



LAND USE BACKGROUND DOCUMENT & DEFINITIONS

RELATIONSHIP TO OTHER PLANS AND PROGRAMS

Although the General Plan is the primary means to help the City implement Vision 2035, there are other tools that are necessary to ensure that its goals and policies can be implemented.

MUNICIPAL CODE AND ZONING ORDINANCE

The City's Municipal Code and Zoning Ordinance are the primary tools used to implement the goals and policies of the General Plan. Each of the General Plan land use designations is implemented by a correlating set of zoning designations described in the City's Zoning Ordinance. The Zoning Ordinance provides more detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations. The land uses specified in the Zoning Ordinance are based upon and should be consistent with the land use policies in this element. Changes to the Zoning Ordinance may be necessary due to the adoption of provisions in this General Plan and could require changes to the zoning maps and development standards.

It should be noted that there need not be an equal number of land use designations and zoning classifications. In many instances, multiple zoning classifications may be consistent with a single General Plan land use designation. The maximum allowable development potential of each individual parcel is influenced not only by the land use designation, but also by physical site characteristics, environmental constraints, infrastructure requirements, and detailed standards provided in the Development Code. Actual development is expected to typically occur at levels less than the allowed maximums due to the factors stated above as well as market demand and development trends.

SPECIFIC PLANS

The General Plan provides overall guidance for the physical development of the City, and specific plans are used to provide more detailed regulatory guidance for special areas or large developments within the City. Specific plans generally comprise a land use plan, circulation plan, development standards, design guidelines, phasing plan, infrastructure plan (water, sewer, or drainage), and implementation plan, pursuant to California Governmental Code Sections 65450 through 65457. They are typically implemented as customized zoning for a particular area of the City and are generally used for large-scale projects that require a comprehensive approach to planning and infrastructure issues.

Sixteen specific plans are in process or have been adopted for properties within the City of Menifee; many of which were approved prior to the City's incorporation. The majority of the plans run contiguous with Newport Road. A general plan examines an entire city or county, but a specific plan concentrates on the individual development issues of a particular project or region and provides customized direction for the project that is unique to the individual development and that is different than what would ordinarily be permitted by the traditional zoning ordinance. Customized road widths and parkway design, land use densities and intensities, landscape concepts, and amenities programs are all examples of areas that may receive special regulatory or design guidance in a specific plan.

Specific plans comprise approximately 7,200 acres of land and are predominantly located in the area between Newport and Holland Roads. Of the 16 plans, the Canyon Heights, Cal Neva, and Menifee Lakes Specific Plans are almost completely built out, and the Menifee Valley Ranch Specific Plan has been partially developed with new residential uses in the Heritage Lakes community. The remaining specific plans and their associated land use plans have been approved, but have not yet been developed. The City's specific plans are listed below and are conceptually illustrated on Exhibit LU-b1, Specific Plans, to provide context with the General Plan land use designations:

- Menifee North (a portion of the SP is within County of Riverside)
- Menifee Valley Ranch
- Fleming Ranch (in process)
- Plaza del Sol
- Canyon Heights
- Audie Murphy Ranch
- Town Center
- Cantalena
- Canyon Cove
- Newport Estates
- Cal Neva
- Countryside
- Newport Hub
- Menifee Village
- Menifee East
- Menifee Commercial (Walmart)

DEVELOPMENT AGREEMENTS

State law allows for the preparation of development agreements between a project proponent and the City. The purpose of a development agreement is to provide developers with additional assurances that the policies, rules and regulations, and conditions of approval in effect at the time a project was approved will not be nullified by a future local policy or regulation change. In exchange, the developer may be required to meet certain conditions or performance criteria, which become part of the agreement. Development agreements can be a useful means of meeting General Plan goals and policies while removing some of the risks faced by developers. Agreements can remain in effect for a few or several years: this is typically specified in the development agreement terms.

REGIONAL PLANNING EFFORTS

The City of Menifee participates in a number of significant regional planning efforts that impact land planning in the City, including the Riverside County Airport Land Use Commission (ALUC), the Southern California Association of Governments (SCAG) Sustainable Communities Strategy (SCS), and the Riverside County Multi-Species Habitat Conservation Plan (MSHCP).

As adopted by the Riverside County ALUC, the *Riverside County Airport Land Use Compatibility Plan Policy Document* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The basic function of airport land use compatibility plans is to promote compatibility between airports and the land uses that surround them. Although the ALUC has the sole authority to adopt this plan and to conduct compatibility reviews, the authority and responsibility for implementing the compatibility policies rests with the local governments. Portions of the City of Menifee are in the airport influence areas of the March Air Reserve Base and the Perris Valley Airport. The City of Menifee's General Plan, specifically the Land Use, Safety, Noise, and Housing Elements, are consistent with the Compatibility Plan, and the City supports the RCALUC in its regional planning efforts.

On April 4, 2012, the Regional Council of SCAG adopted the 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy): Towards a Sustainable Future. The 2012–2035 RTP/SCS uses economic, regional transportation systems, and land use strategies to reduce emissions from transportation sources to comply with SB 375, improve public health, and meet the National Ambient Air Quality Standards as set forth by the federal Clean Air Act. The City of Menifee Land Use and Circulation Elements set the stage for significant reductions in per capita vehicle miles traveled (based upon the Riverside County Transportation Analysis Model (RivTAM) analysis results) by focusing on integrating a land use plan that improves the balance of jobs and housing locally with a layered transportation network that accommodates multiple transportation modes for pedestrians, bicycles, and neighborhood electric vehicles (NEVs) and golfcarts (see the Circulation Element Background Report for further details).

The City also participates in the county's MSHCP. The MSHCP is a habitat conservation plan prepared pursuant to the federal Endangered Species Act (ESA) and the state's Natural Community Conservation Plan (NCCP). The County of Riverside, along with the 16 cities in the western portion of the county, are all participants in the MSHCP, and a member from each jurisdiction sits on the Regional Conservation Authority (RCA) Board. All discretionary actions undertaken by the City, such as approving a shopping center or grading permit for a new housing subdivision, requires environmental review under the MSHCP (among other programs).

ECONOMIC DEVELOPMENT CORRIDOR

The EDC designation is intended to provide economic vitality and flexibility in land use options to promote economic development along the City's major corridors. The Economic Development Corridor areas identified on the Land Use Plan are intended to function differently than the typical patterns of segregated uses in that the

distribution of uses is generally more concentrated and integrated to enhance the functionality of a large area. Economic Development Corridor areas are generally located in the large, undeveloped areas adjacent to I-215 and along the City's major corridors (such as Newport, Scott and Ethanac Roads as well as McCall Boulevard), since land uses in these areas have a higher likelihood to transition over time in comparison to other areas of the City. It is intended that the majority of the City's new development (that is not already planned as part of an approved specific plan) will be located in these areas, to promote infill development and to preserve the rural areas that are an integral part of Menifee's community character.

A variety of uses can be developed either vertically or horizontally within a single property or multiple properties in EDC designations. In general, areas designated EDC are envisioned to develop primarily as nonresidential uses, with residential uses playing a supporting role. Overall, residential uses shall not exceed 15 percent of the total EDC acreage or be allowed on parcels or properties directly adjacent to the freeway, and the maximum density permitted is 24 dwelling units per acre. A conceptual master plan is required as part of a preapplication submittal process for new uses within the EDC to ensure that a cohesive development plan is implemented over time in these areas. The master plan will allow the City to take a comprehensive look at a project's relationship to surrounding uses, its circulation and access plan, proposed amenities, and infrastructure in advance of an official project submittal and provide guidance to property owners that can ensure the community's vision is adhered to.

Implementation of EDCs

Development in EDC areas may be implemented by a specific plan or through conventional zoning designations. The appropriate mechanism will be determined by City staff upon review of a conceptual master plan for the project area. Additional information about the conceptual master plan submittal process can be found in "Conceptual Master Plan Overview" document.

Economic Development Corridor Subareas

Though flexibility in land use options is one of the benefits of the EDC designation, each one of the areas is envisioned to provide a distinctive mix of uses that are complementary to surrounding land uses and that generate distinguishable activity centers in the City. The following descriptions provide the mix of uses envisioned for each area, which can be seen in more detail in Exhibit LU-b2, Economic Development Corridors Subareas.

Northern Gateway (Ethanac Road): Envisioned as a business park area with more intensive industrial uses (less office) than envisioned for the Scott Road EDC area. Provides a buffer and transition between the commercial uses in Perris to the north and the residential uses in Menifee south of McLaughlin.

McCall Boulevard: Envisioned as a mix of office, medical, and residential uses (assisted living, senior apartments, townhomes, etc.) that would be compatible with the Regional Medical Center and would provide health-related services in close proximity to Sun City residents.

Scott Road: Envisioned as business park (predominantly light industrial and office uses) and limited support commercial uses that will serve as a buffer and transitional use between Scott Road and the Estate Residential uses on the west side of the I-215. The EDC area east of the I-215 and north of Scott Road is envisioned as a mix of commercial uses near the interchange, transitioning to office and residential extending north toward Mount San Jacinto College. Residential and office uses in this area would be complementary to the college and serve as viable land use options for properties that are between two of the City's interchanges, since commercial uses tend to seek locations as close to interchanges as possible for the greatest access to potential customers.

On the west side of I-215, north of Scott Road, the EDC area provides an opportunity for commercial, residential, and office uses with a high level of freeway accessibility as a transitional area to the Town Center to the north.

Community Core (west side of 215 between Newport and Holland Roads;Town Center): The Community Core is envisioned as the City's primary activity center and gathering place. Civic and entertainment uses are envisioned here that are complemented with commercial retail uses and higher density housing options that encourage walkability and reduce the use of the automobile. This area is intended to function as the ceremonial "heart" or downtown of the City of Menifee and will serve as a transition from existing rural lots to more concentrated retail and office development moving east toward I-215.

Newport Road Corridor (west of I-215)

The Newport Road Corridor is intended to provide neighborhood-oriented commercial uses that support the adjacent residential development to the north and south. Business park, office, or residential uses are envisioned along Bradley Road, to provide a buffer the commercial corridor and a logical transition to the adjacent single-family residential neighborhoods to the north.

LAND USE PLAN BUILDOUT ASSUMPTIONS

One of the Land Use Element's primary objectives is to establish the maximum buildout potential for housing units, nonresidential building square footage, population, and employment that could be generated by the Land Use Plan. The following provides a description of the assumptions and methods used to determine housing, population, and building square footage for the land uses illustrated in the Menifee General Plan. The projections themselves are presented in Exhibit LU-4, Land Use Buildout Summary.

BACKGROUND AND BASELINE ASSUMPTIONS

The General Plan Future Buildout Summary represents an estimate of the dwelling units, population, and nonresidential building square footage associated with the future buildout of the proposed Land Use Plan. A key assumption in understanding these projections is that they reflect a theoretical buildout of the entire City, rather than what is likely to appear on the ground over the next 20 years. The proposed land use plan is the basis for these projections.

There are no specific industry standards for population density or building intensity that are required to be used in the Menifee General Plan. As a result, data from the U.S. Census (2010), American Community Survey (2008), SCAG data, Riverside County General Plan (RCIP 2003), California Department of Finance (2009), and contemporary planning experience have been used to define the factors below to estimate Menifee's future buildout projections.

Gross Acres: Gross acreage refers to the total number of acres of an area, including all roads, railroads, and flood control facilities.

Square Feet: To convert adjusted gross acres to adjusted gross square feet, adjusted gross acres are multiplied by 43,560 (the number of square feet in an acre). For example, 5 acres of Commercial Office equals 217,800 square feet.

Adjusted Gross or Net Acres: Gross acreage minus the acreage used for major public roads (classified as Collector roads and above), railroads, and flood control facilities. Dwelling units and square footages in the General Plan Buildout Summary are calculated using adjusted gross acres.

Assumed Density/Intensity: It is assumed that not all uses in the City will be implemented at either the high or low end of the permitted densities and intensities in each land use category. Historically, citywide buildout levels do not achieve the maximum allowable density (residential uses) or intensity (nonresidential uses) on every parcel and are, on average, lower than allowed by the General Plan because the development of individual parcels or groups of parcels must account for factors such as physical site constraints (such as topography or watercourses), zoning requirements (such as parking or landscaping) that further limit development potential, and other regulatory constraints. As a result, the assumptions used to calculate buildout represent an average level of density/intensity that will likely be achieved at buildout of each land use category.

RESIDENTIAL ASSUMPTIONS: POPULATION AND DWELLING UNITS

Estimations for the buildout of residential land use designations were calculated used the following assumptions and methods:

Population: Population is determined by multiplying the projected number of occupied dwelling units in the City by an average persons per household factor. For example, 1,000 occupied dwelling units with an average persons per household size of 2.80 would yield 2,800 residents.

Persons per Household (PPH): This factor is used to estimate population at build-out. To reflect the variations of household size between different communities in the City of Menifee, separate average household size figures were used to determine population for different residential land use designations. Lower density land use designations typically accommodate larger units and a greater number of occupants than higher density designations, which typically accommodate smaller units and fewer occupants. For example, in areas such as Sun City, the persons per

household numbers tend to be lower than in the remainder of the City, largely due to the number of retirees and empty nesters that reside there.

Occupied Dwelling Units: Based on 2009 California Department of Finance figures, the City of Menifee experienced a vacancy rate of 7.64 percent, which is the same as saying the City had an occupancy rate of 92.36 percent. The total number of occupied units is estimated by multiplying the total number of dwelling units by the occupancy rate. The number of occupied units is then multiplied by the appropriate persons per household figure to arrive at a more refined population estimate.

The following persons per household factors were utilized to estimate future population and were derived from the 2010 Census and 2006–2008 American Community Survey.

Land Use Category	Persons per Household
Residential Uses 8.0 du/ac and below, including a portion of the Economic Development Corridor	2.80
Residential Uses from 8.1 to 24.0 du/ac, including a portion of the Economic Development Corridor	2.07

Dwelling Units: Dwelling unit projections are estimated by multiplying the adjusted gross acres of each residential land use designation by the corresponding assumed density factor. For example, 400 acres of 2.1-5 du/ac Residential with an assumed density of 4.0 du/ac would result in 1,600 dwelling units.

Residential Density (du/ac): Residential land use designations that are more rural in nature are defined by a maximum allowable density (i.e., RM, RR5, RR2, RR1, and RR½), which means properties can be developed at the maximum or below. Designations for more traditional single-family subdivisions and multifamily projects (such as 5.1-8R or 14.1-20R) permit a range of allowable densities, that is, they shall be developed at a density that is no lower than the bottom end of the range and no higher than the maximum density identified for the category.

In areas where the lots are over half an acre, density is calculated using by gross acres; all other areas utilize adjusted gross (net) acres to determine the maximum number of units allowed in a given area.

The lower threshold figure for each category represents a minimum amount of development anticipated, provided that all other required conditions can be met, and the higher figure represents a potential maximum that could be located in each area if the proposed development demonstrates qualities above the minimum development standards to achieve a higher density. The purpose of this concept is to ensure that the City achieves the high-quality development called for in the 2035 Vision.

It should be noted that a variety of lot sizes and residential product types may be used in a land use category, as long as the maximum number of dwelling units allowed by the designation is not exceeded (not all lots must be

exactly the same size unless zoning dictates it). Areas designated as Economic Development Corridor have unique assumptions that are addressed separately in the Future Buildout Summary table and later in this document .

Assumed Residential Density: To determine future buildout projections for the City of Menifee, an assumed residential density is identified for each designation. The assumed density represents the number of units per acre that will likely be achieved at buildout within each land use designation’s specified density range. The density ranges allowed in the General Plan and the assumed density used in the buildout projections for each residential land use category is provided in the table below.

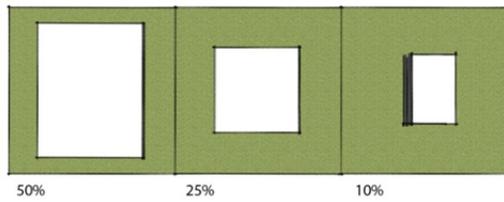
Land Use Designation	DWELLING UNITS PER ACRE (du/ac)		
	Minimum	Assumed	Maximum
Rural Mountainous (RM)	1 du per 10 acres (0.10 du/ac)	0.10	N/A
Rural Residential 5 ac min (RR5)	1 du per 5 acres (0.20 du/ac)	0.20	N/A
Rural Residential 2 ac min (RR2)	1 du per 2 acres (0.50 du/ac)	0.50	N/A
Rural Residential 1 ac min (RR1)	1 du per acre (1.0 du/ac)	1.0	N/A
Rural Residential ½ ac min (RR1/2)	1 du per ½ acre (2 du/ac)	2.0	N/A
2.1-5.0 du/ac Residential	2.1	4.0	5.0
5.1-8.0 du/ac Residential	5.1	6.0	8.0
8.1-14.0 du/ac Residential	8.1	10.0	14.0
14.1-20.0 du/ac Residential	14.1	18.0	20.0
20.1-24.0 du/ac Residential	20.1	22.0	24.0

NONRESIDENTIAL ASSUMPTIONS

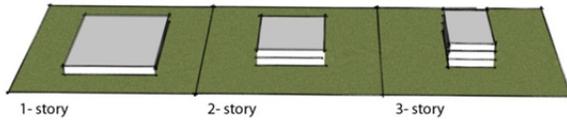
Estimations for the buildout of nonresidential land use designations such as commercial, office, business park, and industrial uses were calculated used the following assumptions and methods:

Floor Area Ratio. Building intensities for nonresidential uses are measured by FAR. FAR is the ratio of the total net floor area of a building on a parcel to the total adjusted gross square footage of that parcel. FAR calculations do not include floor areas for parking structures or outdoor open storage. A site with a 0.5 FAR generally might have a range between a one-story building with 50 percent coverage to a three-story building with 10 percent coverage of the site. The graphic below shows possible development arrangements using this FAR.

Site Coverage



Building Height



Building Square Footage: Building square footage for nonresidential land uses are calculated by multiplying the adjusted gross square feet of each land use designation by the corresponding FAR. For instance, 20,000 square feet of Commercial Retail with an FAR of 0.23 would yield 4,600 square feet of building space. In the case of public facilities such as schools and universities, the General Plan assumptions are based on the number of students and employees generated by each use versus the amount of square footage that can be accommodated on a site designated for public facility use.

Assumed Intensities: Nonresidential designations include either a maximum allowable FAR (industrial uses) or a range of allowable FARs (commercial uses). To determine future buildout projections for the City of Menifee, an assumed FAR is identified for each nonresidential designation. The assumed FARs represent the anticipated intensity for each different land use designation. The range and assumed intensities for nonresidential land use categories area provided below.

Land Use Designation	FLOOR AREA		
	Minimum	Assumed	Maximum
Commercial Office	0.25	0.35	1.0
Commercial Retail	0.20	0.23	0.35
Business Park	N/A	0.38	0.60
Heavy Industrial	N/A	0.40	0.50

ECONOMIC DEVELOPMENT CORRIDOR ASSUMPTIONS

The introduction of an EDC designation, if properly implemented, can add vitality and land use efficiency to a city. The Economic Development Corridor areas identified on the land use plan are intended to function differently than the typical patterns of segregated uses in that the distribution of uses is generally more concentrated and integrated to enhance the functionality of a large area. Economic Development Corridor areas are generally in the large, undeveloped areas adjacent to I-215 and along the City’s major corridors (such as Newport, McLaughlin and Ethanac Roads, and McCall Boulevard), since land uses in these areas have a higher likelihood to transition over time

in comparison to other areas of the City. The EDC designation will provide a similar level of land use flexibility to landowners as the county’s Community Center Overlay was intended to do.

A variety of uses can be developed either vertically or horizontally within a single property or multiple properties in EDC designations. In general, areas designated EDC are envisioned to develop primarily as nonresidential uses with residential uses playing a supporting role. Overall, residential uses shall not exceed 15 percent of the total EDC acreage or be allowed directly adjacent to the freeway. A conceptual master plan is required for new uses within the EDC to ensure that a cohesive development plan is implemented over time in these areas. The master plan will allow the City to take a comprehensive look at a project’s relationship to surrounding uses, its circulation and access plan, proposed amenities, and infrastructure in advance of an official project submittal and provide guidance to property owners that can ensure the community’s vision is adhered to.

Development in EDC areas may be implemented by a specific plan or through conventional zoning designations. The appropriate mechanism will be determined by City Staff upon review of the master plan concept.

Economic Development Corridor Density/Intensity: The maximum allowable density for projects in areas designated Economic Development Corridor is 24.0 du/ac and the maximum allowable FAR is 1.0.

Economic Development Corridor Assumptions: An assumed mix of uses and tailored assumptions has been developed for areas designated EDC to estimate the potential environmental impacts that could occur with the future buildout of these areas. These assumptions are based on an estimated combination of uses and the role they are designed to play in the community while providing the flexibility to accommodate a range of future development types that can easily respond to changing market conditions without the need for significant revisions to the General Plan. The assumptions in the table on the following page were utilized to estimate future buildout of the Economic Development Corridor areas.

	Assumed Density (du/ac) or Intensity (FAR)	Acres Assumed	Percentage of Total EDC Acres
Residential			
	Residential 4 du/ac	24	1%
	Residential 6 du/ac	37	2%
	Residential 12 du/ac	94	4%
	Residential 18 du/ac	180	7%
	<i>Residential Subtotal</i>	<i>335</i>	<i>14%</i>
NonResidential			

Commercial Retail	0.23 FAR	405	16%
Commercial Office	0.35 FAR	235	9%
Business Park	0.38 FAR	1,497	61%
<i>Nonresidential Subtotal</i>		<i>2,137</i>	<i>86%</i>
TOTAL ACRES			2,473

SPECIFIC PLAN ASSUMPTIONS

Specific plans provide comprehensive development plans for designated areas of the City. Since the preparation, adoption, and implementation of specific plans typically demand significant investments of time and resources by property owners, staff, and decision makers, the land use plans approved with each specific plan have been incorporated into the General Plan. The assumptions made for each Specific Plan project area for units, nonresidential square footage, and open space are consistent with the land use plans that were adopted with each document. In cases where the data was unavailable, the general assumptions used Citywide were applied.

EMPLOYMENT ASSUMPTIONS

Estimates for the number of jobs accommodated in areas designated for commercial and industrial land uses are based on the following assumptions and methods.

Number of Jobs: The number of jobs is a count of the total jobs, both full- and part-time and is not a full-time equivalent measure. Almost all publically available economic data provides total job counts and not full-time equivalents.

Employment Density: Employment density is the number of employees per adjusted gross acre. Multiplying the adjusted gross acreage of each land use designation by the employment density determines the estimated number of jobs at buildout. The following table provides the assumed employment density for commercial and industrial land uses.

Land Use Designation	Employment Density (employees per acre)
Commercial Office	45
Commercial Retail	20
Business Park	30
Heavy Industry	16.5

UTILITIES INFRASTRUCTURE

Future land use patterns and rates of development will impact the infrastructure for the City's utilities. As the population increases, the demand for these services will also increase. It is important to ensure that demand for

these services does not exceed the supply and that the expansion of infrastructure is sufficiently addressed to accommodate future needs.

The City of Menifee is jointly responsible for coordinating with private and quasi-public agencies offering public services such as telephone, gas, and electricity, in compliance with the General Plan. The city's Capital Improvement Program prioritizes and provides annual funding for infrastructure improvements.

NATURAL GAS SERVICE

Natural gas service is provided by Southern California Gas Company. Transmission and distribution gas lines run throughout the community along many of the existing streets. According to the 2008 California Gas Report, gas demand in all market sectors is expected to grow at an annual average rate of just 0.02 percent from 2008 to 2030.

ELECTRICAL SERVICE

Southern California Edison (SCE) provides electricity and maintains a distribution network for Menifee. While SCE has adequate capacity to service the City, changes in electricity usage and future development may prompt SCE to reassess the capacity of existing substations to provide adequate power. Businesses and residents can help to maintain sustainable, cost effective service by conserving energy. SCE offers rebate and incentive programs to residents and businesses that encourage the conservation of energy through low consumption and solar partnerships.

SOLID WASTE DISPOSAL SERVICE

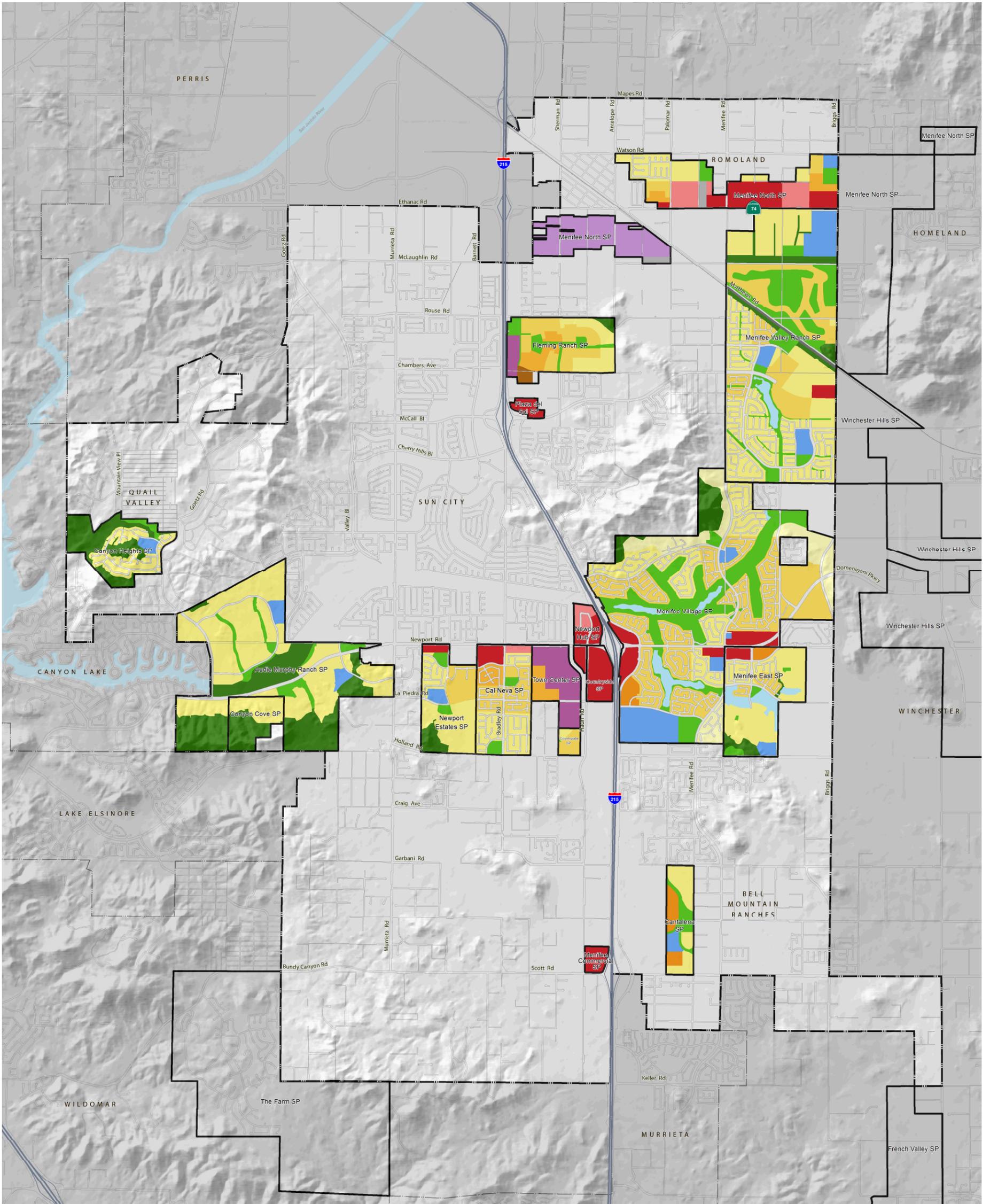
California law requires cities and counties to develop solid waste diversion and recycling programs to meet gradually increasing performance standards. With decreasing capacity in local landfills, cities recognize that recycling and reusing waste materials becomes more cost-effective than traditional disposal practices. Recycling construction and demolition debris, curbside recycling, green waste collection, and other creative programs also translate into cost savings for manufacturers and consumers.

Waste Management provides collection and disposal, recycling, and green waste services to Menifee's residents and businesses. Residential and commercial solid waste produced in the City is transported to the Corona Landfill, approximately 17 miles away. Like all municipalities, Menifee must meet the solid waste diversion mandates established by the California Integrated Waste Management Board under State Assembly Bill 939 (AB 939). Currently, Waste Management provides a comprehensive recycling program for residents with separate bins for green waste and other recyclables.

TELECOMMUNICATIONS AND INTERNET SERVICE

Adequate telecommunication facilities are available to serve the needs of Menifee. Verizon offers telephone service to Menifee and internet services are provided by Mediacom. There are also several satellite and wireless providers that offer the same services to residents and businesses in the area.

EXHIBIT LU-B1 SPECIFIC PLAN LAND USES



Source: The Planning Center | DC&E, 2013

Rural Mountainous (RM) 10 ac min	2.1-5 du/ac Residential (2.1-5R)	Commercial Retail (CR) 0.20 - 0.35 FAR	Agriculture (AG)	Public Utility Corridor (PUC)
Rural Residential 5 ac min (RR5)	5.1-8 du/ac Residential (5.1-8R)	Commercial Office (CO) 0.25 - 1.0 FAR	Conservation (OS-C)	Railroad
Rural Residential 2 ac min (RR2)	8.1-14 du/ac Residential (8.1-14R)	Heavy Industrial (HI) 0.15 - 0.50 FAR	Recreation (OS-R)	
Rural Residential 1 ac min (RR1)	14.1-20 du/ac Residential (14.1-20R)	Business Park (BP) 0.25 - 0.60 FAR	Water (OS-W)	
Rural Residential 1/2 ac min (RR1/2)	20.1-24 du/ac Residential (20.1-24R)	Economic Development Corridor (EDC)	Public/Quasi Public Facilities (PF)	



MENIFEE GENERAL PLAN

