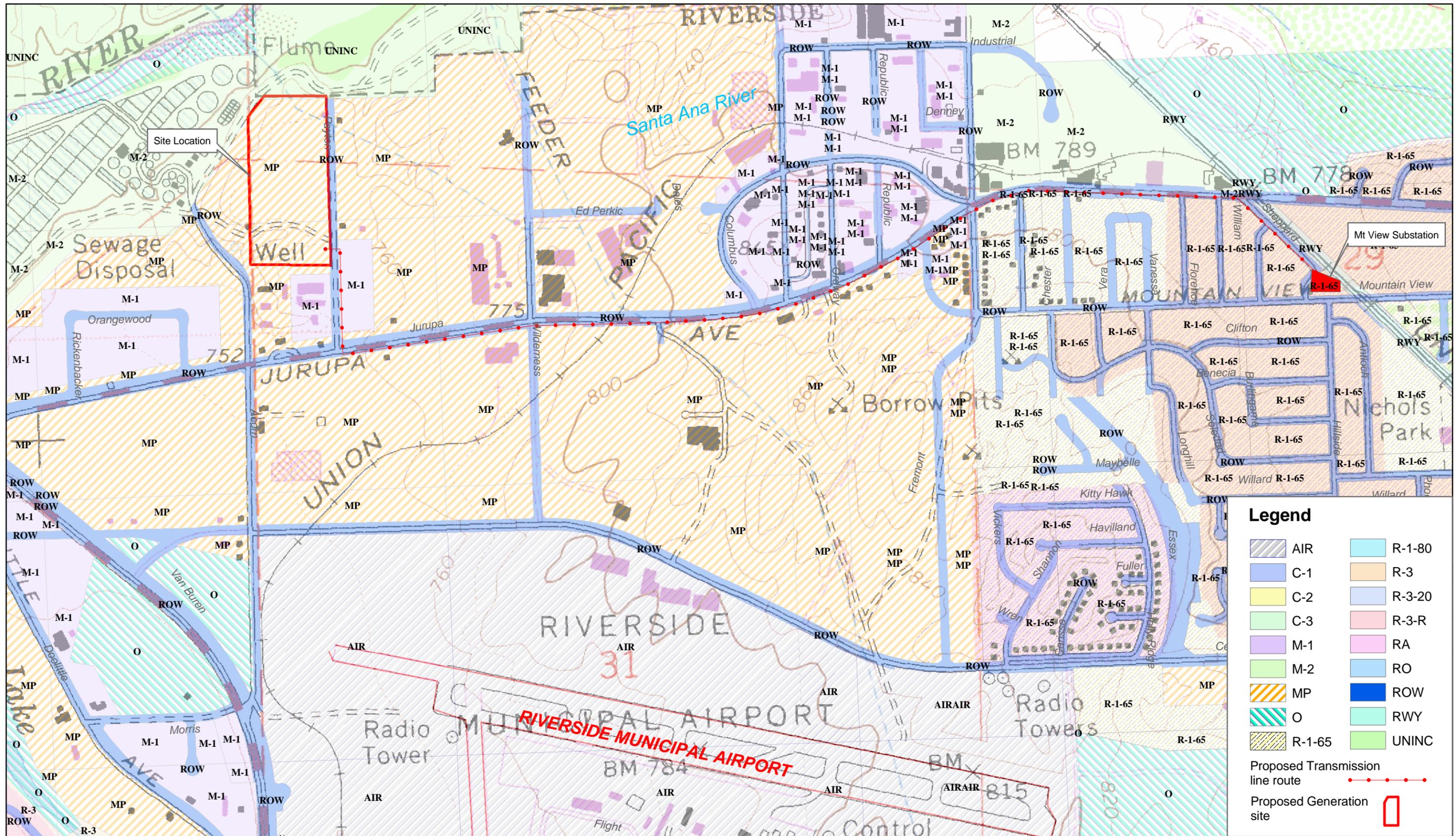
The General Plan is a part of the total Riverside County Integrated Project (RCIP). The RCIP is also comprised of the Community Environmental Transportation Corridor Acceptability Process (CETAP), and the Multiple Species Habitat Conservation Plan (MSHCP).

The General Plan has further designated certain areas within the County into 19 area plans. The purpose of the area plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space and other topical areas. The unincorporated Riverside County lands adjacent to the north side of the generation-site are within the Jurupa Area Land Use Plan. The parcels immediately adjacent to the north side of the generation site are designated as Light Industrial. This designation allows for a wide variety of industrial and related uses, including assembly and light manufacturing, repair and other service facilities, warehousing, distribution centers, and supporting retail uses.

The lands immediately adjacent to the Project site are also included within two “policy areas” of the Jurupa Area Land Use Plan. Policy areas are portions of an area plan that contain special or unique characteristics that merit detailed attention and focused policies. The two policy areas are the Santa Ana River Corridor and the Riverside Municipal Airport Influence Area. The following policies are relevant to the Santa Ana River Corridor:

- JURAP 7.2 Require development, where allowable, to be set back an appropriate distance from the top of bluffs, in order to protect the natural and recreational values of the river and to avoid public responsibility for property damage that could result from soil erosion or future floods.
- JURAP 7.3 Encourage future development that borders the Policy Area to design for common access and views to and from the Santa Ana River.
- JURAP 7.13 Discourage utility lines within the river corridor. If approved, lines shall be placed underground where feasible and shall be located in a manner to harmonize with the natural environment and amenity of the river.

The Riverside Municipal Airport Influence Policy Area has four associated safety zones, which are subject to regulations governing such issues as development intensity, density, height of structures and noise. The following policy from the Jurupa Area Plan is for the Riverside Municipal Airport Influence Policy Area:

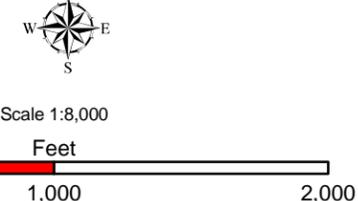


Legend

	AIR		R-1-80
	C-1		R-3
	C-2		R-3-20
	C-3		R-3-R
	M-1		RA
	M-2		RO
	MP		ROW
	O		RWY
	R-1-65		UNINC

Proposed Transmission line route

Proposed Generation site



Riverside Energy Resource Center

Zoning Classification



JURAP 9.1 To provide for the orderly development of Riverside Municipal Airport and the surrounding area, comply with the Airport Land Use Compatibility Plan for Riverside Municipal Airport as fully set forth in Appendix L and as summarized in Table 5, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

The proposed transmission line associated with the Project would cross through the Emergency Touchdown Zone (ETZ) and the Outer Safety Zone (OSZ) (as indicated on Figure 5 of the Jurupa Area Plan).

City of Riverside General Plan 2010

The City of Riverside General Plan 2010 was adopted September 13, 1994. The primary purposes of the General Plan are to: 1. Serve as the basic constitution for the City's development policies and processes, 2. Provide a definitive statement of the community's aspirations for its own future, 3. Create an orderly and economic means to forecast and plan for future development, and 4. Provide a framework to manage and/or develop the natural and manmade environments consistent with expressed community values, desires and character.

The General Plan covers the following specific elements required: land use, transportation, housing, conservation, open space, noise and safety.

Identified within the General Plan as a "key energy issue," the city and other energy suppliers need to plan for the long-range development of the City in accordance with the General Plan goals and policies to assure that ample and reliable energy will be available to consumers when needed. Goal E1 within the Resource Conservation section states to provide an adequate supply of affordable, environmentally sensitive energy resources for residents and businesses in Riverside. To achieve this goal, Policy E 1.5 suggests that the City should manage the Electric Utility in a businesslike manner to provide electric service to the people of Riverside in a safe, reliable, environmentally sensitive and fiscally responsible way, while minimizing total utility costs over the long run.

The Land Use element of the General Plan is designed to plan sufficient land for commercial, industrial, residential and public uses to meet the needs of the growing community; locate these uses appropriately to enhance community character; preserve important natural resources; and enable the City to efficiently provide adequate public services to the future community. Land use categories are identified within the General Plan area to depict the community's current perception of where various uses should be located over the life of the General Plan. The land use categories do not necessarily reflect current zoning within the City of Riverside (see City of Riverside Zoning below for a description of current zoning).

The generation-site and a portion of the transmission line route have been classified as the Industrial/Business Park land use category. This category is defined as:

High quality business and industrial parks are included in this development category. Strict design standards are applied to these developments, with a typical Floor Area Ratio (FAR) of 0.4 and maximum FAR of 0.5.

The portion of the transmission line route from Fremont Street to the Mt. View substation has been classified as the Medium High Density Residential land use category. This category is defined as:

The typical density in this category is 12 DU/A. The category provides for duplexes, attached residential units, garden apartments and other similar planned residential developments. The maximum residential density is 15 DU/A under this category. Urban development standards apply and urban services should be provided as development occurs in these areas.

The following are goals and the policies that may effect or would relate to the proposed Project and the Project area within the City.

Goal LU 1 To provide for continuing growth within the Riverside General Plan Area, with land uses and intensities appropriately designated to meet the needs of anticipated growth and to achieve the community's goals related to resource conservation, community enhancement and growth management.

Policy LU 1.7 The City should protect industrially designated areas from encroachment by incompatible uses and from the effects of incompatible uses in adjacent areas. Uses adjacent to planned industrial areas should be compatible with the planned industrial uses and should employ appropriate site design, landscaping and building design to buffer the non-industrial uses.

Goal LU 4 To provide for the appropriate timing of development in accordance with the future land uses designated in the Land Use Element.

Policy LU 4.2 The City should prepare its Capital Improvements Program and construct its capital improvement projects to provide adequate public facilities and services to the population and employment levels projected through the year 2010, according to the land uses designated in the Land Use Diagram.

Goal LU 6 To provide specific land use and development direction for locations affected by the current or future operations of the Riverside Municipal Airport.

Policy LU 6.2 Infill projects near the airport and on-site expansion projects which are of the same or lesser intensity as the prevailing surrounding land uses may be permitted in accordance with the Comprehensive Land Use Plan adopted by the Riverside County Airport Land Use Commission.

City of Riverside Zoning

Zoning is a tool used to regulate land use and development within the City of Riverside. It is used to implement the goals and policies of the General Plan and is typically more specific than the General Plan including detailed regulations and development standards.

The zoning ordinance divides the land in the city into zones that permit different types of uses and imposes development standards appropriate to the uses permitted for each parcel of land. The generation-site would be located on two separate parcels owned by the city. Both parcels are currently zoned Manufacturing Park (MP).

According to Chapter 19.46 of the municipal code, the MP zone is intended as a restricted industrial district for manufacturing, assembling, fabricating, warehousing, wholesale distribution uses, administrative or executive offices of business or industrial concerns, scientific research offices and laboratories, and certain uses appurtenant to and compatible with restricted industrial development.

The proposed transmission line would be located within the road right of way along Payton Avenue, Jurupa Avenue and Sheppard Street. The zoning along the transmission line route is designated as MP and single-family residential (R-1-65).

Airport Redevelopment Project

Land associated with the Riverside Municipal Airport, including the Project area, is within a redevelopment project area by the City of Riverside Development Department. Specifically, three separate parcels of land are identified for development opportunity surrounding the airport.

6.2.2.2 Existing Land Use

The proposed Project would be located within an area predominantly characterized by industrial/commercial uses. However, residential areas are located within the one-mile study area of the generation site, and within the ½ mile study corridor of the transmission line.

The majority of the study area, from Van Buren Boulevard to Fremont Street is generally industrial/commercial. Immediately adjacent to the Project site are storage yards, commercial businesses and the City of Riverside Wastewater Treatment Plant.

Residential areas within the study corridor are predominantly single-family residences. Generally, the residential areas are located approximately ½-mile from the generation-site. Residential uses are located in both the City of Riverside and the unincorporated lands of Riverside County north of the Project site.

There are three school districts within the study area: the Riverside Unified School District, the Alvord Unified School District, and the Jurupa Unified School District. However, only one school is located within the study area. The Indian Hills Elementary School is in the Jurupa Unified School District. The elementary school is located north of the Project within the unincorporated lands of Riverside County.

The Riverside Municipal Airport is located within the study area, approximately ½ mile south of the generation-site. Safety zones associated with the airport are described above in the Riverside County General Plan section. The main runway of the airport is 5,400 feet, while the second runway is 2,851 feet. The airport Comprehensive Land Use Plan has identified the future expansion of the main runway to 6,153 feet.

A portion of the proposed plant site is shown by the City of Riverside as Farmland of Local Importance. This designation would be for non-irrigated land that either is

currently producing crops or has the capacity of production. However, the City of Riverside General Plan also states that several sites in the General Plan Area may contain undeveloped land that meets criteria for agricultural suitability based on soils or historic use. However, these lands may not be good candidates for agricultural preservation due to such factors as parcel sizes, prevailing local land use patterns and trends, proximity to incompatible uses, overall community goals and policies, and proximity of major transportation routes and urban services.

The Project site is not within an agricultural preserve or Williamson Act contract.

6.2.2.3 Parks and Recreation

No parks, recreation, or preservation areas would be crossed by the Project. However, several such areas are located within the study area.

Immediately north of the Project's generation site, are unincorporated lands of Riverside County along the Santa Ana River. These lands are part of the Santa Ana River Corridor described above, and are referred to as the Hidden Valley Wildlife Area. A multi-use trail is located within this area and parallels the river throughout the Project study area.

Also located within the Santa Ana River Corridor through the Project study area, is the Juan Bautista de Anza National Historic Trail. The Long Range Interpretive Plan (LRIP) is the first step in the development of the trail's Comprehensive Interpretive Plan (CIP), which has become the National Park Service focus of managing the trail. This direction of comprehensive interpretation for the management of the trail evolved from the original Comprehensive Management and Use Plan (1996). Another component of the CIP is the Annual Implementation Plan, which outlines specific issues and projects identified in the LRIP that will be addressed during the current fiscal year.

The Martha McLean Anza Narrows Park is a Riverside County managed park as part of the larger Santa Ana River Corridor. The park is located along the south side of the Santa Ana River, within the City of Riverside. The park is within the transmission line study corridor but will not be crossed by Project facilities.

The Van Buren Golf Center is located within the Project study area, south of Jurupa Avenue. The Jurupa Hills Golf Course is also located within study area, north of the Santa Ana River, within unincorporated Riverside County.

6.2.3 Impacts

The following Table 6.2-1 CEQA Environmental Checklist identifies potential impacts to land use from the proposed Project. Following the checklist is a discussion of each potential impact.

Table 6.2-1 CEQA Environmental Checklist – Land Use

Environmental Checklist	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE AND PLANNING—Would the Project:				
A. Physically divide an established community?				X
B. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
C. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
RECREATION				
A. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X
B. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X

6.2.3.1 Land Use and Planning

A. Division of an Established Community

The proposed Project would be located within an area of the City of Riverside currently in use for industrial related activities. The parcels are owned by the City for development of utilities, and would be adjacent to existing City utility facilities (generation, water treatment). No new physical barriers would be created by the Project. The parcels are currently fenced from public access, and no existing roadways or pathways would be blocked. As well, the proposed transmission line would not create a new barrier to the community. An existing transmission line is currently located along Jurupa Avenue. The rebuilt transmission line would be located in a similar position as the existing line, and within road right of way. Therefore, no impacts are expected.

B. Conflict with Land Use Plans or Policies

The current zoning of the parcels for the generation-site is MP. A conditional use permit would be required for the Project’s generation-site to comply with this zoning designation. Although the associated transmission line for the Project would also be located within the MP zone and the R-1-65 zone, a conditional use permit would not be required.

As stated above, the Project area is predominantly an industrial use area. This is further verified by the land use designation of industrial within the existing Riverside County and City of Riverside General Plans.

The proposed transmission line rebuild associated with the Project would cross through the Emergency Touchdown Zone (ETZ) and the Outer Safety Zone (OSZ) (as indicated on Figure 5 of the Jurupa Area Plan). The ETZ and OSZ land use restrictions are summarized in the following Table 6.2-2.

Table 6.2-2 Land Use Compatibility Guidelines for Airport Safety Zones

Riverside Municipal Airport				
Safety Zone	Maximum Density	Population	Maximum Coverage by Structures	Land Use
ETZ- Emergency Touchdown Zone	0 ¹		0 ¹	No significant obstructions ²
OSZ-Outer Safety Zone	Uses in structures ³ : 25 persons/ac. Uses not in structures: 50 person/ac.		25% of net area	No residential No hotels, motels No restaurants, bars No schools, hospitals, government services No concert halls, auditoriums No stadiums, arenas No public utility stations, plants No public communications facilities No uses involving, as the primary activity, manufacturing, storage, or distribution of explosives or flammable materials.

NOTES:

A. The following uses shall be prohibited in all airport safety zones:

- (1) Any use which would direct a steady light of flashing light or red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator.
- (2) Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport.
- (3) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
- (4) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

B. Navigation easements shall be secured through dedication for all land uses permitted in any safety zone.

1. No structures permitted in ETZ.
2. Significant obstructions include, but are not limited to, large trees, heavy fences and walls, tall and steep berms and retaining walls, non-frangible street light and sign standards, billboards.
3. A "structure" includes fully enclosed buildings and other facilities involving fixed seating and enclosures limiting the mobility of people, such as sports stadiums, outdoor arenas and amphitheaters.

Source: Jurupa Area Plan

Although the above table indicates that no significant obstructions are to be located within the ETZ, existing transmission structures are located along Jurupa Avenue in the same area of the proposed transmission line. The exact location and design of the transmission line would be coordinated in conjunction with both the Riverside Municipal Airport and the Federal Aviation Administration (FAA).

No significant impacts are expected from the proposed Project to existing land use plans or policies.

C. Conflict with Habitat or Natural Community Conservation Plans

No habitat conservation plans or natural community conservation plans adopted by the jurisdictions affect the proposed Project. Therefore, the proposed Project would not conflict with existing plans and no impact would occur.

6.2.3.2 Recreation

A. Increased Use of Recreational Facilities

The proposed Project is not expected to result in the increase of population to the Project area. Therefore, since the Project could sufficiently be accommodated by the Project area labor force, no increase to existing recreational facilities would be expected, and no impacts would occur.

B. Construction of Recreational Facilities

The Project would not include recreational facilities or require the construction or expansion of existing recreational facilities. As described above, the proposed Project would not result in an increase in the area’s population that would require new or expanded recreational facilities whose construction would in turn lead to an adverse physical effect on the environment. No impact would occur.

6.2.4 Agency Contacts

Agency	Contact
Riverside Planning Department	Steve Hayes 3920 Main St., Third Floor Riverside, CA 92522 (909) 826-5775
Riverside County airport Land Use Commission	Keith Downs 5555 Arlington Ave. Riverside, CA 92504 (909) 351-0700

6.2.5 References

City of Riverside. Airport Runways & Acreage.

<http://www.riversideca.gov/airport/runway.htm>

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