



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

Riverside County Administration Center
4080 Lemon St., Hearing Room (1st Floor)
Riverside, California

Thursday 9:00 a.m., October 14, 2010

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

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Riverside

Robin Lowe
Hemet

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Director
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John Guerin
Russell Brady
Barbara Santos

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NOTE: If you wish to speak, please complete a "SPEAKER IDENTIFICATION FORM" and give it to the Secretary. The purpose of the public hearing is to allow interested parties to express their concerns. Comments shall be limited to 5 minutes and to matters relevant to the item under consideration. Please do not repeat information already given. If you have no additional information, but wish to be on record, simply give your name and address and state that you agree with the previous speaker(s). Also please be aware that the indicated staff recommendation shown below may differ from that presented to the Commission during the public hearing.

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 9th Floor, Riverside, CA 92501 during normal business hours.

In compliance with the Americans with Disabilities Act, if any accommodations are needed, please contact Barbara Santos at (951) 955-5132 or E-mail at basantos@rctlma.org. Request should be made at least 48 hours or as soon as possible prior to the scheduled meeting.

1.0 INTRODUCTIONS

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 PUBLIC HEARING: NEW BUSINESS

REGIONAL

- 2.1 ZAP1003RG10 – Riverside County Planning Department – Ordinance No. 348.4690 – An amendment to the Riverside County Zoning Ordinance to require a public use permit for "facilities for the storage or transmission of electrical energy, where the County is not preempted by law from exercising jurisdiction." Such facilities could be allowed in any zone, provided that such a permit is granted. (Countywide). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org. or Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

[Click Link Below to Review Staff Report for Item 2.1](#)

- Staff Report – Item 2.1

MARCH AIR RESERVE BASE

- 2.2 ZAP1066MA10 – Riverside County Transportation Commission (RCTC) – A proposal by the RCTC to construct the South Perris Metrolink Station and rail equipment layover facility associated with the extension of Metrolink service to Perris. The site is located northeasterly of Case Road, easterly of Murrieta Road, southerly of Ellis Avenue, and westerly of I-215, in the City of Perris, approximately 37,500 feet southerly of Runway 14-32 at March Air Reserve Base. Construction of the station would include station platform with canopies, parking lot with lighting, 10 bus stop bays, pedestrian crossing with stairs and ramp, train layover facility, and a 37 foot tall communication tower located approximately 1,000 feet northwesterly of the main project site located southerly of Ellis Avenue. (Airport Area III within the March Air Reserve Base Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org. or Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

Click Link Below to Review Staff Report for Item 2.2

- Staff Report – Item 2.2

3.0 PUBLIC HEARING: NEW BUSINESS

REGIONAL

- 3.1 ZAP1002RG10 – Riverside County Planning Department – Ordinance No. 348.4706 – An amendment to the Riverside County Zoning Ordinance to permit emergency shelters in the I-P (Industrial Park) Zone and to establish development standards for such facilities. The amendment defines an emergency shelter as “housing with minimally supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.” Development standards include a maximum limit of 75 beds in any emergency shelter and a minimum of 125 square feet of floor area for each client served at any one time. (Countywide). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org. or John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONDITIONALLY CONSISTENT

Click Link Below to Review Staff Report for Item 3.1

- Staff Report – Item 3.1

MARCH AIR RESERVE BASE

- 3.2 ZAP1065MA10 – Riverside County Transportation Commission (RCTC) – A proposal by the RCTC to construct the Moreno Valley/March Field Metrolink Station associated with the extension of Metrolink service to Perris. The site is located easterly of Meridian Parkway, southerly of Alessandro Boulevard, northerly of Cactus Avenue, and westerly of I-215, within the land use jurisdiction of the March Joint Powers Authority, approximately 7,440 feet northwesterly of Runway 14-32 at March Air Reserve Base. Construction of the station would include station platform with canopies, parking lot with lighting, 5 bus

stop bays, pedestrian crossing with stairs and ramp, and a 20 foot tall communication tower located approximately 600 feet easterly of the main project site adjacent to I-215. (Airport Area I within the March Air Reserve Base Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org. or John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUANCE TO DECEMBER 9, 2010

[Click Link Below to Review Staff Report for Item 3.2](#)

- Staff Report – Item 3.2

JACQUELINE COCHRAN REGIONAL AIRPORT

3.3 ZAP1017TH10 – Kohl Ranch II (representative: Nick Johnson) – County Case Nos. SP 303A2 (Specific Plan Amendment), GPA 1104 (General Plan Amendment), CZ 7742 (Change of Zone), PM 36315 (Parcel Map 1), PM 36293 (Parcel Map 2), and PP 24690 (Plot Plan). The overall project site is located southerly of Avenue 60, easterly of Harrison Street, northerly of Avenue 66, and westerly of Polk Street, within the unincorporated Riverside County community of Thermal. The Plot Plan is located southerly of Avenue 60, easterly of Tyler Street, northerly of Avenue 62, westerly of Polk Street. The Specific Plan Amendment proposes to alter the land uses within the northern and southern planning areas of the Specific Plan. The General Plan Amendment is an amendment to the Circulation Plan of the General Plan to redesignate and realign Avenue 60, Avenue 62, and Tyler Street. The Change of Zone is a modification of the Specific Plan zoning ordinance consistent with the updates proposed by the Specific Plan Amendment. Parcel Map 1 proposes to subdivide 567.91 acres into 6 parcels with a minimum lot size of 20.91 acres for financing purposes. Parcel Map 2 proposes to subdivide 331.45 acres into 295 commercial lots consisting of 254 founder lots, 12 track facility lots, 14 private street lots, 13 open space lots, 1 lot for drainage, and 1 lot for street dedication. The Plot Plan is a proposal to construct a motorsports race track facility on 331.45 acres including construction of a private race track, 254 private/member garages, control tower, maintenance building, member car storage, registration building, track side garages/luxury suites, event tent, tuning shop, go-kart track, and go-kart team garages. (Airport Compatibility Zones A, B1, C, D, E within the Jacqueline Cochran Regional Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org. or John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONTINUANCE TO DECEMBER 9, 2010 OR
CONDITIONALLY CONSISTENT (WITH TOWER
REDESIGN OR SPECIAL FINDINGS)

[Click Link Below to Review Staff Report for Item 3.3](#)

- Staff Report – Item 3.3

4.0 APPROVAL OF MINUTES
August 12, 2010

5.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

6.0 COMMISSIONER'S COMMENTS

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.1

HEARING DATE: October 14, 2010

CASE NUMBER: ZAP1003RG10 – Riverside County Planning Department
(Representative: Adam Rush)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: Ordinance No. 348.4690

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the ordinance.

PROJECT DESCRIPTION:

The proposed ordinance would amend the Riverside County Zoning Ordinance to require a Public Use Permit for “facilities for the storage or transmission of electrical energy where the County is not preempted by law from exercising jurisdiction.” Such facilities would be allowed in any zone, provided that such a permit is granted.

PROJECT LOCATION: Countywide

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans

BACKGROUND:

Non-Residential Land Use Intensity: The proposed amendment to the zoning ordinance would allow electrical energy transmission and storage facilities, which typically do not involve the presence of substantial concentrations of people. Concentrations of people during construction and/or operation of such facilities within an airport influence area would be considered by ALUC on an individual basis.

Prohibited and Discouraged Uses: Electrical energy transmission and storage facilities potentially present hazards to flight. However, the hazards of such facilities within an airport influence area would be considered by ALUC on an individual basis.

Noise: Electrical energy transmission and storage facilities would not typically include sensitive receptors to noise. Given the industrial nature of the facilities, they would not be substantially impacted by noise generated by airport operations.

Staff Report

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Part 77: Electrical energy transmission lines may present a potential hazard to flight due to their substantial height. FAA review would be required for any structures with potential to exceed the appropriate relative slope ratio for an applicable airport.

Open Area: Individual projects 10 acres or larger would be considered by ALUC for provision of open area as required by the appropriate Airport Land Use Compatibility Plan.

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COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 2.2

HEARING DATE: October 14, 2010

CASE NUMBER: ZAP1066MA10 – Riverside County Transportation Commission (Representative: Edda Rosso)

APPROVING JURISDICTION: Riverside County Transportation Commission

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the project, subject to the conditions specified herein for the project.

PROJECT DESCRIPTION:

The applicant proposes to construct the South Perris Metrolink Station and rail equipment layover facility associated with the extension of Metrolink service to Perris. Construction of the station would include station platform with canopies, parking lot with lighting, 10 bus stop bays, pedestrian crossing with stairs and ramp, train layover facility, and a 37 foot tall communication tower located approximately 1,000 feet northwesterly of the main project site located southerly of Ellis Avenue.

PROJECT LOCATION:

The site is located northeasterly of Case Road, easterly of Murrieta Road, southerly of Ellis Avenue, and westerly of I-215, in the City of Perris. The site is closer to Perris Valley Airport (located 3,841 feet to the west) than to March Air Reserve Base, but is outside the existing boundaries of the Perris Valley Airport Land Use Compatibility Plan. The site is located approximately 37,500 feet southerly of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

a. Airport Influence Area: March Air Reserve Base

b. Land Use Policy: Area III

c. Noise Levels: outside 60 CNEL, according to the draft March Air Reserve Base/Inland Port Airport Joint Land Use Study

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Area III of the current March Air Reserve Base Airport Influence Area. There are no non-residential intensity limitations in Area III, pursuant to the 1984 Riverside County Airport Land Use Plan. Operation of the proposed facility would result in an estimated maximum intensity of 500 people on the site. Based on the draft Joint Land Use Study for March Air Reserve Base/Inland Port Airport, the proposed project would be located within Compatibility Zone D. There are no non-residential intensity limitations for the draft Compatibility Zone D.

Noise: The property lies outside the area that would be subject to average exterior noise levels of 60 CNEL or greater under ultimate airport development conditions. The 1984 County Plan does not contain any noise attenuation requirements for non-residential land uses. In addition, due to the project's nature as a commuter rail station, the project would be subject to noise created by its own operations. Therefore, no special mitigation of noise from aircraft is required.

Part 77: The topography of the site is extremely flat with elevations of the site 1,416 feet above mean sea level (1,416 feet AMSL). The elevation of Perris Valley Airport Runway 15/33 is 1,413 feet AMSL. At a distance of approximately 3,841 feet from the runway, FAA review would be required for any structures with top point exceeding 1,453 feet AMSL. The project plans indicate that building and structure heights will not exceed 37 feet. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed buildings. Proposed conditions limit structure height to 40 feet and require a minimum distance of 3,841 feet from the Perris Valley Airport runway.

Open Area: Area III of the 1984 Riverside County Airport Land Use Plan does not have any requirements for provision of open space. In addition, the draft D zone does not have any requirements for provision of open space or restriction of lot coverage.

CONDITIONS:

1. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the March Inland Port Airport Authority. (Contact March Joint Powers Authority at (951) 656-7000 for additional information.)
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of 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.

- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) 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. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
5. Structure height shall not exceed 40 feet, and no structure shall be located less than 3,841 feet from any point on the centerline of the runway at Perris Valley Airport, unless the Federal Aviation Administration has first issued a Determination of No Hazard to Air Navigation for said structure.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: October 14, 2010

CASE NUMBER: ZAP1002RG10 – Riverside County Planning Department
(Representative: Adam Rush)

APPROVING JURISDICTION: Riverside County

JURISDICTION CASE NO: Ordinance No. 348.4706

MAJOR ISSUES: The proposed ordinance would allow emergency shelters with potentially a maximum estimated 80 people within a building approximately 10,000 sq. ft. in size. This would be inconsistent with Compatibility Zones A, B1, and C standards for average intensity.

RECOMMENDATION: Staff recommends a finding of CONDITIONAL CONSISTENCY for the ordinance, provided that the ordinance is amended in accordance with the recommendations specified herein.

PROJECT DESCRIPTION:

The applicant proposes an amendment to the Riverside County Zoning Ordinance to establish emergency shelters in the I-P (Industrial Park) Zone as a permitted use and to establish development standards for such facilities. The amendment is to bring the zoning ordinance into compliance with recent updates to the California Government Code. The amendment defines an emergency shelter as “housing with minimally supportive services for homeless persons that is limited to occupancy of six months or less by a homeless person and where no individual or household may be denied emergency shelter because of an inability to pay.” Development standards include a maximum limit of 75 beds in any emergency shelter and a minimum of 125 square feet of floor area for each client served at any one time.

PROJECT LOCATION: Countywide

LAND USE PLAN: All Riverside County Airport Land Use Compatibility Plans

BACKGROUND:

Non-Residential Land Use Intensity: The proposed amendment to the zoning ordinance would allow emergency shelters as a permitted use within the I-P (Industrial Park) zone, thus not requiring a use permit that may be subject to further review by ALUC. The ordinance establishes a maximum

number of beds of 75 for emergency shelters. With an estimated maximum staff of 5, the maximum population intensity is estimated at 80.

Based on the development standards established by the ordinance for minimum areas for service, the maximum expected size of an emergency shelter would be approximately 10,000 sq ft. Parking requirements have also been reduced by the ordinance, thus allowing the building to be located on a relatively smaller parcel. The I-P zone also requires that 15% of the site be landscaped. The minimum lot size as established by the current ordinance for the I-P zone is 20,000 sq ft. Assuming that landscaping and parking requirements are met, such a maximum use within an estimated 10,000 sq. ft. could reasonably fit on a 20,000 sq ft. lot. This would account for an estimated intensity of 175 people per acre. This intensity would be in conflict with the average intensity requirements for Compatibility Zones A, B1, B2, C, and D generally.

Prohibited and Discouraged Uses: Excluding Compatibility Zone A, emergency shelters would not present a prohibited or discouraged use within any of the other Compatibility Zones.

Noise: Future emergency shelters developed pursuant to this ordinance may be subject to airport and aircraft noise. Measures to address noise concerns would be addressed on an individual basis.

Part 77: FAA review would be required for any structures with potential to exceed the appropriate relative slope ratio.

Open Area: An emergency shelter would not likely exceed 10 acres in size; therefore, the open space requirements for Compatibility Zones B1, C, and D would not be applicable.

Recommendations:

1. Section 3. (10) of the proposed ordinance should be revised as follows:

(10) The maximum number of beds in any emergency shelter shall be 75, except for those within Compatibility Zones A, B1, B2, C, or D of any adopted Airport Land Use Compatibility Plan. The maximum number of beds within Compatibility Zone A shall be zero, within Compatibility Zone B1 shall be 11, within Compatibility Zone B2 shall be 45, within Compatibility Zone C shall be 34, and within Compatibility Zone D shall be 45.

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: October 14, 2010

CASE NUMBER: ZAP1065MA10 – Riverside County Transportation Commission (Representative: Edda Rosso)

APPROVING JURISDICTION: Riverside County Transportation Commission (RCTC) as lead agency for project; March Joint Powers Authority for design review

MAJOR ISSUES: The 1984 Riverside County Airport Land Use Plan is the Plan currently applicable to the March Air Reserve Base Airport Influence Area. Policy 1 of this Plan requires that Area I “be kept free of all high risk land uses.” Land uses characterized by a “high concentration of people” are among the listed high-risk land uses. Staff’s initial determination is that the proposed project qualifies as a “high-risk land use” due to the high concentration of people. If asked to render a determination at this time, staff would recommend a finding of inconsistency on this basis.

The rail line passes through the delineated “Accident Potential Zones”, as depicted in the 2005 March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Study. Passenger terminals are listed as a “prohibited use” within Accident Potential Zone I (APZ I). The proposed location for the passenger platforms is located within APZ I. (The presence of the transit or railroad line itself within the Accident Potential Zones is considered to be a compatible use as long as passenger terminals and major aboveground transmission lines are not proposed within APZ I.)

The proponent expects a maximum number of 500 people on the 14.46-acre site at any one time; this number includes both passengers remaining within the trains and those who may either board or disembark at this station. Neither the 1984 Plan nor the AICUZ study references a particular number of persons as a limit. This number exceeds the maximum single-acre intensity within the applicable proposed Compatibility Zones in the Draft (January 2008) Joint Land Use Study for March Air Reserve Base/Inland Port Airport (100 in Compatibility Zone B1 and 250 in Compatibility Zone B2). However, it should be noted that this maximum number would only occur during peak times of boarding and disembarking and would be for a short duration. At the time of the writing of this staff report, staff is awaiting information regarding the specific number of trains, at what times the trains would be present, and for how long the trains would be present.

ALUC may wish to consider the short duration of the high concentration of people, along with the fixed location of the rail line and the proximity of the freeway, in deciding whether the proposed project would constitute a “high risk land use.” If ALUC were to determine that the proposed project is not a high risk land use, a finding of consistency with the 1984 Riverside County Airport Land Use Plan would be possible. The proposed intensity exceeds the maxima recommended in the Joint Land Use Study, but that study has not yet been adopted. Therefore, it is only advisory at this time.

RECOMMENDATION: With the consent of the proponent and in light of the limited time between the submittal of this project and the Commission hearing, staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE this item to its next hearing date (December 9, 2010), pending receipt of additional information regarding station operations and comments from March Air Reserve Base staff.

PROJECT DESCRIPTION:

The applicant proposes to construct the Moreno Valley/March Field Metrolink Station associated with the extension of Metrolink service to Perris. Construction of the station would include station platform with canopies, parking lot with lighting, 5 bus stop bays, and a 20 foot tall communication tower located approximately 600 feet easterly of the main project site adjacent to I-215.

PROJECT LOCATION:

The site is located easterly of Meridian Parkway, southerly of Alessandro Boulevard, northerly of Cactus Avenue, and westerly of I-215, in the City of Riverside, approximately 7,440 feet northwesterly of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan, as applied to March Air Reserve Base

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area I
- c. Noise Levels: Between 65-70 CNEL, according to the draft March Air Reserve Base/Inland Port Airport Joint Land Use Study

BACKGROUND:

Non-Residential Land Use Intensity: The site is located in Area I of the current March Air Reserve Base Airport Influence Area. Land use intensity within Area I restricts high risk land uses, such as high concentrations of people, based on the 1984 Riverside County Airport Land Use Plan.

Based on the draft Joint Land Use Study for March Air Reserve Base/Inland Port Airport, the proposed project would be located within Compatibility Zone B1 and B2. Within Compatibility Zone B1, the project is split between Accident Potential Zone (APZ) I and II. The platform area of the project, where the highest concentrations of people would occur, would be located entirely within APZ I within Compatibility Zone B1. The bus bays, also where concentrations of people would occur, would be split between APZ I within Compatibility Zone B1 and Compatibility Zone B2.

Compatibility Zone B1 draft standards allow for a maximum average intensity of 25 people per acre within APZ I and 50 people within APZ II and a maximum single acre intensity of 100 people. Compatibility Zone B2 draft standards allow for a maximum average intensity of 100 people per acre and a maximum single acre intensity of 250 people. Based on the maximum estimated intensity of 500 people, the proposed project is inconsistent with the draft intensity standards of this zone. However, the Joint Land Use Study has not been adopted, so, at this time, determinations are based on the 1984 County Plan. In addition to the sample high risk uses listed in Appendix B of the 1984 County Plan, the standards of the draft Joint Land Use Study may be useful in determining whether the proposed project constitutes a high risk land use or containing high concentrations of people, as defined by the 1984 County Plan policies.

Although the project proposes a maximum estimated intensity of 500 people, the occurrence of this intensity would be brief during peak hours. Per studies prepared for RCTC, it is estimated that there would be 205 boardings and 93 alightings at the Moreno Valley/March Field station within the peak hour of ridership, which is in the morning. Train occupancy during peak times at the Moreno Valley/March Field Station is estimated at approximately 438 after boardings and alightings occur at the station. This intensity would occur only while the train is stopped at the station, which would be typically less than 10 minutes.

Prohibited and Discouraged Uses: The applicant proposes a use which would generate an estimated maximum intensity of 500 people on the site. Area I pursuant to the 1984 County Plan restricts high risk land uses, which includes high concentrations of people. The 1984 County Plan does not specify what level of intensity constitutes a high concentration of people. However, the 1984 County Plan lists sample land uses that have higher risk characteristics, such as auditoriums, churches, schools, carnivals, drive-in theaters, bowling alleys, restaurants, theaters, motels, banks, department stores, supermarkets, and drug stores.

According to the 2005 March Air Reserve Base Air Installation Compatible Use Zone (AICUZ) Study, railroad, rapid rail transit, and street railroad transportation are listed as compatible uses within APZ I and II as long as the uses do not include passenger terminals or major aboveground transmission lines within APZ I. At this time, ALUC staff is planning to communicate with March Air Reserve Base (MARB) staff as to whether the proposed station would constitute a passenger terminal, which is a prohibited use, and whether the project presents any other issues from the perspective of Base personnel. In the event that MARB staff agree that this project constitutes a "passenger terminal," ALUC staff would then request that the proponent consider revising the site plan to locate the passenger platform and other assembly and waiting areas outside the boundaries of

Accident Potential Zone I.

The applicant does not propose a prohibited use according to the draft Compatibility Zone B1 or B2 (children's schools, day care centers, hospitals, nursing homes, highly noise-sensitive outdoor nonresidential uses, critical community infrastructure facilities, and hazards to flight), unless the proposed use would constitute a "critical community infrastructure facility."

Noise: The site is not located underneath the north-south traffic pattern. However, due to the proximity to the airport, future patrons, customers, and employees will experience annoyance from over-flying aircraft. The property lies inside the area that would be subject to average exterior noise levels of 65 CNEL or greater under ultimate airport development conditions. The 1984 County Plan does not contain any noise attenuation requirements for non-residential land uses. In addition, due to the project's nature as a commuter rail station, the project would be subject to noise created by its own operations. Therefore, no special mitigation of noise from aircraft is required.

Part 77: The elevation of the site ranges from 1,532 to 1,560 feet above mean sea level (1532-1560 feet AMSL). The elevation of Runway 14-32 at its northerly terminus is approximately 1535 feet AMSL. At a distance of approximately 7,440 feet from the runway, FAA review would be required for any structures with top of roof exceeding 1609 feet AMSL. The project plans indicate that building and structure heights will not exceed 14.5 feet. Therefore, Federal Aviation Administration (FAA) obstruction evaluation review will not be required for the proposed buildings and structures.

Open Area: Area I of the 1984 Riverside County Airport Land Use Plan does not have any requirements for provision of open space. Draft Compatibility Zone B1 requires a maximum 20% lot coverage within APZ I. At this time, calculations are not available for the lot coverage within APZ I. In addition, draft Compatibility Zone B2 does not have any requirements for provision of open space or restriction of lot coverage.

In the event that ALUC determines that the project is not a high-risk land use and determines that the project is consistent, or in the event that an ALUC finding of inconsistency is overruled by the Riverside County Transportation Commission or the March Joint Powers Authority, the following conditions are recommended to assist in mitigating the impact of aircraft operations on the proposed project.

In the absence of an ALUC finding of consistency, implementation of these conditions would NOT render the project consistent with the 1984 Riverside County Airport Land Use Plan and may not be sufficient to mitigate potential safety hazards to below a level of significance pursuant to the California Environmental Quality Act.

CONDITIONS:

1. Prior to the issuance of building permits, the landowner shall convey an aviation easement to the March Inland Port Airport Authority. (Contact March Joint Powers Authority at (951)

656-7000 for additional information.)

2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of 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.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) 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. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children's schools, hospitals, nursing homes, and highly noise-sensitive outdoor nonresidential uses.
4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours (may be less, but not more) and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
5. Any proposed use identified on the site plan as a future use shall be reviewed by ALUC for consistency when proposed for a specific development.

COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION
STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: October 14, 2010

CASE NUMBER: ZAP1017TH10 – Kohl Ranch II (Representative: Nick Johnson)

APPROVING JURISDICTION: County of Riverside

JURISDICTION CASE NO.: SP00303A2 (Specific Plan No. 303, Amendment No. 2); CZ07742 (Change of Zone); PP24690 (Plot Plan); PM36315 (Schedule I Parcel Map for financing purposes); PM36293 (Commercial Parcel Map – 295 lots, including 254 “founders’ lots” for members’ garages); GPA01104 (General Plan Amendment - Circulation).

MAJOR ISSUES: Four-story control/observation tower in Zone C; Level of nonresidential intensity in structures associated with the race track; allowance for uses prohibited by the Compatibility Plan in Planning Areas located wholly or partially within Compatibility Zones B1, C, and D.

RECOMMENDATION: Staff recommends that ALUC open the public hearing and consider testimony regarding the project. At this time, staff is unable to advise the Commission that the project is fully consistent with the 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan due to the siting of a structure with four aboveground habitable floors within Airport Compatibility Zone C. Staff would recommend that the control/observation tower be redesigned so as to include not more than three aboveground habitable floors.

In the event that a special conditions finding is made with regard to the four-story control tower pursuant to Section 3.3.6 of the Countywide Policies (as discussed below), staff would recommend a finding of CONDITIONAL CONSISTENCY for the project, subject to a Determination of No Hazard to Air Navigation from the Federal Aviation Administration (FAA) and to the recommendations and conditions specified herein for the project.

In the event that the Commission declines to make a special conditions finding, staff would recommend that the Commission take one of the following actions: (a) CONTINUE its consideration of these matters to its December 9, 2010 hearing to

allow for redesign of the tower; (b) CONTINUE its consideration of the plot plan, while finding the general plan amendment and parcel maps CONSISTENT and the specific plan amendment and change of zone CONDITIONALLY CONSISTENT pending the recommended ordinance text changes; or (c) find the project to be CONDITIONALLY CONSISTENT, subject to an additional condition that the tower be redesigned to include no more than three aboveground habitable floors.

PROJECT DESCRIPTION:

Plot Plan No. 24690 is a proposal to construct and operate a motorsports race track facility consisting of a private (membership) auto racing track, control tower, track-side garages/luxury suites, event tent, member car storage buildings, registration building, maintenance building, tuning shop, go-kart track, and go-kart team garages on 331.45 acres located within the northerly one-third of the Specific Plan. The plot plan would also provide for up to 254 private/member garages (one for each “founders’ lot”), although these structures would not be constructed concurrently with the common facilities. The plot plan covers the same 331.45-acre area as Parcel Map No. 36293, which proposes to divide the site into 295 commercial lots: 254 “founders’ lots,” 12 track facility lots, 14 private street lots, 13 open space lots, one lot for drainage, and one lot for public street dedication. Parcel Map No. 36315 includes this area as part of a larger 567.91-acre area proposed for division into six parcels (for financing purposes) with a minimum lot size of 20.91 acres

Specific Plan No. 303, Amendment No. 2, proposes a number of changes to the land uses within Planning Areas located in the northerly one-third (northerly of Avenue 62) and the southerly one-third (southerly of Avenue 64) of Kohl Ranch Specific Plan No. 303.

Change of Zone Case No. 7742 proposes to modify the existing Specific Plan zoning ordinance so as to be consistent with the changes proposed through the Specific Plan Amendment.

Finally, General Plan Amendment No. 01104 proposes re-designation and realignment of Avenue 60, Avenue 62, and Tyler Street.

PROJECT LOCATION:

Plot Plan No. 24690 and the two parcel maps affect the portion of Specific Plan No. 303 in the section located northerly of Avenue 62, southerly of Avenue 60, and westerly of Polk Street, within the unincorporated Riverside County community of Thermal. The Specific Plan Amendment also affects land use designations in the southerly third of the Specific Plan, located northerly of Avenue 66, southerly of Avenue 64, and westerly of Polk Street. The plot plan includes properties located a minimum of either 625 feet directly southerly of the ultimate southerly terminus of Runway 17/35 at Jacqueline Cochran Regional Airport or 625 feet directly easterly or westerly of the centerline of the runway; however, no structures are located within 750 feet from any point along the centerline of Runway 17-35.

LAND USE PLAN: 2005 Jacqueline Cochran Regional Airport Land Use Compatibility Plan (JCRALUCP), as amended in 2006

- a. Airport Influence Area: Jacqueline Cochran Regional Airport
- b. Land Use Policy: Airport Compatibility Zones A, B1, C, D, and E
- c. Noise Levels: From below 55 to above 65 dB(A) CNEL

BACKGROUND:

Plot Plan No. 24690 is located within Compatibility Zones B1, C, and D. A portion of the main track as well as the pit stop and paddock areas are proposed within Compatibility Zone B1, but no buildings are proposed within this zone.

Compatibility Zone C includes 152 of the Member Garage/Founder Lots, the Control Tower, Maintenance Building, 3 Member Car Storage Buildings, the Registration Building, 6 Team Garage Buildings, 2 Trackside Garages/Luxury Suites, and the Tuning Shop. Although actual design of Member Garage/Founder Lots buildings will vary, a sample design was provided by the applicant, which is expected to represent a maximum building scenario. Of most concern for the single-acre intensity are the Control Tower and Member Garages/Founder Lots. Based on the revised floor plans provided for the Control Tower (which would be located within a single acre and not have any buildings within 200'), total planned occupancy (with 50% reduction where applicable) would be 120. Based on the sample floor plans provided for the Member Garages/Founder Lots, total planned occupancy per building would be 19.1. With typical minimum parcel sizes within Zone C at 7,540 square feet, approximately 5.77 buildings would fit within a single acre. Maximum planned single-acre intensity for the Member Garages/Founder Lots would be approximately 110. Both of these building types, as well as other buildings and uses, would be consistent with Compatibility Zone C single-acre intensity standard of 150 people. The potential exists for individual members garages to exceed the standard plan provided either by height, total square feet, or the balance of uses within the building. With the following conditions, any proposed garage exceeding this standard design would be subject to review by ALUC to determine consistency.

The buildings within Compatibility Zone C total 1,319,314 square feet with a total occupancy of 2,970 and planned occupancy (with 50% reduction where applicable) of 1,530. The average planned occupancy across the 195 acres occupied by Compatibility Zone C would be 7.8 persons per acre for the buildings alone. Other non-building uses within Compatibility Zone C include a portion of the main track, go-kart track, pit area, and fuel island. The main track is estimated to accommodate a maximum of 40 cars at a single time and the go-kart track is estimated to accommodate a maximum of 15 go-karts at a single time. The other non-building uses generally would function at the same intensities of parking lots. None of these non-building uses' intensities would be

inconsistent with the single-acre intensity criteria and would minimally increase the already low average intensity of 7.8 persons per acre.

The control/observation tower is the primary structure of concern in Compatibility Zone C. This facility was initially proposed in the substantial conformance considered earlier this year to be approximately 4,000 square feet in floor area and three stories in height. However, Plot Plan No. 24690, as submitted, provided for a 40,000 square foot, four-story structure, including a banquet room, hospitality suites, viewing decks, and a concierge. Staff immediately recognized that this project would exceed the Zone C single-acre intensity standard, and contacted the applicant team, who promptly redesigned the facility so as to comply with intensity criteria.

Staff's attention was so focused on the intensity issue that a second problem was overlooked. Pursuant to Table 2A of the Countywide Policies, buildings with more than three aboveground habitable floors are a prohibited use in Airport Compatibility Zone C. The redesigned control/observation tower remains a four-story structure and is, therefore, inconsistent, unless the Airport Land Use Commission were to find it compatible pursuant to Section 3.3.6 of the Countywide Policies "because of terrain, specific location, or other extraordinary factors or circumstances related to the site."

In this regard, the applicant team offers the following in support of a special conditions finding pursuant to Section 3.3.6:

"The location of the tower is fixed by its safety function to provide unobstructed sight lines to the entire track area. Race safety, control and communication depend upon track spotters and controllers located in [the tower]. The two upper levels of the proposed tower are to house track control and track safety officers and their authorized staff. As such, these would be restricted access locations not open to the general public."

"The height of the tower is planned at 70 feet above ground but is only 60 feet above the proposed Runway 35 End. The planned location of the tower is over a mile from the existing Runway 35 end and is approximately 3,500 feet from the planned Runway 35 end. The tower site is also approximately 1,200 feet east of the runway centerline extended. The site is also located within the expansive open land area of the track."

The buildings within Compatibility Zone D total 771,645 square feet with a total occupancy of 1,630 and planned occupancy of 820. The average planned occupancy across the 62 acres occupied by Compatibility Zone D would be 13.2 persons per acre for the buildings alone. The most intense single-acre consideration would be the Member Garages/Founder Lots, which as detailed previously in the analysis for Compatibility Zone C, would be consistent with the single-acre criteria of 300 for Compatibility Zone D. Other non-building uses within Compatibility Zone D include a portion of the main track, which would not present any single-acre inconsistencies or present any substantial increase to the average intensity of 13.2 persons per acre.

Open space would be provided throughout the project area, most notably within the main track area, paddocks, pit area, and go-kart track. These areas would qualify as open space free of obstructions and a minimum of 75' by 300'. The main track area typically only has a 40' wide paved section, although much of the area on either side of the paved area will be kept clear of obstructions. Open space is required within Compatibility Zones B1 (30%), C (20%), and D (10%) which total 75 acres, 195 acres, and 62 acres respectively. A total open space of 22.5 acres, 39 acres, and 6.2 acres would be required within Compatibility Zones B1, C, and D respectively. The main track area makes up approximately 75 acres of open space within Zone B1 (100%). The main track area makes up approximately and the go-kart track makes up 175.5 acres of open space within Zone C (90%). The main track area makes up approximately 51.5 acres of open space within Zone D (83%).

Parcel Map No. 36315 is located within Compatibility Zones A, B1, C, and D and Parcel Map No. 36293 are located within Compatibility Zones B1, C, and D. No uses are proposed within the parcels proposed within Compatibility Zone A by Parcel Map No. 36315. Uses on all other parcels will be determined by the Plot Plan or as regulated by the General Plan, Specific Plan and its Zoning Ordinance.

The changes proposed by the Specific Plan Amendment do not include changes to Planning Areas south of Avenue 62 and north of Avenue 64. The total dwelling units proposed by the Specific Plan would decrease overall by 10. Low Density Residential (1.0-3.9 du/ac) dwelling units would decrease by 315 dwelling units, Medium Density Residential (4.0-7.9 du/ac) would increase by 739 dwelling units, and High Density Residential (8.0-18.0 du/ac) would decrease by 434 dwelling units. Heavy Industrial land uses would increase by 158.14 acres, Air Park/Multi-Use land uses would decrease by 82.58 acres, Commercial land uses would decrease by 60 acres, Open Space land uses would be decreased by 28.43 acres, and Office land uses would be removed. Analysis of consistency for each of the modifications to the land uses proposed by the Specific Plan Amendment is presented for each Compatibility Zone. Analysis of specific uses allowed within each of the land uses is provided in the analysis of the Change of Zone.

Compatibility Zone A

Only Open Space is proposed within Compatibility Zone A, which is consistent with the intensity requirements of the zone.

Compatibility Zone B1

Open Space land uses within Compatibility Zone B1 would be consistent with the intensity requirements of the zone. The Commercial land use designations have the potential for inconsistency with the zone. However, commercial developments within this zone would be subject to ALUC review to ensure consistency.

Compatibility Zone C

Open Space land uses within Compatibility Zone C would be consistent with the intensity requirements of the zone. The Heavy Industrial land use designations have the potential for inconsistency with the zone. However, industrial developments within this zone

would be subject to ALUC review to ensure consistency. The Low Density Residential, Medium Density Residential, and High Density Residential land uses are inconsistent with Compatibility Zone C maximum density of 0.2 du/ac. However, these designations within Compatibility Zone C are within the area south of Avenue 62 and north of Avenue 64, which are not part of the current proposal for change. These land use designations would remain inconsistent with Airport Land Use Compatibility Plan until addressed by future proposed development, which would be subject to ALUC review.

Compatibility Zone D

Open Space and Lake land uses within Compatibility Zone D would be consistent with the intensity requirements of the zone. School land uses are discouraged within the zone and have the potential to be inconsistent with single-acre intensity criteria. Public schools are required to be reviewed by ALUC as well as the State Architect and CalTrans Division of Aeronautics if located within the vicinity of the airport. Heavy Industrial and Air Park/Multi-Use land use designations have the potential for inconsistency with the zone. However, industrial developments within this zone would be subject to ALUC review to ensure consistency. Low Density Residential and Medium Density Residential land use designations would be subject to the additional compatibility policies for Compatibility Zone D of Jacqueline Cochran Regional Airport, which allows residential densities to be calculated on net rather than gross basis and for residential development to be considered consistent with the greater than 5.0 du/ac criteria if the average lot size is 8,712 sq. ft. or less. In addition, the area south of Avenue 64 has a tentative tract map that is proposed and has been previously reviewed by ALUC and determined to be consistent. High Density Residential land use designations would propose a density greater than 5.0 du/ac which is consistent with the density criteria of the zone.

Compatibility Zone E

Portions of the School and High Density Residential designation fall within Compatibility Zone E, which have no intensity criteria and only prohibit hazards to flight. Such land uses would be consistent with the zone.

The Change of Zone does propose uses within planning areas that are listed as prohibited uses within the respective Compatibility Zones. Analysis of consistency for the land uses proposed by the Change of Zone is presented for each Compatibility Zone.

Compatibility Zone A

Agricultural buildings and structures are allowed within Planning Area D-1 (located entirely within Compatibility Zone A), which is a prohibited use within Compatibility Zone A unless the location is set by aeronautical function.

Compatibility Zone B1

Places of worship and buildings up to 50' in height are allowed within Planning Areas E-1, E-3, F-4, G-1, G-2, G-3, and G-6. Day care centers, libraries, and schools are allowed in Planning Areas G-1 and F-4. These uses are listed as prohibited uses within Compatibility Zone B1.

Compatibility Zone C

Planning Areas A-5 and E-4 allow for day care centers, libraries, and schools. Planning Areas A-4, A-6, and E-2 allow for day care centers and churches. Planning Areas F-2, G-5, G-10, G-11, and G-13 allow for churches. Planning Areas F-3, G-7, H-2, H-4, and H-5 allow churches and congregate care facilities. Planning Areas A-3, A-5, E-4, E-7, G-4, G-12, H-1, and H-3 allow for buildings up to 50' in height. These uses are listed as prohibited uses within Compatibility Zone C.

Compatibility Zones D and E

All Planning Areas are consistent with the listed prohibited uses with Compatibility Zones D and E.

The General Plan Amendment's proposal to re-designate and realign Avenue 60, Avenue 62, and Tyler Street would not result in any greater intensity or result in any other inconsistency with the Airport Land Use Compatibility Plan. Any land use changes resulting from the General Plan Amendment are analyzed in the Specific Plan Amendment and Change of Zone.

RECOMMENDATIONS (to be applied to the change of zone)

1. Prohibit buildings and structures within Planning Area D-1.
2. Prohibit places of worship within Planning Areas E-1, E-3, F-4, G-1, G-2, G-3, and G-6.
3. Prohibit buildings with greater than 2 aboveground habitable floors within Planning Areas E-1, E-3, F-4, G-1, G-2, G-3, and G-6.
4. Prohibit day care centers, libraries, and schools within Planning Areas A-5, E-4, G-1 and F-4.
5. Prohibit day care centers and churches within Planning Areas A-4, A-6, and E-2.
6. Prohibit churches within Planning Areas F-2, G-5, G-10, G-11, and G-13.
7. Prohibit churches and congregate care facilities within Planning Areas F-3, G-7, H-2, H-4, and H-5
8. Prohibit buildings with greater than 3 aboveground habitable floors within Planning Areas A-3, A-5, E-4, E-7, G-4, G-12, H-1, and H-3.

CONDITIONS (to be applied to the plot plan and the two parcel maps):

1. Prior to the issuance of building permits, the landowner shall convey an avigation easement to Jacqueline Cochran Regional Airport, which shall be recorded, or shall provide evidence that such an easement covering the property has already

- been recorded. Copies of the avigation easement, upon recordation, shall be forwarded to the Riverside County Planning Department and to the Riverside County Airport Land Use Commission.
2. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky, and shall comply with Riverside County Ordinance No. 655, as applicable. Outdoor lighting plans, if any, shall be transmitted to Riverside County Economic Development Agency – Aviation Division personnel and to the Jacqueline Cochran Regional Airport for review and comment. (Failure to comment within thirty days shall be considered to constitute acceptability on the part of the airport manager.)
 3. The following uses shall be prohibited:
 - (a) Any use which would direct a steady light or flashing light of 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.
 - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) 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. (Such uses include landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, incinerators, and landfills.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
 - (e) Children’s schools, day care centers, libraries, hospitals, nursing homes, places of worship, highly noise-sensitive outdoor nonresidential uses, and aboveground bulk storage of 6,000 gallons or more of hazardous or flammable materials.
 4. The attached notice shall be provided to all potential purchasers and tenants.

5. Any detention or retention basin shall be designed so as to provide a maximum 48-hour detention period for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
6. Noise attenuation measures shall be incorporated into the design of office areas of structures, as necessary to ensure interior noise levels from aircraft operations are at or below 45 CNEL.
7. No portion of any roadway or track shall be located within the Runway Protection Zone.
8. No use of the automobile racetrack for the purpose of spectator sports, in which guests pay for admission to an event or series of events, or to which the general public is invited, is included in this determination of consistency.
9. Development of the area addressed through Plot Plan No. 24690 shall comply with all nonresidential intensity criteria and open area requirements of the applicable airport compatibility zones.
10. All structures shall maintain a minimum perpendicular distance of 750 feet from any point along the centerline of Runway 17-35 of Jacqueline Cochran Regional Airport, as the runway is depicted on the Airport's Master Plan (including any point along the centerline of the runway as extended to the southerly boundary of Airport Compatibility Zone A).
11. Occupancy of the 3rd and 4th floors of the Control Tower shall be limited to track control officials only.
12. Prior to building permit issuance of any of the Member Garages/Founder Lots, verification that proposed buildings do not exceed the Standard Garage plan shall be provided. The Standard Garage shall be defined as two stories, with a total square feet of 7,150, including a garage area of 2,450 square feet, storage area of 380 square feet, and office use or other undefined area of 4,320 square feet. Any building that exceeds the number of stories, total square feet of the building, or total square feet of the individual uses, shall be reviewed by ALUC for consistency.