



Policies:

- PASS 2.1 Require a minimum lot size of one acre within the Banning Bench Policy Area for areas designated as Very Low Density Residential.

Cherry Valley

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

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

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

Policies:

- PASS 3.1 Require a minimum lot size of one acre for property that is designated as Very Low Density Residential within the Cherry Valley Policy Area.
- PASS 3.2 Encourage local serving commercial development along Beaumont Avenue within the Cherry Valley Policy Area.
- PASS 3.3 Encourage the creation and maintenance of multi-purpose trails through the Cherry Valley area by using existing flood control easements and underutilized road rights-of-way.


Cabazon

The Cabazon Policy Area was based on the Cabazon Community Plan, which was adopted in 1998. The Cabazon Community Plan provided land use guidance for approximately 7,490 acres of unincorporated land on both sides of Interstate 10, excluding the Morongo Indian Reservation. The boundaries of the policy



area are generally Martin Road to the north, Fields Road to the west, Rushmore Avenue to the east, and the San Bernardino National Forest to the south. Cabazon, a rural community that has more than 2,000 residents, has expressed concerns over a series of issues that affect most growing communities. These issues include: revitalizing their historic main street to accommodate local residents and tourists needs; reducing flood hazards; increasing accessibility throughout the area; and improving railroad crossings. The land use map reflects the policies regarding lot sizes and allowable uses as detailed in the Cabazon Community Plan. The following policies assist the residents of Cabazon in creating a safe and more desirable place to live and work.

Policies:

- PASS 4.1 Require a minimum lot size of one acre for property that is designated as Very Low Density Residential within the Cabazon Policy Area.
- PASS 4.2 Provide bank stabilization and protection for the San Gorgonio River within the Cabazon Policy Area.
- PASS 4.3 Permit development on portions of the parcels that fall outside of a 100-year flood zone only if that portion or parcel is one-half acre or larger.
- PASS 4.4 Allow uses that can be periodically flooded in areas within the 100-year flood zone. Such uses might include agriculture, golf courses, recreational uses, utilities, surface mining operations, parking, landscaping, and compatible resource development.
- PASS 4.5 Require building pads to be raised, at minimum, to the elevation of the 100-year flood zone, for any habitable structures within the 100-year flood zone.
-  PASS 4.6 Refer to the Floodplain and Riparian Areas section of the General Plan Multipurpose Open Space Element, and the Flood and Inundation Hazards section of the General Plan Safety Element for other applicable policies.

Apache Trail

A new intersection at Interstate 10 and Apache Trail has been funded; however, the exact location is not known at this time. This future intersection would be a logical location for uses that serve travelers, such as service stations, restaurants, and markets. The policy area, as indicated by the green circle on Figure 3, Land Use Plan, is intended to acknowledge and allow this potential for tourist-serving commercial uses, yet not limit this type of development to an exact location at this time. Future commercial uses are allowed immediately adjacent to the intersection off-ramps, subject to appropriate design guidance.

Policies:

- PASS 5.1 Allow land uses that serve travelers, such as service stations, markets, and restaurants, to develop immediately adjacent to