



the future intersection of Interstate 10 and Apache Trail, subject to proper design that assures safe vehicular movement, quality appearance, and appropriate buffering of adjacent residential uses.

### San Gorgonio Pass Wind Energy



Wind turbines located in the Pass and Coachella Valley

The San Gorgonio Pass area is considered to be one of the best areas in the nation for the development of wind energy. This is due primarily to the air pressure differences which exist between western Riverside County and the Coachella Valley. As air moves from the high pressure to low pressure area, it is, in effect, “funneled” through the Pass, creating ideal wind energy conditions.

However, the siting of wind energy facilities can result in impacts to scenic viewsheds, nearby residents, and migratory birds. The sheer size of the windmill structures may block scenic views; noise generated by windmill turbines could impact nearby residents; and spinning rotary blades could injure migratory birds. Appropriate location of these facilities can mitigate these impacts.



Wind energy development in the San Gorgonio Pass area was studied through a joint environmental document prepared for the U.S. Bureau of Land Management and Riverside County: *The San Gorgonio Wind Resource Study EIR (1982)*. This analysis assessed three scenarios for wind energy development in the area. The report also includes criteria for the development of wind energy on both a countywide basis and specifically for the San Gorgonio Pass area. The specific policies for wind energy development in the San Gorgonio Pass area are listed below.

**Policies:**

- PASS 6.1      Require that wind turbines be set back from the Pacific Crest Trail alignment. Setbacks will be determined by the site-specific visual analysis.
- PASS 6.2      Prohibit wind turbines in the area immediately west and north of the County’s Devil’s Garden Park area.
- PASS 6.3      Minimize air quality impacts through the following precautions:
  - a.    Control access to unpaved road areas to minimize unauthorized traffic and off-road vehicle use; implement an area wide permit system for off-road vehicles.
  - b.    On Bureau of Land Management (BLM) lands, control access to unpaved road areas to minimize unauthorized traffic. Off-road vehicle use should be controlled on a site specific basis in conformance with BLM’s California Desert Conservation Area (CDCA) plan.
- PASS 6.4      Require solid tower designs to avoid potential perching sites and minimize bird kills.



PASS 6.5            Require wind turbine operators to report bird kills for monitoring purposes.

### **Specific Plans**

Specific plans are highly customized 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 accomplish.

Two specific plans are located within the Pass, as listed in Table 3, Adopted Specific Plans in the Pass Area Plan. Policies related to any listed specific plan can be obtained at the Planning Department.

It should be noted that the Oak Valley Specific Plan crosses jurisdictional boundaries. It is partly in the unincorporated County and partly in the Cities of Beaumont and Calimesa.

**Table 3: Adopted Specific Plans in The Pass Area Plan<sup>1</sup>**

<b>Specific Plan</b>	<b>Specific Plan #</b>
Highland Springs	102
Oak Valley	216

<sup>1</sup> Source: Riverside County Planning Department.