



AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY AGENDA

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

Thursday 9:00 a.m., January 9, 2014

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

Glen Holmes
Hemet

John Lyon
Riverside

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

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, 14th 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

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

1.1 CALL TO ORDER

1.2 SALUTE TO FLAG

1.3 ROLL CALL

2.0 ITEMS THAT STAFF RECOMMENDS BE CONTINUED WITHOUT DISCUSSION: 9:00 A.M. or as soon as possible thereafter.

BERMUDA DUNES AIRPORT

- 2.1 ZAP1052BD13 – Continental East Fund IX, LLC – (Representative: Jei Kim, Pacific Coast Land Consultants, Inc.) – City of Indio Case Nos. CUP 13-7-363 (Conditional Use Permit) and PM 36580 (Parcel Map). CUP 13-7-363 ("Renaissance Village of Indio") is a proposal to develop an assisted living (State licensed community care) and memory care facility comprised of up to four buildings with a total of 143 living units on a 9.95-acre portion of a 20-acre (gross area) lot located westerly of Jefferson Street and southerly of 40th Avenue in the City of Indio. Parcel Map No. 36580 would divide the 20-acre property into four lots, one of which would be the 9.95-acre facility site. (Airport Compatibility Zone D of the Bermuda Dunes Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONTINUE WITHOUT DISCUSSION to 2-13-14

County Administrative Center
4080 Lemon St, 14th Floor
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

3.0 PUBLIC HEARING: 9:00 a.m. or as soon as possible thereafter

BANNING AIRPORT

- 3.1 ZAP1015BA13 – City of Banning (Representative: Zai Abu Bakar) – City Case Nos. 13-2505 (General Plan Amendment) and 13-3503 (Zone Change). The City of Banning proposes to amend the General Plan land use designation and zoning classification of 9.28 acres located northerly of Charles Street and easterly of Hargrave Street from Industrial to Very Low Density Residential (0-2 Dwelling Units Per Acre). The area proposed for amendment consists of Assessor's Parcel Numbers 543-090-003 (963 Charles Street), 543-090-004 (981 Charles Street), 543-090-014 (941 Charles Street), 543-090-016 (911 Charles Street), and 543-090-017 (vacant land including the northeast corner of Charles and Hargrave Streets). (Zone E of the Banning Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at rbrady@rctlma.org.

Staff Recommendation: CONSISTENT

MARCH AIR RESERVE BASE

- 3.2 ZAP1092MA13 – Dauchy Villa Development, LLC (Representative: EGL Associates, Inc. – City of Riverside Case Nos. P12-0601 (Tentative Tract Map), P12-0697 (Rezoning), and P12-0698 (General Plan Amendment). P12-0601 (Tentative Tract Map No. 36370) is a proposal to divide an area of approximately 9 acres consisting of two contiguous Assessor's parcels located westerly of Dauchy Avenue, northerly of Ferrari Drive, and southerly of Cactus Avenue into 10 lots, including two westerly lots at least 2 acres in area and eight easterly lots at least one-half acre in area. P12-0697 is a proposal to amend the zoning of approximately 0.24 acres of the site from R-1-½ acre (Single-Family Residential, ½ acre minimum lot size) to RC (Residential Conservation). P12-0698 is a proposal to amend the General Plan land use designation of that same 0.24 acre area from VLDR (Very Low Density Residential) to HR (Hillside Residential). (Area III of March Air Reserve Base Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT

HEMET-RYAN AIRPORT

- 3.3 ZAP1029HR13 – City of Hemet – Case Nos. ZOA 13-004, ZOA 13-011, and ZC 13-003. ZOA 13-004 proposes the establishment of a Specific Plan (SP) zone and includes policies and procedures for the preparation, processing, and review of specific plans. The SP zone would or could be applied to areas within adopted specific plans and to areas where the adoption of a specific plan would be required prior to development. ZOA 13-011 amends the Manufacturing Zones section of the City's zoning ordinance by establishing the Business Park (BP) zoning classification (corresponding to the Business Park General Plan land use designation and potentially applicable within areas so designated) and by comprehensively revising the list of permitted land uses and development standards in the M-1 (Limited Manufacturing) and M-2 (Heavy Manufacturing) zones. Additionally, development standards for mini-warehouses/personal storage are transferred to Article III, Special Uses and Conditions, and definitions are added to Article I. ZC 13-003 proposes pre-zoning of 940.63 acres of unincorporated areas located easterly of California Avenue, northerly of Domenigoni Parkway, westerly and southwesterly of the Hemet city limits within the City's sphere of influence. The zones that would be applicable upon annexation

include SP-LDR (Specific Plan-Low Density Residential), SP-MU (Specific Plan-Mixed Use), R1-7.2 (Single-Family Residential, minimum lot size 7,200 square feet), BP (Business Park), M-1 (Limited Manufacturing), and OS (Open Space). (Citywide, including Areas I, II, Transition Area, and III of the Hemet-Ryan Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at jguerin@rctlma.org.

Staff Recommendation: CONSISTENT (ZOA 13-011); CONTINUE ZOA 13-004 and ZC 13-003 to February 13, 2014

4.0 ADMINISTRATIVE ITEMS

4.1 Director's Approvals

4.2 Report from the Ad Hoc Hemet-Ryan Airport Land Use Compatibility Plan Subcommittee

4.3 Compatibility Plan Status Update

5.0 APPROVAL OF MINUTES

The December 12, 2013 minutes will be available at the next Commission meeting on February 13, 2014.

6.0 ORAL COMMUNICATION ON ANY MATTER NOT ON THE AGENDA

7.0 COMMISSIONER'S COMMENTS

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 2.13.4

HEARING DATE: January 9, 2014 (continued from December 12, 2013)

CASE NUMBER: ZAP1052BD13 – Continental East Fund IX, LLC

APPROVING JURISDICTION: City of Indio

JURISDICTION CASE NO: PM 36580 (Tentative Parcel Map), DR 13-7-363 (Conditional Use Permit)

MAJOR ISSUES: The Tentative Parcel Map proposes division of a parcel with a gross acreage of 20.12 acres, while the Conditional Use Permit area consists of 9.95 gross acres. Per Policy 4.2.4(c), open space requirements are applicable to developments of 10 acres or greater. Since the proposed Tentative Parcel Map would divide the property into lots smaller than 10 acres in area, there would be no further opportunities to assure compliance with the open space requirement once these proposals have been approved. Staff suggested that some of the open space required could be incorporated within the Conditional Use Permit site, with the remaining open space area included in the other proposed parcels via easements, street right-of-way, other guarantee of open space, or some combination thereof. Staff requested an exhibit depicting on-site open areas from the applicant, but the applicant is requesting that the Commission consider nearby open space area to the east of the project site within a golf course as adequate to meet emergency landing needs and find this project conditionally consistent pursuant to Countywide Policy 3.3.6. Additionally, the proposed land use – an assisted living facility including memory care units – is characterized by vulnerable occupants and, therefore, bears some similarities to nursing homes, which are discouraged uses within Compatibility Zone D.

RECOMMENDATION: ~~Staff recommends a finding of INCONSISTENCY for the Conditional Use Permit and Tentative Parcel Map, based on the proposed project not providing adequate open area as required for Compatibility Zone D. However, if the Commission is willing to further consider the applicant's request regarding offsite open area as noted above,~~

Staff recommends that the Commission CONTINUE this matter without discussion to its February ~~January~~ hearing, at the request of the applicant. (See attached e-mail request.)

~~pending notification and acceptance for FAA review.~~

Brady, Russell

From: Charlene Kussner <ckussner@continentaldev.com>
Sent: Monday, December 16, 2013 2:57 PM
To: Brady, Russell; chopper@pclc-hjk.net; jkim@pclc-hjk.net
Cc: Guerin, John
Subject: RE: ZAP1052BD13

Thank you Russell, can we please be continued to the February hearing. We want to meet with staff and really do a thorough job on this, and with the holidays this puts a crunch on timing.

I know Chris was working on the FAA notification, but it appeared that they wanted the notification within 45 days of construction. That would put the notification out quite a bit. Please advise.

Thank You

*Charlene Kussner
Continental East Development
Senior Project Director
25467 Medical Center Drive, Suite 201
Murrieta, CA 92562
Cell: 951-757-2571
Office: 951-600-8600*

CONFIDENTIALITY NOTICE: The content of this e-mail, along with any attachments, is covered by state and federal law governing electronic communications and may contain confidential and legally privileged information. The information is intended only for the use by the individual or entity named above. If you are not the intended recipient, you are hereby notified that any disclosure, copying, distribution or the taking of any action in reliance on the contents of this e-mailed information is strictly prohibited. If you have received this e-mail in error, please contact the sender and delete the e-mail and any attachments from all computers.

From: Brady, Russell [<mailto:rbrady@rctlma.org>]
Sent: Monday, December 16, 2013 12:46 PM
To: Charlene Kussner; chopper@pclc-hjk.net; jkim@pclc-hjk.net
Cc: John Guerin
Subject: ZAP1052BD13

All, to follow up on last week's hearing, please provide a calculation of the anticipated area the proposed flood control channel will take up on the site. It would also be good to consider other on-site options (easements, ECS, street ROW, etc.) for open area as we had previously requested, in case the Commission desires additional on-site open area beyond the on-site flood control channel and the off-site as provided.

Additionally, please provide proof of submittal to FAA Obstruction Evaluation for the main building. We understand FAA is a bit behind in accepting submittals, but if it has at least been submitted, we can at least note that and the applicable Aeronautical Study Number in our staff report to indicate the status. Typically, the Commission will not make a finding of Conditional Consistency until the FAA has accepted the submittal.

Due to the holidays, we are having to get our staff reports done this Wednesday, so an update by then would be great. If not, it is information we can present at the hearing.

Thank you.

Russell Brady
Riverside County Airport Land Use Commission
ALUC Planner

— 4080 Lemon Street, 14th Floor
Riverside, CA 92501
(951) 955-0549
(951) 955-0923 (fax)
rbrady@rctlma.org

COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

STAFF REPORT

AGENDA ITEM: 3.1

HEARING DATE: January 9, 2014

CASE NUMBER: ZAP1015BA13 – City of Banning

APPROVING JURISDICTION: City of Banning

JURISDICTION CASE NOS: General Plan Amendment 13-2505, Zone Change 13-3503

MAJOR ISSUES: None.

RECOMMENDATION: Staff recommends a finding of CONSISTENCY for the zone change and general plan amendment.

PROJECT DESCRIPTION: General Plan Amendment 13-2505 and Zone Change 13-3503 are proposals by the City of Banning to change the existing General Plan land use designation and zoning classification of 9.28 acres from Industrial to Very Low Density Residential (0-2 dwelling units per acre).

PROJECT LOCATION: The site is located northerly of Charles Street and easterly of Hargrave Street, in the City of Banning, approximately 2,600 feet southwesterly of the westerly terminus of Runway 8-26 at Banning Municipal Airport.

LAND USE PLAN: 2004 Banning Municipal Airport Land Use Compatibility Plan

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Zone E
- c. Noise Levels: Below 55 CNEL

BACKGROUND:

Non-Residential Intensity and Residential Density: The site is located in Zone E of the Banning Municipal Airport Influence Area. Non-residential intensity and residential densities are not restricted within Zone E.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone E (hazards to flight) within the project, nor would the proposed General Plan

Amendment or Change of Zone likely allow for any prohibited or discouraged uses.

Noise: The property lies outside the area that would be subject to average exterior noise levels of 55 CNEL or greater under ultimate airport development conditions. Therefore, no special mitigation of noise from aircraft is required.

Part 77: The elevation of Runway 8-26 at its westerly terminus is approximately 2,219 feet above mean sea level (2219 feet AMSL). At a distance of approximately 2,600 feet to the nearest parcel included within the proposed General Plan Amendment and Zone Change, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 2245 feet AMSL. The maximum height allowed in the Very Low Density Residential zone is 35 feet. Existing elevations on the site range between 2212 and 2232 feet AMSL, with the northeast portion of the site closest to the airport at approximately 2220 feet AMSL. Therefore, new structures at this location could potentially require FAA review, depending on height. Since no specific buildings are currently proposed, FAA obstruction evaluation is not required at this time.

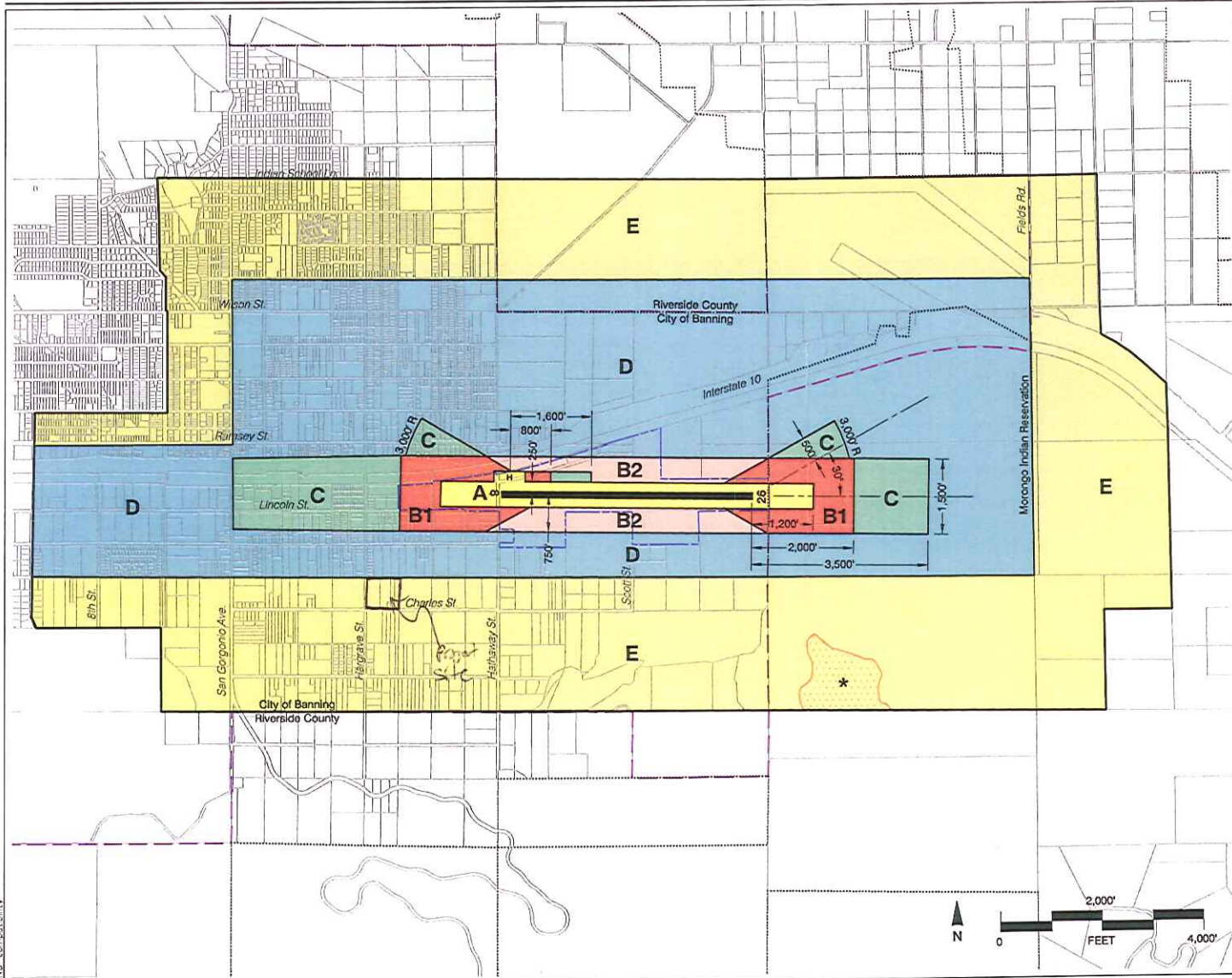
Open Area: Zone E of the Banning Municipal Airport Land Use Compatibility Plan does not have any requirements for provision of open space.

Attachment: State law requires notification in the course of real estate transactions if the property is located in an Airport Influence Area.

No conditions are proposed or required, as general plan amendments and changes of zone are not subject to conditions.

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



Legend

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C
- Zone D
- Zone E
- Height Review Overlay Zone

Boundary Lines

- Airport Property Line
- City Limits
- Morongo Indian Reservation

Note

Dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map.

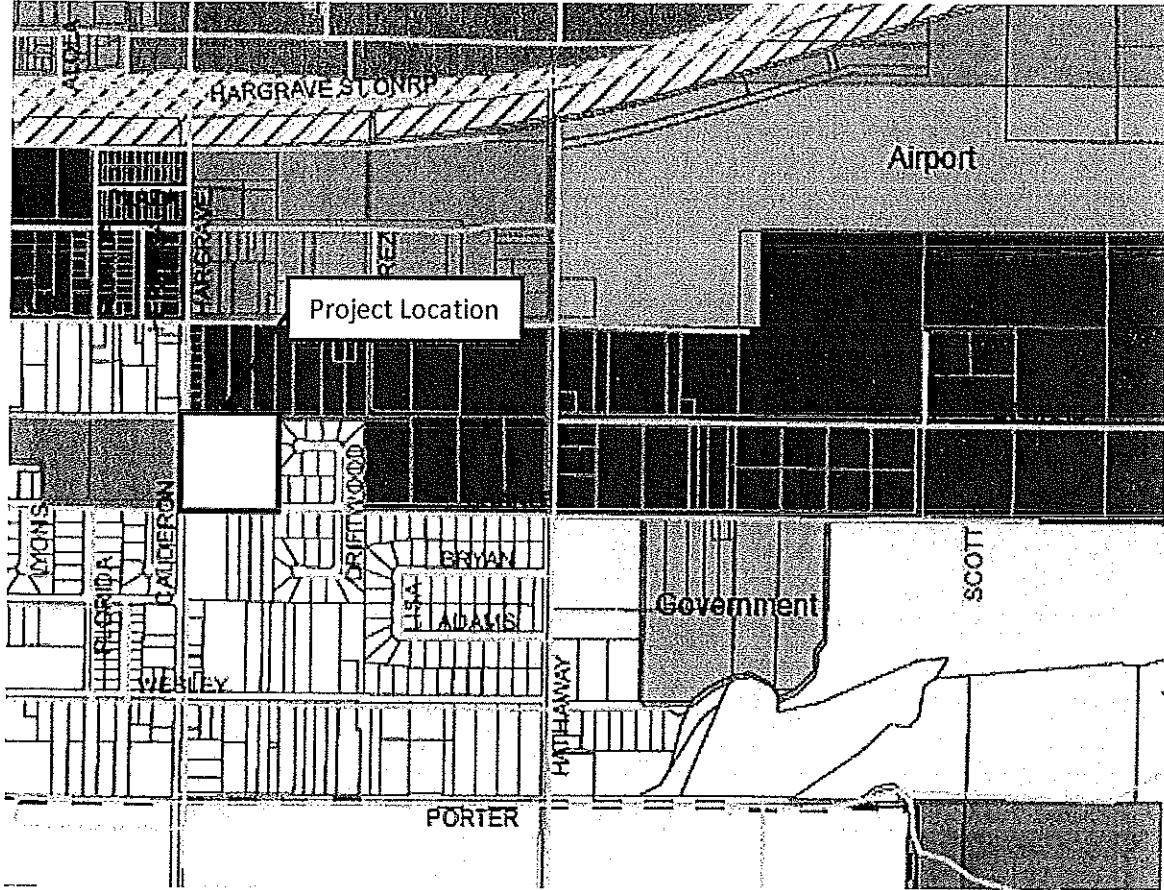
Riverside County
 Airport Land Use Commission
 Riverside County
 Airport Land Use Compatibility Plan
 Policy Document
 (Adopted October 2004)

Map BN-1

Compatibility Map
 Banning Municipal Airport

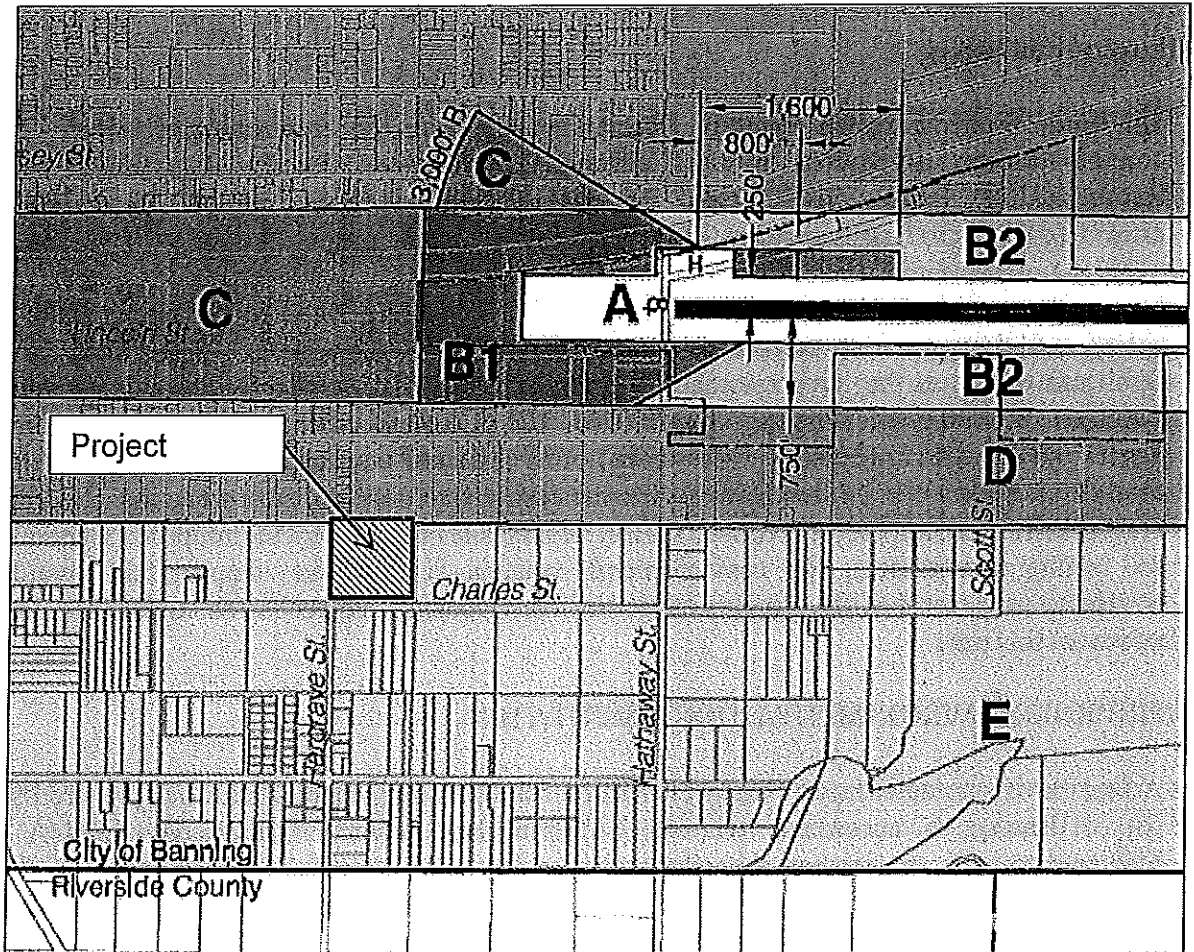


Proposed General Plan and Zoning

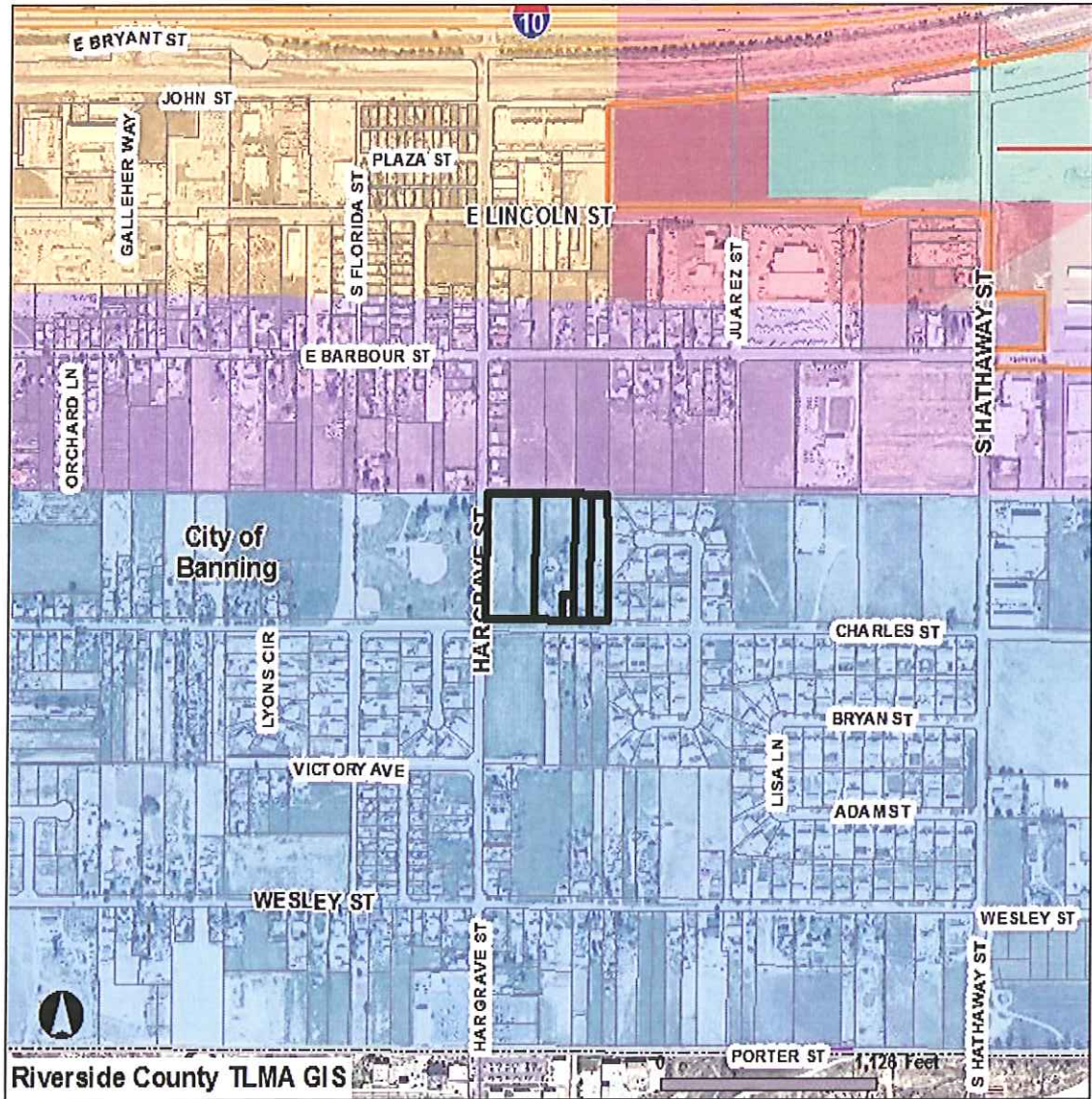


General Plan Amendment & Zone Change from Industrial to Very Low Density Residential (VLDR)

Figure 4
Parcels location in relation to the Banning Municipal Airport



RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE E
- INTERSTATES
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE B2
- AIRPORT BOUNDARIES
- COMPATIBILITY ZONE C
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE D

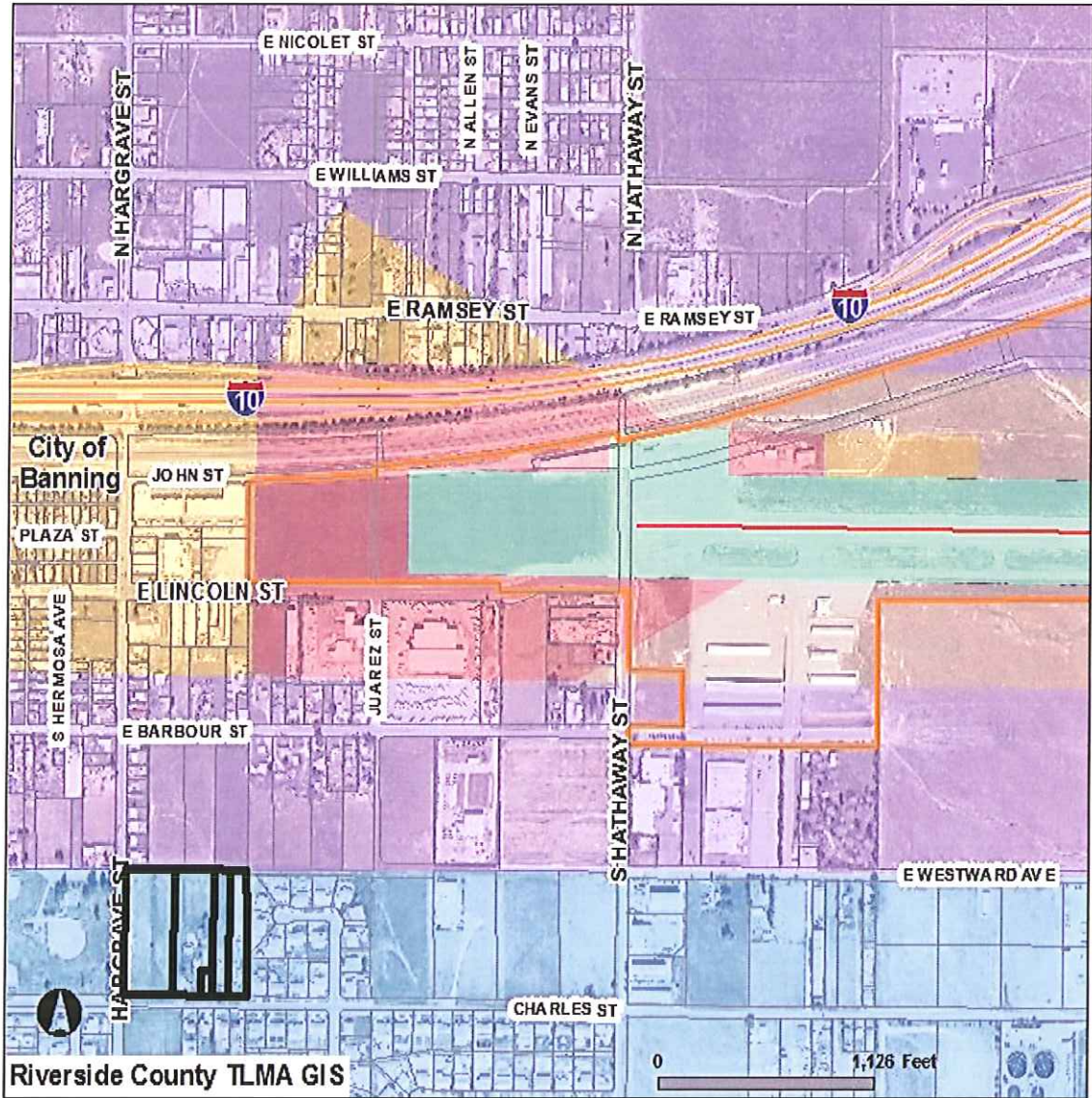
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed Dec 18 14:41:32 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

AIRPORTS

- | | | | |
|-----------------------|-------------------------|----------------------|----------------------|
| SELECTED PARCEL | INTERSTATES | HIGHWAYS | PARCELS |
| AIRPORT RUNWAYS | AIRPORT INFLUENCE AREAS | AIRPORT BOUNDARIES | COMPATIBILITY ZONE A |
| COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2 | COMPATIBILITY ZONE C | COMPATIBILITY ZONE D |
| COMPATIBILITY ZONE E | | | |

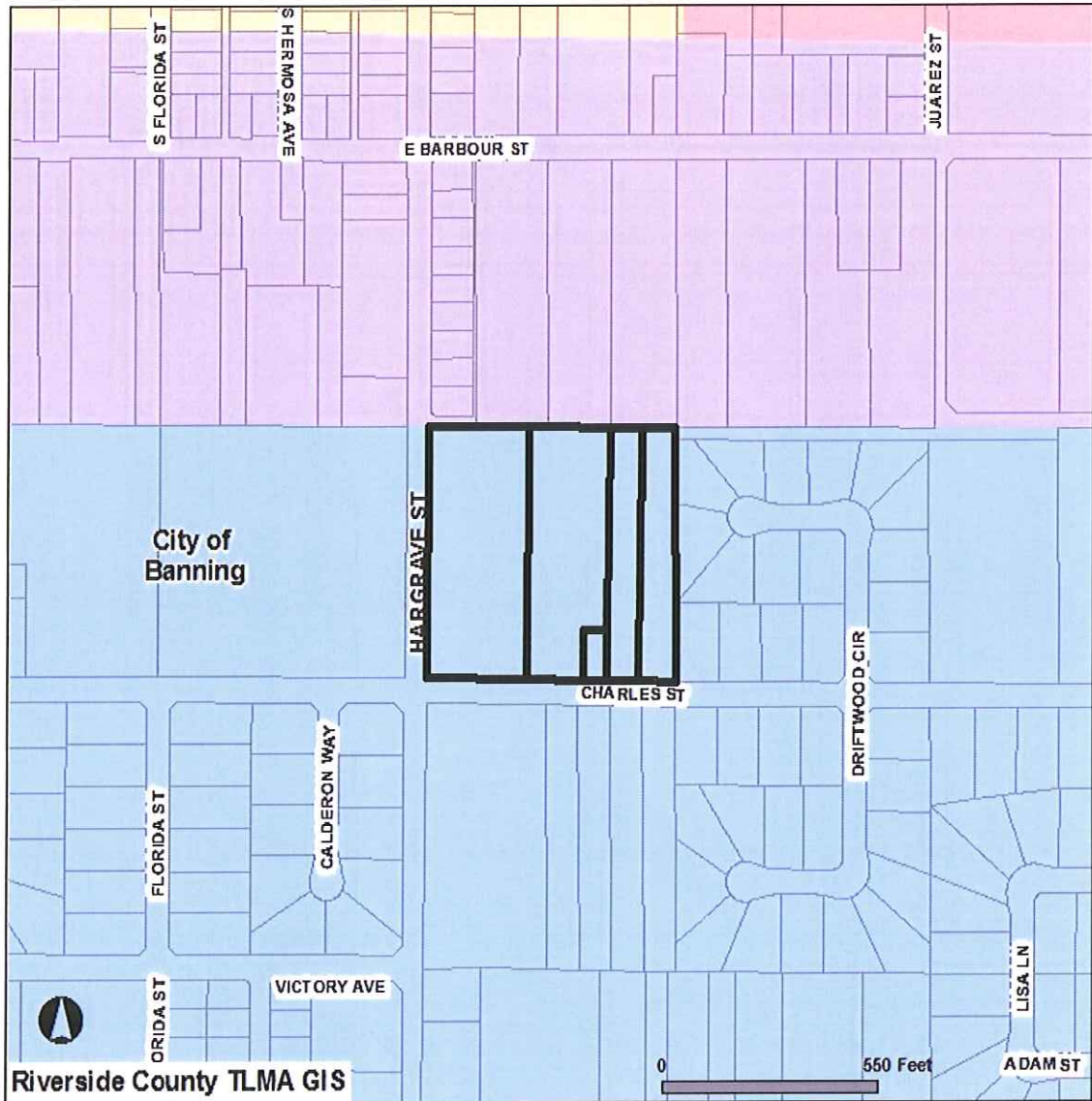
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed Dec 18 14:42:09 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- COMPATIBILTY ZONE E
- INTERSTATES
- COMPATIBILTY ZONE B1
- HIGHWAYS
- COMPATIBILTY ZONE C
- PARCELS
- COMPATIBILTY ZONE D

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Fri Dec 13 11:11:00 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

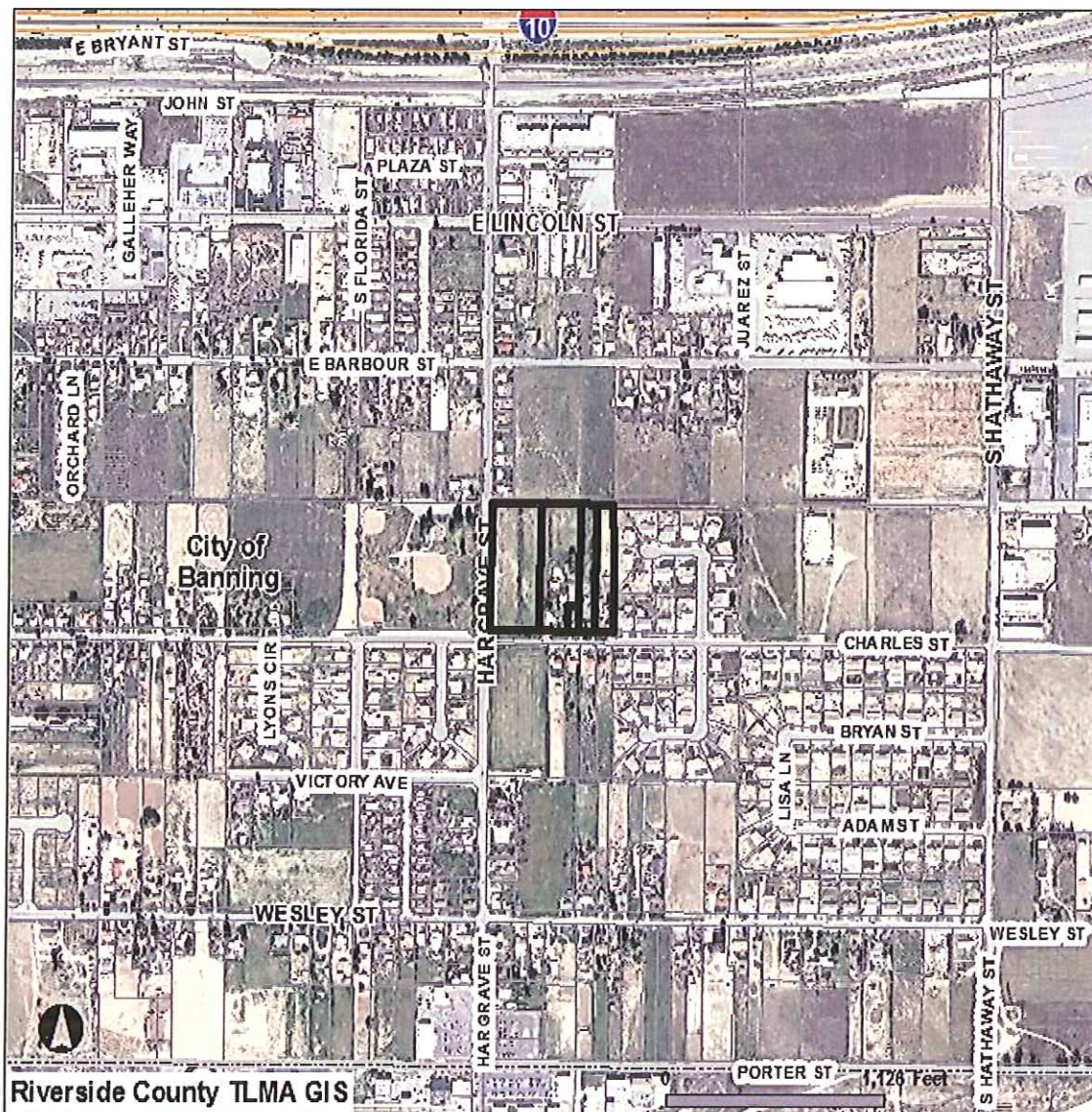
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 10:44:22 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

LEGEND

- SELECTED PARCEL
- N INTERSTATES
- / HIGHWAYS
- PARCELS
- CITY

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed Dec 18 14:40:56 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

543-090-003 543-090-004 543-090-014 543-090-016 543-090-017

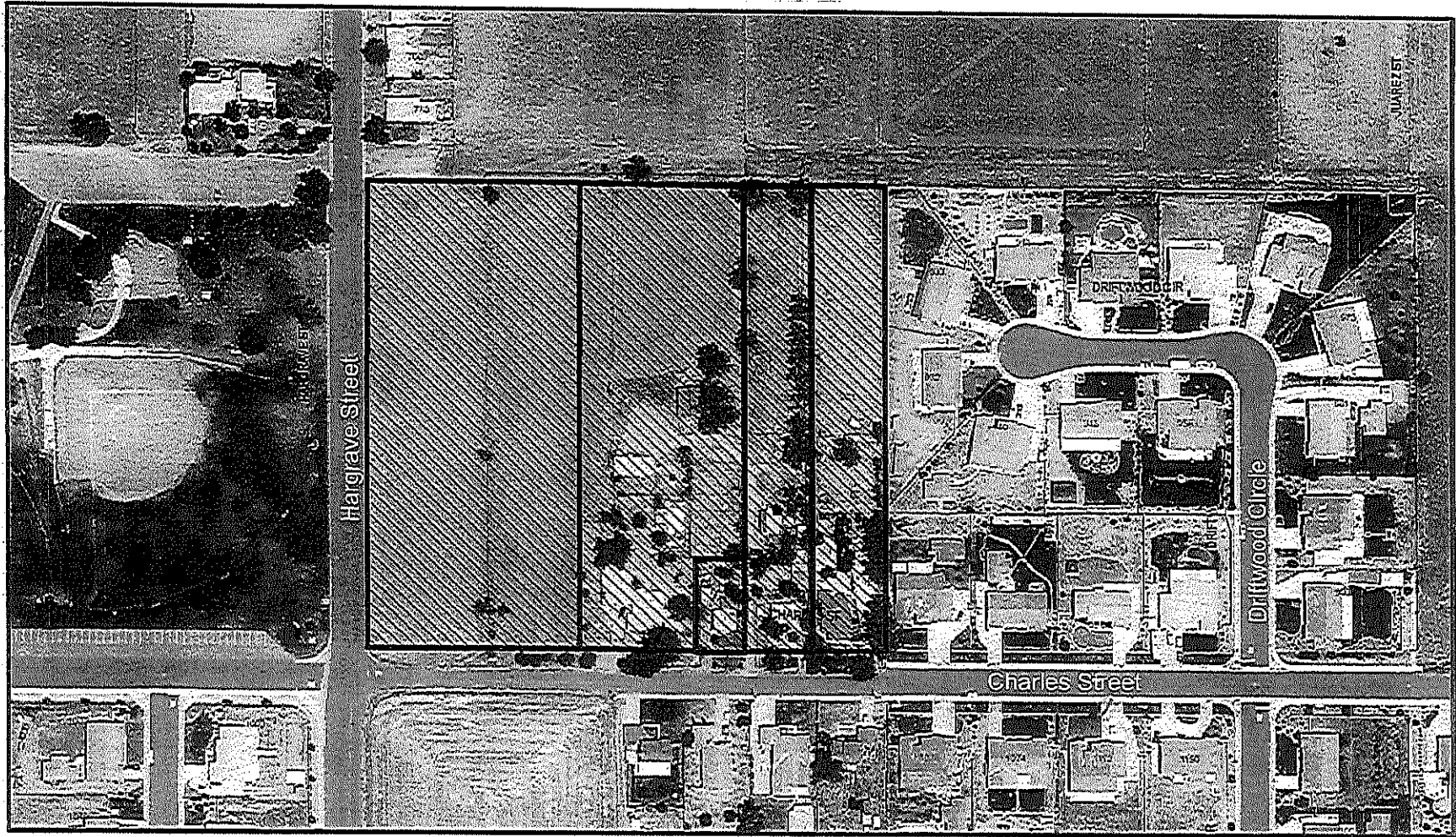
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Wed Dec 18 14:39:58 PST 2013

Version 131127

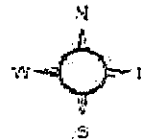
Exhibit 1



1" = 188 ft

9.28 Acres

08/15/2013



This map represents a visual display of related geographic information. Data provided hereon is not a guarantee of actual field conditions. To be sure of complete accuracy, please contact Banning staff for the most up-to-date information.

Exhibit 2a

**General Plan Amendment No. GPA 13-2502
and
Zone Change No. 13-3503**

The table below lists the properties that are proposed for General Plan Land Use Amendment and Zone Change from Industrial to Very Low Density Residential.

APN	ADDRESS	PARCEL SIZE (in acres)	PARCEL SIZE IN SQUARE FEET (sf)	EXISTING USE
543-090-003	963 Charles Street	1.13	49,222.8	Single-family homes and accessory structures
543-090-004	981 Charles Street	1.26	54,885.6	Single-family homes and accessory structures
543-090-014	941 Charles Street	0.17	7,405.2	Single-family homes and accessory structures
543-090-016	911 Charles Street	3.0	130,680.0	Single-family homes and accessory structures
543-090-017	None	3.72	162,043.2	Vacant
Total		9.28 acres		

Exhibit 3

General Plan Amendment No. GPA 13-2502
and
Zone Change No. 13-3503
Current and Proposed General Plan and Zoning Designations

APN	Address	Parcel size (acres)	CURRENT GENERAL PLAN DESIGNATION	PROPOSED GENERAL PLAN DESIGNATION	CURRENT ZONING	PROPOSED ZONING
543-090-004	981 CHARLES ST	1.26	INDUSTRIAL	LOW DENSITY RESIDENTIAL	INDUSTRIAL	LOW DENSITY RESIDENTIAL
543-090-014	941 CHARLES ST	0.17	INDUSTRIAL	LOW DENSITY RESIDENTIAL	INDUSTRIAL	LOW DENSITY RESIDENTIAL
543-090-016	911 CHARLES ST	3.0	INDUSTRIAL	LOW DENSITY RESIDENTIAL	INDUSTRIAL	LOW DENSITY RESIDENTIAL
543-090-017	NEC HARGRAVE & CHARLES	3.720	INDUSTRIAL	LOW DENSITY RESIDENTIAL	INDUSTRIAL	LOW DENSITY RESIDENTIAL
543-090-003	963 CHARLES ST	1.13	INDUSTRIAL	LOW DENSITY RESIDENTIAL	INDUSTRIAL	LOW DENSITY RESIDENTIAL
Totals		9.28				

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC at the 14th Floor address listed here before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Christmas (December 25) and New Year's Day (January 1), and by prescheduled appointment on Tuesday, December 24 and Friday, January 3.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: January 9, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1015BA13 – City of Banning (Representative: Zai Abu Bakar) – City Case Nos. 13-2505 (General Plan Amendment) and 13-3503 (Zone Change). The City of Banning proposes to amend the General Plan land use designation and zoning classification of 9.28 acres located northerly of Charles Street and easterly of Hargrave Street from Industrial to Very Low Density Residential (0-2 Dwelling Units Per Acre). The area proposed for amendment consists of Assessor's Parcel Numbers 543-090-003 (963 Charles Street), 543-090-004 (981 Charles Street), 543-090-014 (941 Charles Street), 543-090-016 (911 Charles Street), and 543-090-017 (vacant land including the northeast corner of Charles and Hargrave Streets). (Zone E of the Banning Municipal Airport Influence Area).

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Zai Abu Bakar of the City of Banning Community Development Department, at (951) 922-3125.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1015BA13

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application October 10, 2013
 Property Owner Various Phone Number (951) 922-3131
 Mailing Address _____

Agent (if any) City of Banning Phone Number (922) 922-3131
 Mailing Address 99 East Ramsey Street
Banning, CA 92220

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT)

Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address Northeast corner of Charles & Hargrave (see Exhibit 1)
 Assessor's Parcel No. See Exhibit 2a & 2b Parcel Size Total 9.28 acres
 Subdivision Name None Zoning Currently Industrial
 Lot Number None Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT)

If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) The five parcels are currently designated as Industrial on the General Plan and zoning map (Exhibit 3)

Proposed Land Use (describe) The General Plan Land Use and zoning designations are proposed to be changes to Very Low Density Residential (Exhibit 3)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 5
 For Other Land Uses Hours of Use Not Applicable.
 (See Appendix C) Number of People on Site Maximum Number No development proposed at this time.
 Method of Calculation Not Applicable.

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes
 No

If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	September 24, 2013	Type of Project
Agency Name	City of Banning	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	Ms. Zal Abu Bakar	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	(951) 922-3131	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	General Plan Amendment (GPA) No. 13-2505	<input type="checkbox"/> Use Permit
	Zone Change (ZC) No. 13-3503	<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other

A. **NOTICE:** Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. **SUBMISSION PACKAGE:**

ALUC REVIEW

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1. Completed Application Form
- 1. Project Site Plan – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1. 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets. . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set. . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets. . Gummed address labels of the referring agency (City or County).
- 1. Check for Fee (See Item "C" below)

- 1. Completed Application Form
- 1. Project Site Plans – Folded (8-1/2 x 14 max.)
- 1. Elevations of Buildings - Folded
- 1. 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1. Check for review–See Below

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.2

HEARING DATE: January 9, 2014

CASE NUMBER: ZAP1092MA13 – Dauchy Villa Development, LLC
(Representative: EGL Associates, Inc.)

APPROVING JURISDICTION: City of Riverside

JURISDICTION CASE NO.: General Plan Amendment: P12-0698
Rezoning: P12-0697
Tentative Tract Map: P12-0601 (Tentative Tract Map No. 36370)

MAJOR ISSUES: None.

RECOMMENDATION:

Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Rezoning, and a finding of CONSISTENCY for the Tentative Tract Map, subject to the conditions included herein.

PROJECT DESCRIPTION: Tentative Tract Map No. 36370 (City of Riverside Case No. P12-0601) is a proposal to divide an area of approximately nine acres consisting of two contiguous Assessor's parcels into ten lots, including two westerly lots at least two acres in area and eight easterly lots at least one-half acre in area. Rezoning Case No. P12-0697 is a proposal to amend the zoning of approximately 0.24 acres of the site from R-1- ½ Acre (Single-family Residential, ½ acre minimum lot size) to RC (Residential Conservation). General Plan Amendment Case No. P12-0698 is a proposal to amend the General Plan land use designation of that same 0.24-acre area from VLDR (Very Low Density Residential) to HR (Hillside Residential).

PROJECT LOCATION: The site is located westerly of Dauchy Avenue, northerly of Ferrari Drive, and southerly of Cactus Avenue, in the City of Riverside, approximately 14,960 feet westerly of the northerly terminus of Runway 14-32 at March Air Reserve Base.

LAND USE PLAN: 1984 Riverside County Airport Land Use Plan

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Airport Area III
- c. Noise Levels: Less than 60 CNEL from aircraft

ANALYSIS:

Residential Density: The site is located in Airport Area III of the current March Air Reserve Base Airport Influence Area Map. Residential density is not limited within Area III, based on the 1984 Riverside County Airport Land Use Plan.

Pursuant to the Joint Land Use Study for the March Air Reserve Base/Inland Port Airport and the Draft Compatibility Plan presently undergoing environmental study, the site would be located within Compatibility Zone D. Residential densities would not be limited to a specified number of dwelling units per acre in Zone D of the March Air Reserve Base Airport Influence Area, which extends a greater distance from the runway than Zone D around the County's general aviation airports.

Noise: Neither the March Air Reserve Base/Inland Port Airport Joint Land Use Study (which relied on the noise contours included in the 2005 AICUZ study) nor the F-15 Aircraft Conversion Environmental Impact Study prepared for the 144th Fighter Wing of the California Air National Guard indicate that the site would be within areas subject to average noise levels in excess of 60 dB(A) CNEL from aircraft operations.

Part 77: The site is located 14,960 feet from the nearest point of the runway at March Air Reserve Base. The maximum pad elevation is 1,497 feet above mean sea level. The elevation of the runway at its nearest point (the northerly terminus) is 1,535 feet above mean sea level. At a distance of 14,960 feet from the runway, objects at an elevation of 1,684 feet and above would require Federal Aviation Administration (FAA) obstruction evaluation review. Such review is not required in this case, as residential structures would likely be less than 40 feet in height.

Avigation Easement: Pursuant to Policy 3 of the 1984 Riverside County Airport Land Use Plan, an avigation easement is required for all land uses located within the Airport Influence Area. However, upon adoption of the new Compatibility Plan, avigation easements would not be required in this portion of the Airport Influence Area.

Open Area: There is no open area requirement in either the 1984 Riverside County Airport Land Use Plan or the new Compatibility Plan for properties located in Compatibility Zone D.

CONDITIONS:

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. 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.

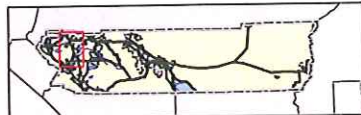
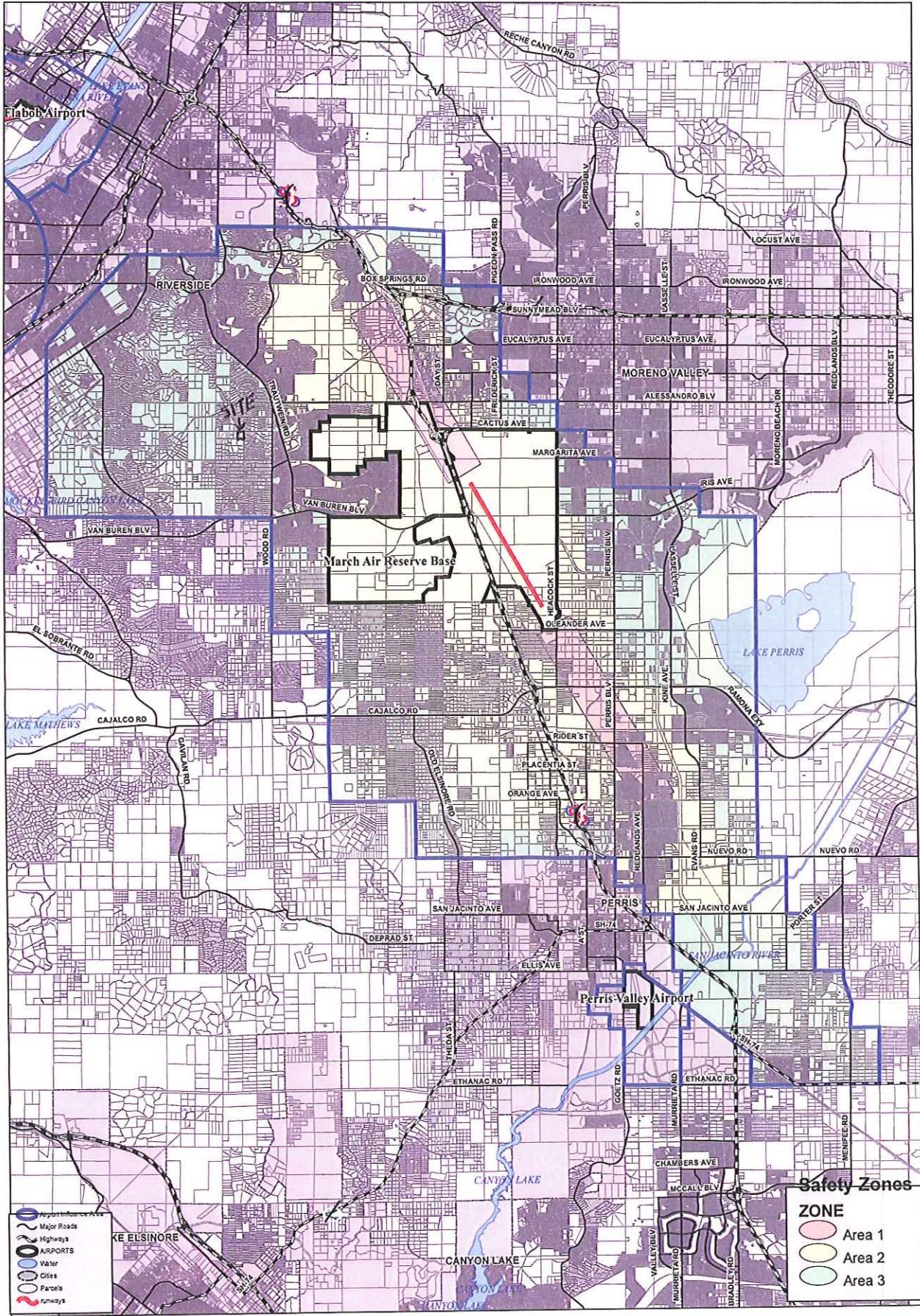
- (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
 - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. Prior to the recordation of a final map or issuance of any building permits, whichever comes first, the landowner shall convey and have recorded an avigation easement to the March Inland Port Airport Authority. Contact March Joint Powers Authority at (951) 656-7000 for additional information.
 4. The attached notice shall be provided to all prospective purchasers and/or tenants of the property.
 5. Any new retention basin(s) on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

NOTICE OF AIRPORT IN VICINITY

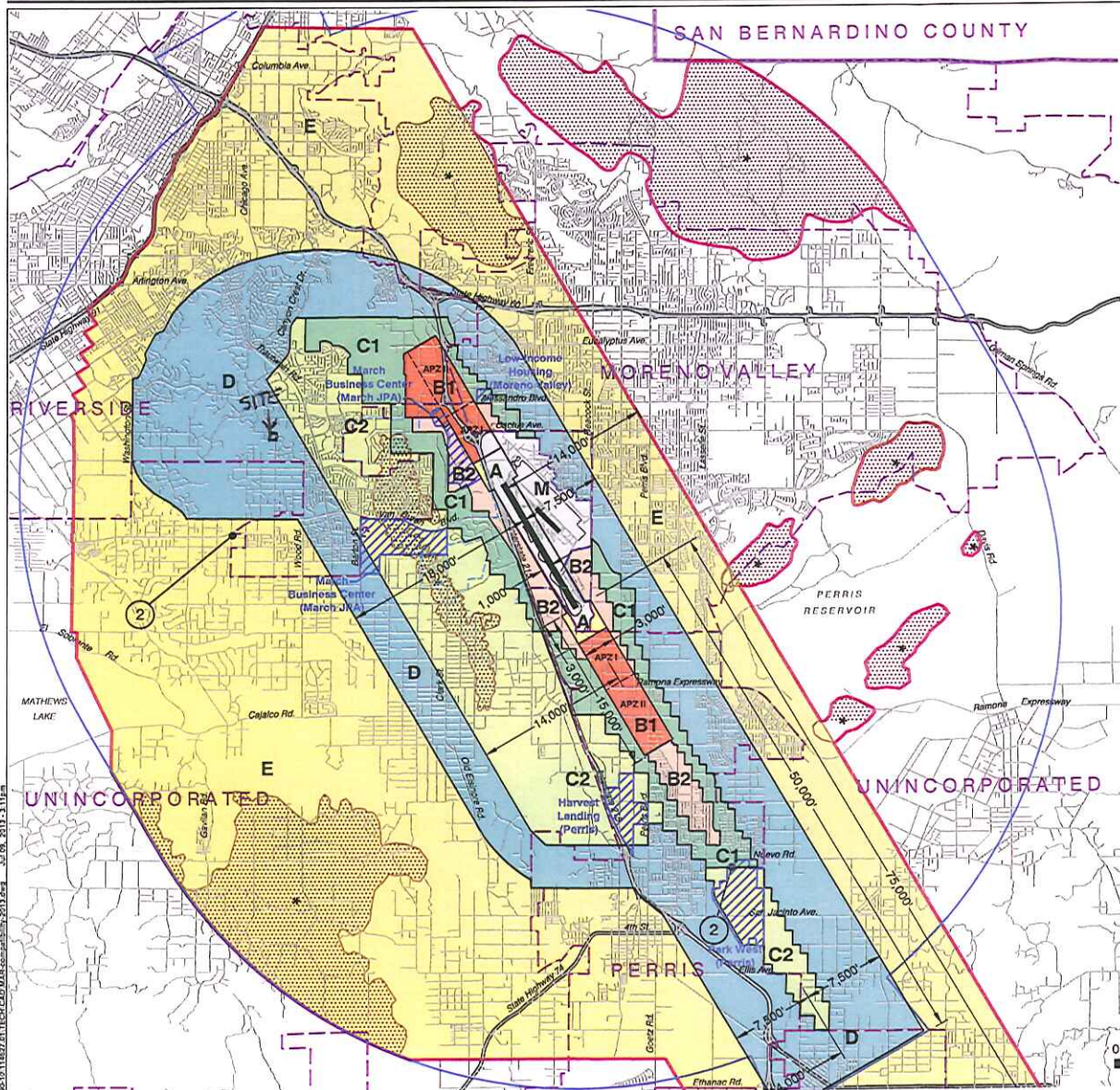
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

Riverside County Airports

March Air Reserve Base



E The County of Riverside assumes no warranty or legal responsibility for the information contained on this map. Data and information represented on this map is subject to update, modifications and may not be complete or appropriate for all purposes. County GIS and other sources should be queried for the most current information. Do not copy or reuse this map.



LEGEND

Compatibility Zones

- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

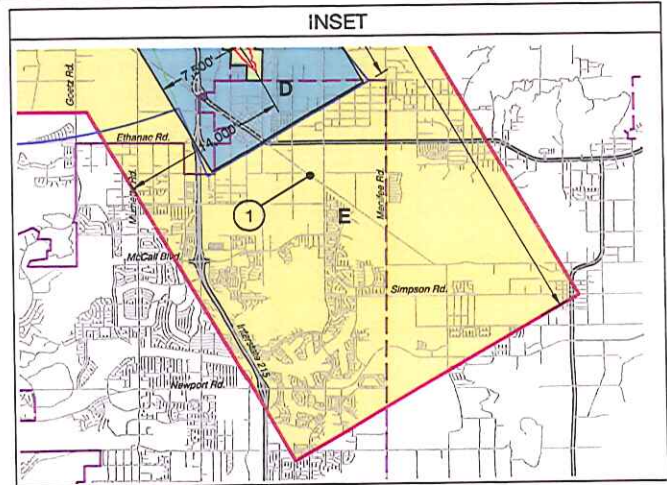
Boundary Lines

- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

Note:

All dimensions are measured from runway ends and centerlines.

- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County
Airport Land Use Commission
March Air Reserve Base / Inland Port Airport
Land Use Compatibility Plan
(June 2013 Draft)**

Map MA-1

**Compatibility Map
March Air Reserve Base / Inland Port Airport**



Base map source: County of Riverside 2013

X:\1125-10-11-0927-01-1000-CAD-048-compatibility-2013.dwg J:\09_2013-1-3-11.dwg

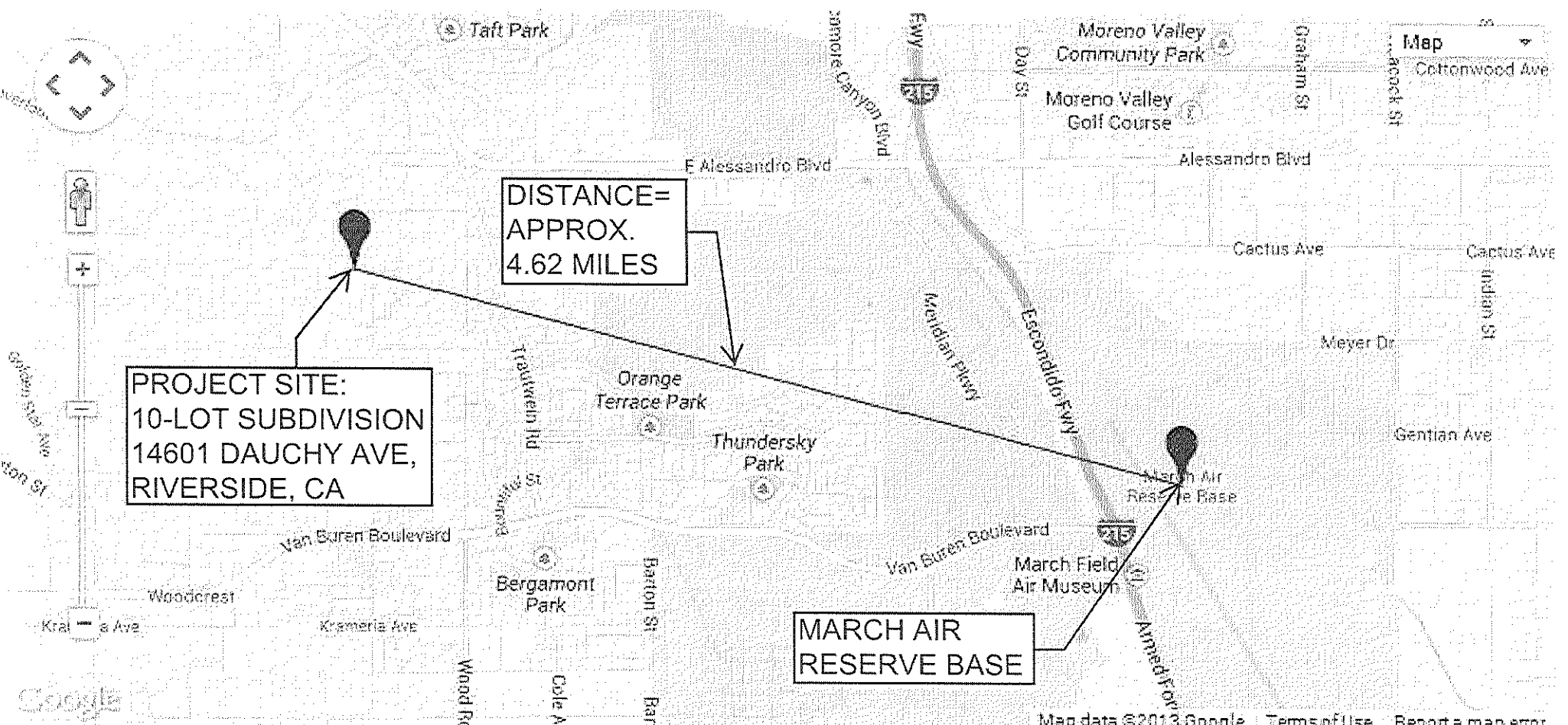
SEE INSET AT RIGHT



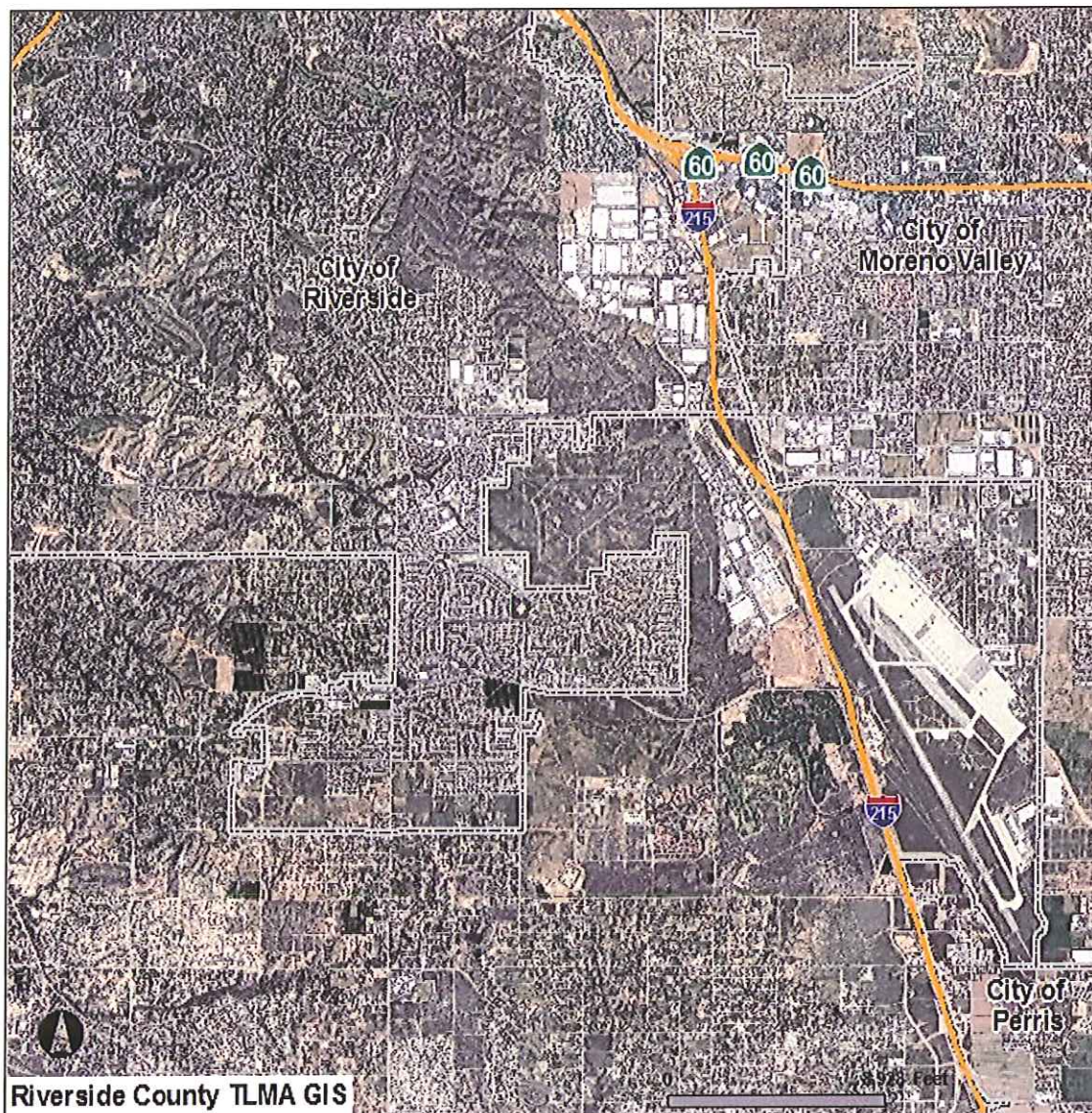
**PROJECT SITE:
10-LOT SUBDIVISION
14601 DAUCHY AVE,
RIVERSIDE, CA**

**DISTANCE=
APPROX.
4.62 MILES**

**MARCH AIR
RESERVE BASE**



RIVERSIDE COUNTY GIS



Selected parcel(s):
276-040-009 276-040-010

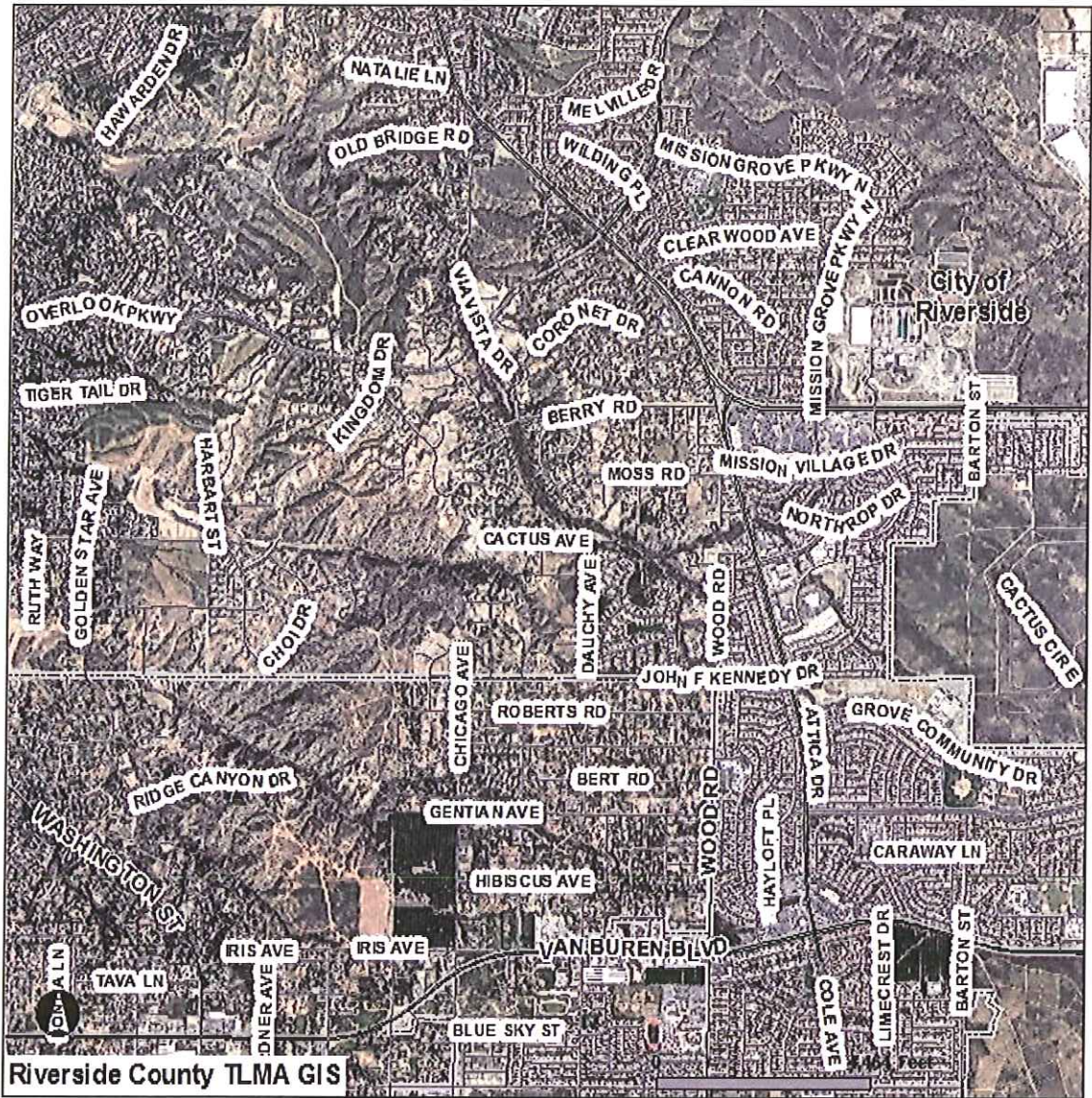
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 14:16:59 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 276-040-009 276-040-010

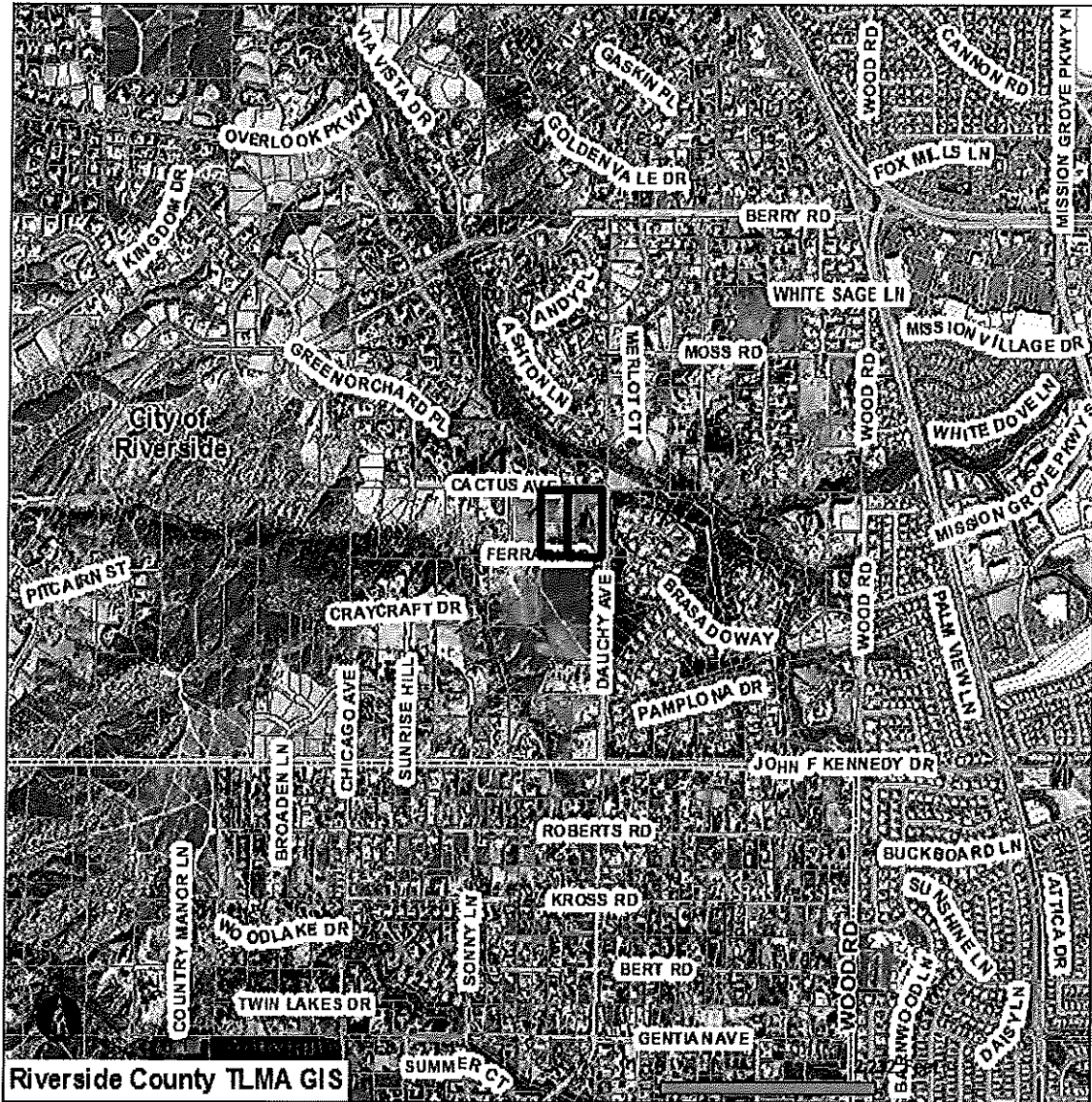
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 14:18:19 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 276-040-009 276-040-010

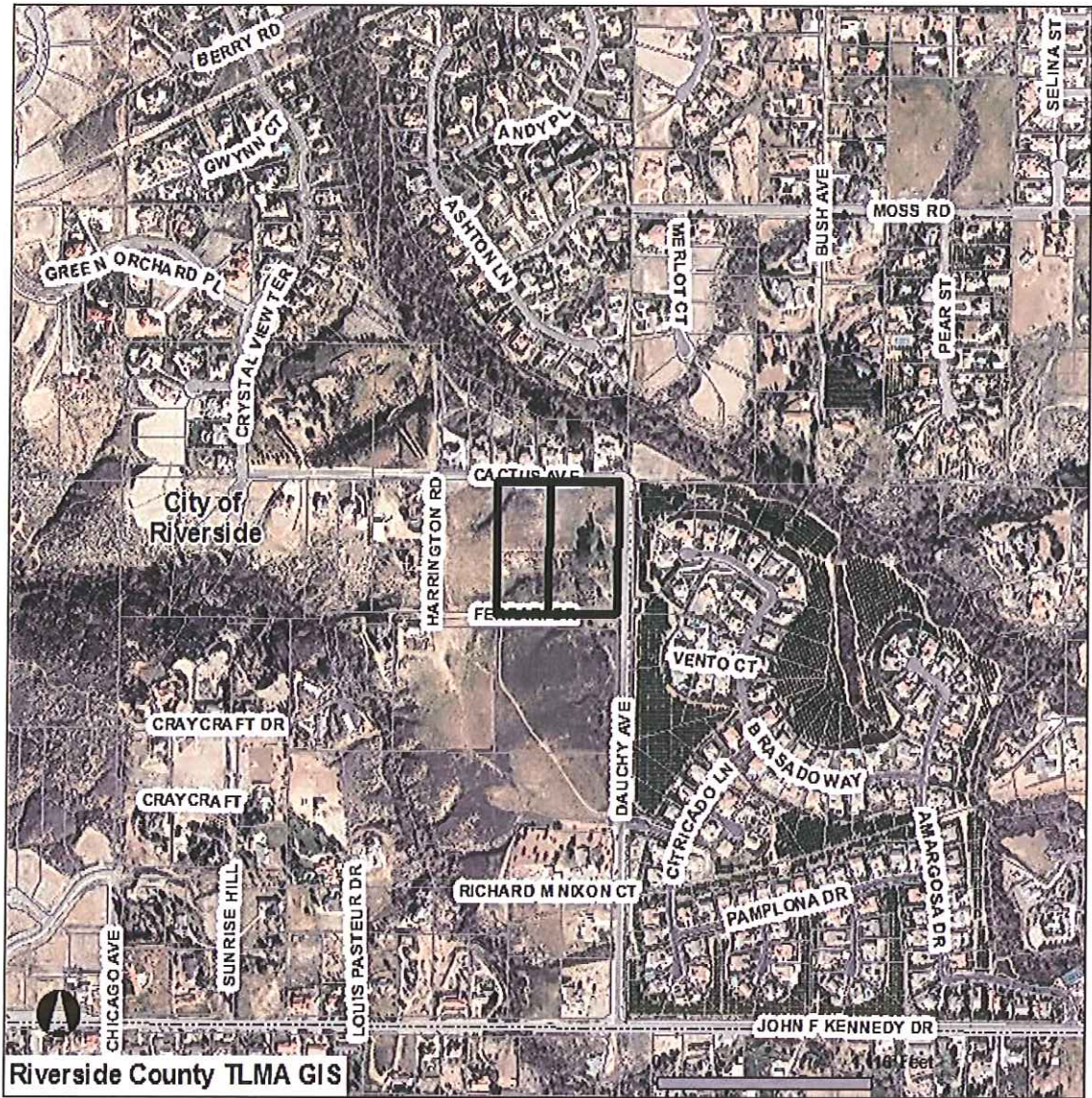
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 14:18:54 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
276-040-009 276-040-010

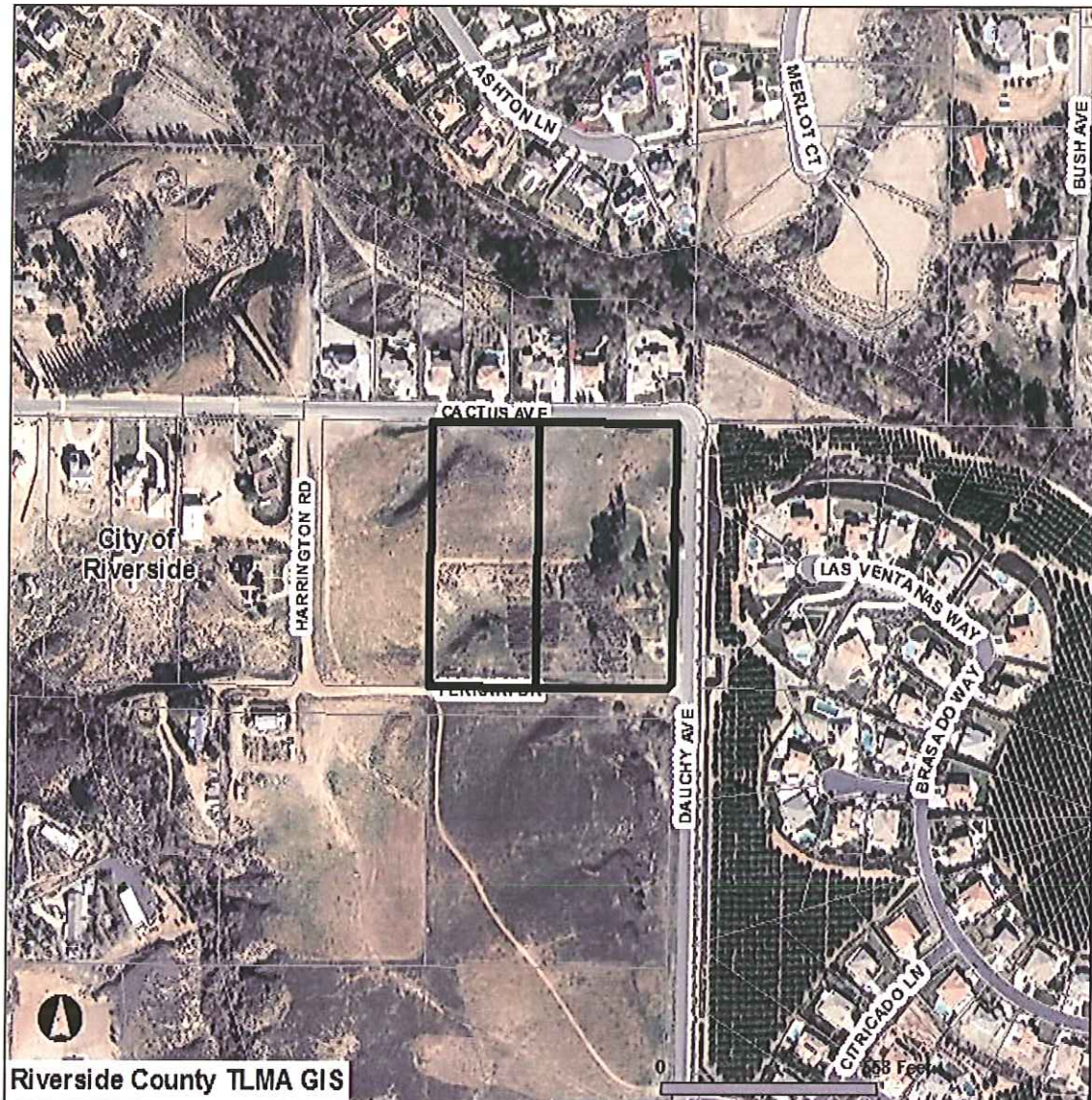
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 13:58:06 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
 276-040-009 276-040-010

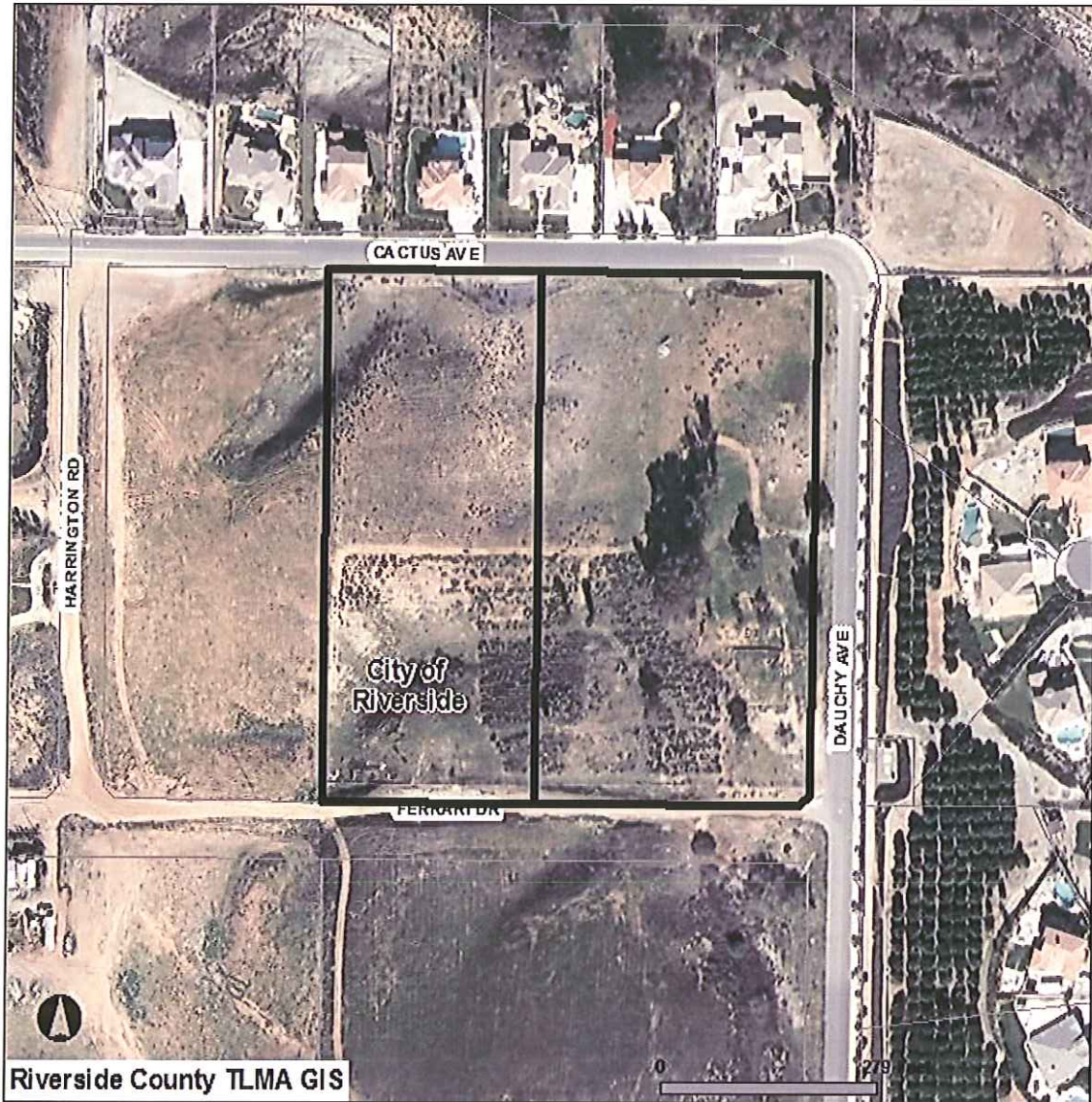
IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

REPORT PRINTED ON...Thu Dec 19 13:57:20 PST 2013

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):
276-040-009 276-040-010

IMPORTANT

Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

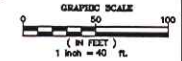
REPORT PRINTED ON...Thu Dec 19 13:56:32 PST 2013

Version 131127

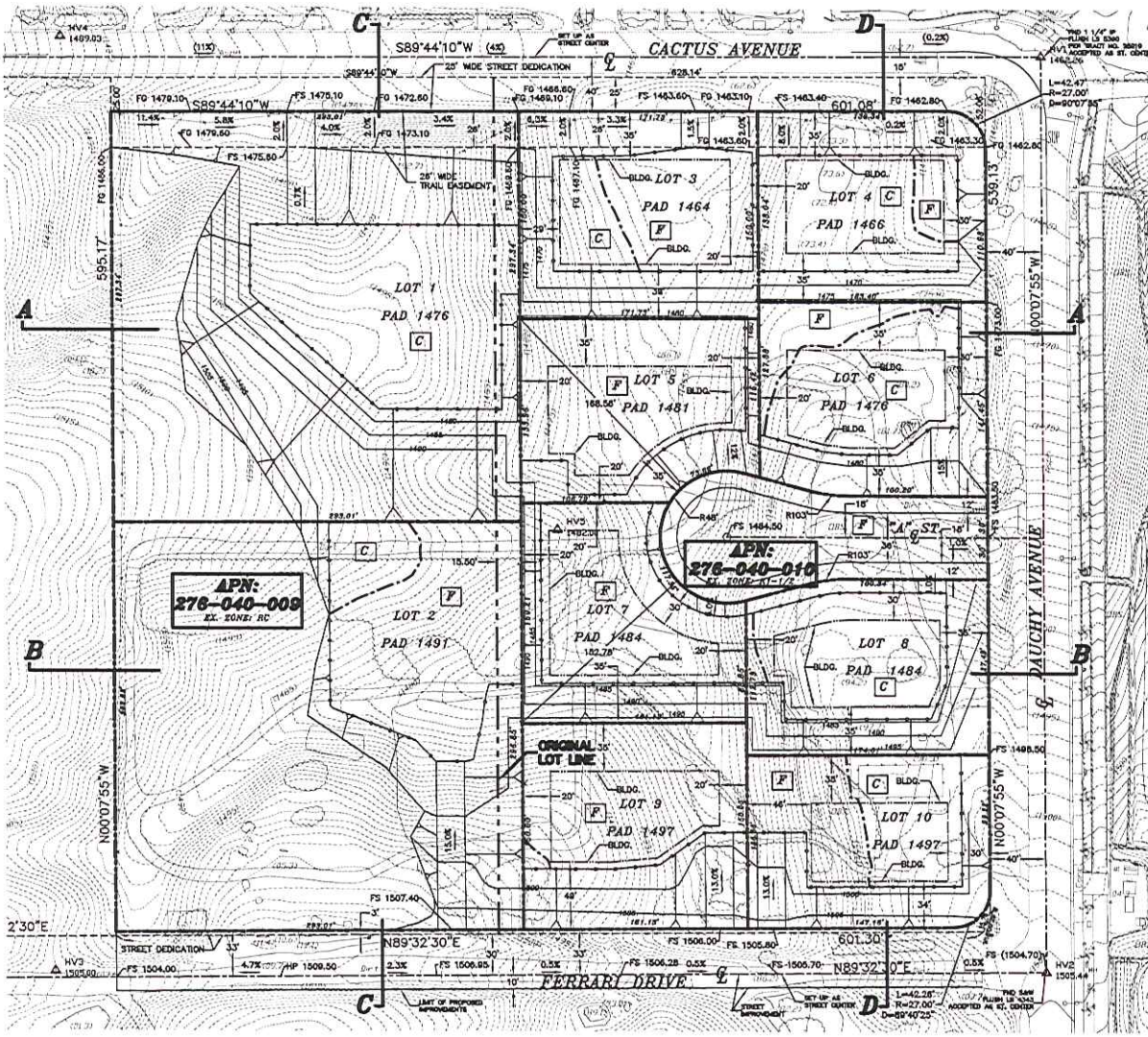
TENTATIVE TRACT NO. 36370

IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE
STATE OF CALIFORNIA

THAT PORTION OF PARCEL 1 OF PARCEL MAP NO. 5680, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 13 PAGE 46 OF PARCEL MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY EXCEPT OF THE WESTERLY 5 ACRES.



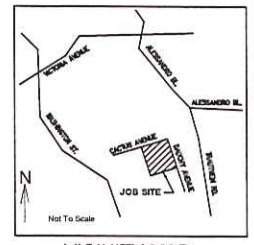
REVISIONS	
DATE	NO



AREA TABLE (SQ. FT./AC)			
ZONE	RC	APN	ACRES
		276-040-009	171.4350/3.94
		276-040-010	219.3030/5.03
LOT NO.	LOT (GROSS)	LOT (NET)	PAD
1	84,449/2.17	87,122/2.00	20,885
2	89,009/2.02	87,122/2.00	20,885
3	30,022/0.68	25,756/0.59	12,333
4	28,841/0.61	22,389/0.51	12,081
5	21,789/0.50	21,789/0.50	18,733
6	22,213/0.52	22,213/0.52	14,805
7	21,893/0.50	21,893/0.50	14,152
8	21,813/0.50	21,813/0.50	11,894
9	24,853/0.57	24,179/0.55	15,782
10	22,420/0.51	21,781/0.50	13,081
A* STREET		16,308/0.37	16,308/0.37
TOTAL		330,733/6.97	372,869/8.56

GRADED AREA ANS*			LOT DIMENSION		
LOT	ANS*	DEPTH	LOT	WIDTH	DEPTH
1	18.19	1	293.01	297.34	
2	18.07	2	293.01	296.85	
3	12.81	3	171.73	150.00	
4	13.05	4	183.07	138.09	
5	15.10	5			
6	11.93	6	162.40	134.42	
7	13.59	7			
8	13.81	8			
9	18.41	9	174.01	120.14	
10	18.29	9	161.13	150.00	
A* STREET	10.36	10	174.01	128.08	
TOTAL		15.57			

ANS*: AVERAGE NATURAL SLOPE
RC ZONE: APN 276-040-008
NON-RC ZONE: APN 276-040-010



DAUCHY VILLA DEVELOPMENT, LLC
17001 E. COLEMAN RD.
MADERA HEIGHTS, CA 91748
PH: (818) 712-9738

PREPARED BY:
MARK JONES, PE
EGL ASSOCIATES, INC.
11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91009
TEL: (626) 263-3688
FAX: (626) 263-3688

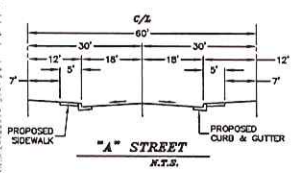
BENCH MARK:
BM# 69-13 ELEV = 140.6737' 1988
NORTHERLY CORNER OF THE BASE FLANGE OF A STEEL POWER POLE #30081 ALONG THE JOINT J. KENNEDY ALLEYS NORTH OF MOOD ROAD AND 300 FEET WEST OF TRAINHEIM RD.

- UTILITY SERVICES:
- WATER - RIVERSIDE PUBLIC UTILITIES
 - SEWER - RIVERSIDE PUBLIC UTILITIES
 - ELECTRICAL - RIVERSIDE PUBLIC UTILITIES
 - TRASH - RIVERSIDE PUBLIC UTILITIES
 - GAZ - SOUTHWEST CALIFORNIA GAS CO.
 - TELEPHONE - AT&T
 - SCHOOL - RIVERSIDE UNIFIED SCHOOL DISTRICT
 - FIRE - CITY OF RIVERSIDE FIRE DEPARTMENT
 - SHREY - CITY OF RIVERSIDE SHREY DEPARTMENT

NOTES:
APN: 276-040-008, 010
SEWERAGE DISPOSAL: BY GRAVITY TO SEWER MAIN ON STREET MAIN
NO OF PROPOSED LOTS: 10

EARTHWORK:
CUT: 36,003 CY
FILL: 30,000 CY

SPECIAL NOTE:
THE QUANTITIES SHOWN HEREIN ARE FOR PERMITS AND BIDDING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY QUANTITIES FROM TO START OF GRADING.



- LEGEND
- (111.1) - EXISTING ELEVATION
 - (111.2) - PROPOSED ELEVATION
 - (111.3) - PROPOSED CURBLINE
 - (111.4) - EXISTING CURBLINE
 - (111.5) - ELEVATION PATTERN
 - (111.6) - PROPERTY LINE
 - (111.7) - JOB LINE
 - (111.8) - SLOPE
 - (111.9) - SLOPE
 - (111.10) - SLOPE
 - (111.11) - SLOPE
 - (111.12) - SLOPE
 - (111.13) - SLOPE
 - (111.14) - SLOPE
 - (111.15) - SLOPE
 - (111.16) - SLOPE
 - (111.17) - SLOPE
 - (111.18) - SLOPE
 - (111.19) - SLOPE
 - (111.20) - SLOPE
 - (111.21) - SLOPE
 - (111.22) - SLOPE
 - (111.23) - SLOPE
 - (111.24) - SLOPE
 - (111.25) - SLOPE
 - (111.26) - SLOPE
 - (111.27) - SLOPE
 - (111.28) - SLOPE
 - (111.29) - SLOPE
 - (111.30) - SLOPE
 - (111.31) - SLOPE
 - (111.32) - SLOPE
 - (111.33) - SLOPE
 - (111.34) - SLOPE
 - (111.35) - SLOPE
 - (111.36) - SLOPE
 - (111.37) - SLOPE
 - (111.38) - SLOPE
 - (111.39) - SLOPE
 - (111.40) - SLOPE
 - (111.41) - SLOPE
 - (111.42) - SLOPE
 - (111.43) - SLOPE
 - (111.44) - SLOPE
 - (111.45) - SLOPE
 - (111.46) - SLOPE
 - (111.47) - SLOPE
 - (111.48) - SLOPE
 - (111.49) - SLOPE
 - (111.50) - SLOPE
 - (111.51) - SLOPE
 - (111.52) - SLOPE
 - (111.53) - SLOPE
 - (111.54) - SLOPE
 - (111.55) - SLOPE
 - (111.56) - SLOPE
 - (111.57) - SLOPE
 - (111.58) - SLOPE
 - (111.59) - SLOPE
 - (111.60) - SLOPE
 - (111.61) - SLOPE
 - (111.62) - SLOPE
 - (111.63) - SLOPE
 - (111.64) - SLOPE
 - (111.65) - SLOPE
 - (111.66) - SLOPE
 - (111.67) - SLOPE
 - (111.68) - SLOPE
 - (111.69) - SLOPE
 - (111.70) - SLOPE
 - (111.71) - SLOPE
 - (111.72) - SLOPE
 - (111.73) - SLOPE
 - (111.74) - SLOPE
 - (111.75) - SLOPE
 - (111.76) - SLOPE
 - (111.77) - SLOPE
 - (111.78) - SLOPE
 - (111.79) - SLOPE
 - (111.80) - SLOPE
 - (111.81) - SLOPE
 - (111.82) - SLOPE
 - (111.83) - SLOPE
 - (111.84) - SLOPE
 - (111.85) - SLOPE
 - (111.86) - SLOPE
 - (111.87) - SLOPE
 - (111.88) - SLOPE
 - (111.89) - SLOPE
 - (111.90) - SLOPE
 - (111.91) - SLOPE
 - (111.92) - SLOPE
 - (111.93) - SLOPE
 - (111.94) - SLOPE
 - (111.95) - SLOPE
 - (111.96) - SLOPE
 - (111.97) - SLOPE
 - (111.98) - SLOPE
 - (111.99) - SLOPE
 - (111.100) - SLOPE

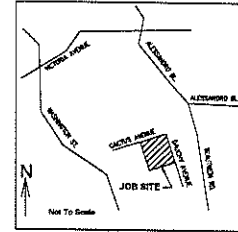
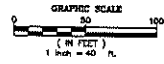
EGL ASSOCIATES, INC.
11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91008
TEL: (626) 263-3688
FAX: (626) 263-3688

10 LOT SUBDIVISION
14601 DAUCHY AVENUE
RIVERSIDE, CALIFORNIA 92508

Date: 07/11/2013
Scale: 1" = 40'
Drawn: JY
Job: 10-228-002
Sheet: 1 OF 2

REZONING & GENERAL PLAN AMENDMENT EXHIBIT

TENTATIVE TRACT NO. 36370



VICINITY MAP

OWNER:
DAUCHY VILLA DEVELOPMENT, LLC
27009 E. OLIVER RD.
MADERA, CALIFORNIA, CA 91740
PH: (509) 712-8723

PREPARED BY:
HANK JONES, INC.
EGL ASSOCIATES, INC.
11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91006
TEL: (626) 263-3588
FAX: (626) 263-3599

REVISIONS	
DATE	NO



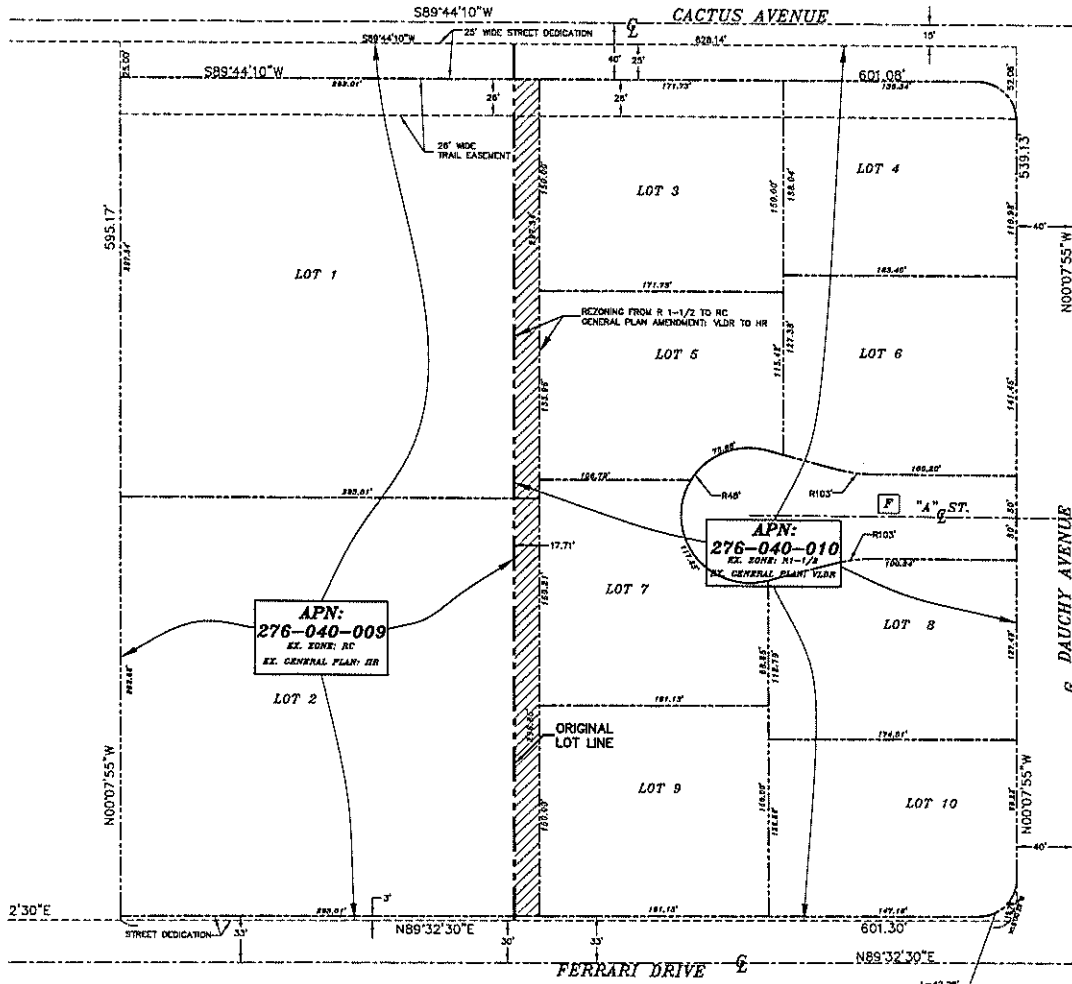
EGL ASSOCIATES, INC.

11819 GOLDRING ROAD, UNIT A
ARCADIA, CA 91006
TEL.: (626) 263-3588 FAX: (626) 263-3599

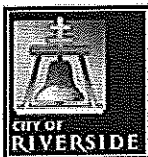
10 LOT SUBDIVISION

14601 DAUCHY AVENUE
RIVERSIDE, CALIFORNIA 92508

Date:	07/11/2013
Scale:	1" = 40'
Drawn:	JY
Job:	10-229-002
Sheet:	1 OF 2



L=42.28'
B=27.00'
D=89°40'25"



RIVERSIDE Property VIEWER

[CITY HOME](#)

[PLANNING HOME](#)

3900 MAIN STREET • RIVERSIDE, CA 92522 • 951-826-5311

[ADDRESS](#)

[APN](#)

[OTHER CRITERIA](#)

[VIEW RESULTS](#)

[VIEW MAP](#)

[VIEW REPORT](#)

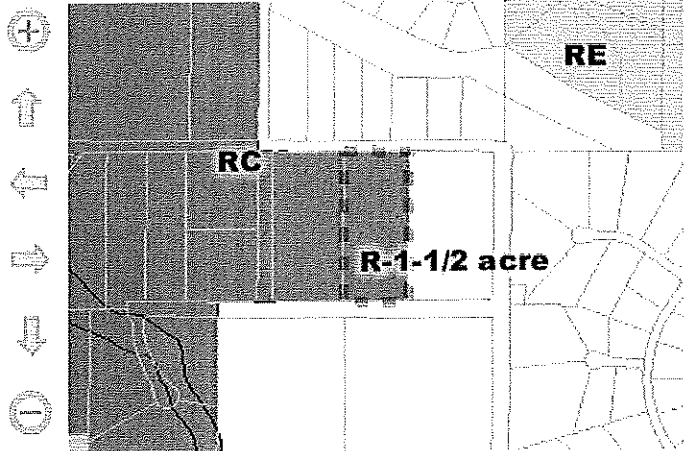
[ZONING DESIGNATIONS](#)

:: PROPERTY REPORT: 14601 DAUCHY , UNIT , RIVERSIDE, CA 92508

RESULT 1 OF 1 <-PREVIOUS NEXT->

Property Information

Parcel # 276040009
 Map Grid: 716 C7
 Infill Parcel: No
 Land Assessment: \$335,581.00
 Structure Assessment: \$338,799.00
 Gross Assessment: \$338,799.00
 Airport Influence: March Air Reserve Base
 Arroyos:
 Kangaroo Rat Habitat:
 Gnat Catcher Habitat:
 Seismic Zone: III
 Seismic Potential: Not subject to liquefaction
 Census Tract: 042005
 Census Block: 1000
 General Plan: Hillside Residential
 Specific Plan:
 Annexation Date:



Additional Links

Ward: 4
Council Representative: Paul Davis
Neighborhood: Alessandro Heights

Police Reports Part I: Reporting District
Police Reports Part II: G19

Historic Designation:
Trash Services:

ZONING	GENERAL PLAN	Acreage Designator	
RC	HR	3.93	RC
Total Acreage:		3.93	



RIVERSIDE Property VIEWER

[CITY HOME](#)

[PLANNING HOME](#)

3900 MAIN STREET • RIVERSIDE, CA 92522 • 951-826-5311

[ADDRESS](#)

[APN](#)

[OTHER CRITERIA](#)

[VIEW RESULTS](#)

[VIEW MAP](#)

[VIEW REPORT](#)

[ZONING DESIGNATIONS](#)

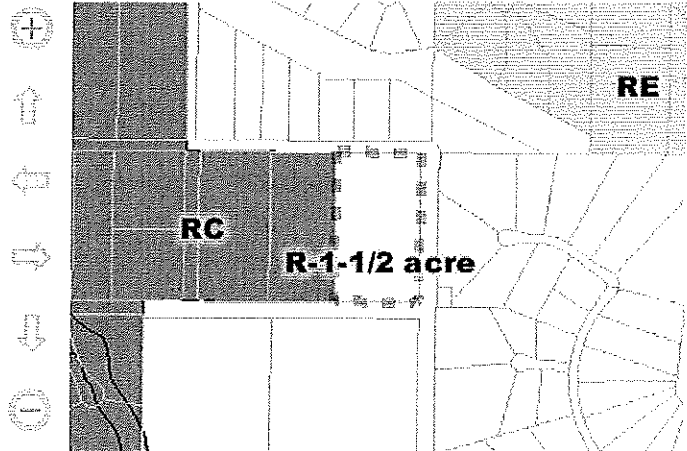
:: PROPERTY REPORT: 14601 DAUCHY , UNIT , RIVERSIDE, CA 92508

Property Information

Parcel # 276040010
 Map Grid: 716 C7
 Infill Parcel: No
 Land Assessment: \$413,914.00
 Structure Assessment: \$424,483.00
 Gross Assessment: \$424,483.00
 Airport Influence: March Air Reserve Base
 Arroyos:
 Kangaroo Rat Habitat:
 Gnat Catcher Habitat:
 Seismic Zone: III
 Seismic Potential: Not subject to liquefaction
 Census Tract: 042005
 Census Block: 1000
 General Plan: Very Low Density Residential
 Specific Plan:
 Annexation Date:

[Additional Links](#)

RESULT 1 OF 1 <-PREVIOUS NEXT->



Ward: 4
Council Representative: Paul Davis
Neighborhood: Alessandro Heights

ZONING	GENERAL PLAN	Acreage Designator	
R-1-1/2 acre	VLDR	5.07	R-1-1/2 acre
Total Acreage:		5.07	

Police Reports Part

I: Reporting District

Police Reports Part G19

II:

Historic Designation:

Trash Services:

ARTICLE V: BASE ZONES AND RELATED USE AND DEVELOPMENT PROVISIONS**Chapter 19.100****RESIDENTIAL ZONES (RA-5, RC, RR, RE, R-1-½ ACRE, R-1-13000, R-1-10500, R-1-8500, R-1-7000, R-3-4000, R-3-3000, R-3-2500, R-3-2000, R-3-1500, R-4)**

- 19.100.010 Purpose.**
- 19.100.030 Permitted Land Uses.**
- 19.100.040 Residential Development Standards.**
- 19.100.050 Additional Regulations for the RC Zone.**
- 19.100.060 Additional Regulations for the RA-5, RE, RC, RR and R-1 Zones.**
- 19.100.070 Additional Regulations for the R-3 and R-4 Zones.**
- 19.100.080 Site Plan Review and Design Review.**
- 19.100.090 Other Regulations Applicable to All Residential Zones.**

19.100.010 Purpose.

The purpose of this Chapter is to define allowable land uses and property development standards, including density of development, for all residential zones in order to produce healthy, safe, livable and attractive neighborhoods within the City of Riverside, consistent with the goals and policies of the City's General Plan. Fourteen residential zones are established to implement the residential land use designations of the General Plan. The purpose of each of the residential zones is as follows:

A. Residential Agricultural Zone (RA-5)

The Residential Agricultural Zone (RA-5) is established to provide areas where general agricultural uses can occur independently or in conjunction with a single-family residence, that preserves the agricultural character of the area.

B. Residential Conservation Zone (RC)

The Residential Conservation Zone (RC) is established consistent with General Plan objectives and voter approved initiatives (Proposition R and Measure C) to protect prominent ridges, hilltops and hillsides, slopes, arroyos, ravines and canyons, and other areas with high visibility or topographic conditions that warrant sensitive development from adverse development practices, and specifically, to achieve the following objectives:

1. To preserve and enhance the beauty of the City's landscape;
2. To maximize the retention of the City's natural topographic features, including but not limited, to skyline profiles, ridgelines, ridge crests, hilltops, hillsides, slopes, arroyos, ravines, canyons, prominent trees and rock outcrops, view corridors, and scenic vistas through the careful selection and construction of building sites and building pads on said topographic features.

3. To assure that residential use of said topographic features will relate to the surrounding topography and will not be conspicuous and obtrusive because of the design and location of said residential use;
4. To reduce the scarring effects of excessive grading for building pads and cut and fill slopes;
5. To prevent the construction of slopes inadequately protected from erosion, deterioration or slippage; and
6. To conserve the City's natural topographic features.

C. Rural Residential Zone (RR)

The Rural Residential Zone (RR) is established to provide areas for single-family residences on large lots where flexible provisions apply pertaining to the keeping of farm animals such as horses, ponies, mules, cows, goats, sheep, and swine under Future Farmers of America-supervised and 4-H-supervised projects. These zones are established in those areas of the City where the keeping of such animals is already prevalent. It is also the intent of the RR Zone to provide opportunities for persons whose lifestyles include the keeping of such animals in areas where such animal-keeping activities minimize impact to other residential properties.

D. Residential Estate Zone (RE) and R-1-½ Acre Zone

The Residential Estate Zone (RE) and R-1-½ Acre Zone are established to provide areas for large lot single-family residences where the keeping of livestock and other farm animals and agricultural uses are not permitted.

E. Additional Single-family Residential Zones (R-1-13000, R-1-10500, R-1-8500 and R-1-7000)

Additional Single-family Residential Zones (R-1-½ Acre, R-1-13000, R-1-10500, R-1-8500 and R-1-7000) are established to provide areas for single-family residences with a variety of lot sizes and housing choices.

F. Multiple-Family Residential Zones (R-3-4000, R-3-3000, R-3-2500, R-3-2000 and R-3-1500)

Medium High Density Residential Zones (R-3-4000 and R-3-3000) and High Density Residential Zones (R-3-2500, R-3-2000 and R-3-1500) are established to provide areas for multiple family residences within a single structure, including such residential development types as apartments, town homes and condominiums.

G. Multiple-Family Residential Zone (R-4)

The Very High Density Residential Zone (R-4) is established to provide areas for higher density multiple family residences in areas of the City readily served by public transit and near commercial zones and other nonresidential areas that meet the everyday shopping, educational, health service and similar needs of residents. (Ord. 6966 §1, 2007)

Table 10.100.040 A

Residential Development Standards: Single-family Residential Zones

Development Standards	Single-family Residential Zones								
	RA-5	RC ¹²	RR	RE	R-1- 1/2 Acre	R-1- 1300	R-1- 10500	R-1- 8500	R-1- 7000
Density – Maximum (Dwelling Units per Gross Acre) ^{1,11}	0.20	0.50	2.1	1.0	2.0	3.4	4.1	5.1	6.2
Lot Area – Minimum (Net)	5 Acres ^{2,9,14}	Varies ^{2,14}	20,000 sq. ft.	1 Acre	21,780 sq. ft.	13,000 sq. ft.	10,500 sq. ft.	8,500 sq. ft.	7,000 sq. ft.
Lot Width – Minimum	300 ft. ²	130 ft.	100 ft. ^{13,14}	130 ft. ^{13,14}	125 ft. ^{13,14}	100 ft. ^{13,14}	90 ft. ^{13,14}	80 ft. ^{13,14}	60 ft. ^{13,14}
Lot Depth – Minimum	500 ft. ²	100 ft. ^{2,12}	150 ft.	150 ft.	150 ft.	110 ft.	110 ft.	100 ft.	100 ft.
Building Height – Maximum ¹⁰	35 ft.	20 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.	35 ft.
Number of Stories – Maximum	2	1	2	2	2	2	2	2	2
Lot Coverage – Maximum	30%	N/A	30%	30%	30%	30%	35%	35%	40%
Setbacks – Minimum ⁸									
A. Front ⁷	40 ft. ²	30 ft. ^{2,6}	30 ft.	30 ft.	30 ft. ⁴	25 ft. ⁴	25 ft. ⁴	25 ft. ⁴	20 ft. ⁴
B. Side ⁵	20 ft. ²	25 ft. ²	20 ft.	25 ft.	20 ft. ³	15 ft. ³	10/15 ft. ³	7.5/12.5 ft. ³	7.5/10 ft. ³
C. Rear ⁵	25 ft. ²	25 ft. ²	100 ft.	30 ft.	35 ft.	30 ft.	25 ft.	25 ft.	25 ft.

Table 19.100.040 A**Notes:**

1. See Section 19.100.060 A (Additional Density). Gross acreage means streets are included for density purposes. Notwithstanding allowable density on a gross acreage basis, individual lots must meet the minimum lot size requirements exclusive of streets, except in the RA-5 Zone as described in Note 9.
2. Lot width, depth and area; building area; and setback requirements shall be as required as set forth in the Table. However, the zoning standards and requirements of the RC and RA-5 Zones shall not apply to any buildings existing prior to or under construction on November 13, 1979, or to the restoration or rehabilitation of or to any additions to such buildings, provided that the use, restoration, rehabilitation or addition shall conform to the current standards and requirements of the zoning in existence immediately prior to November 13, 1979. Also see Section 19.100.050 A (Lot Area).
3. Where a lot is less than 65 feet in width and was of record prior to November 23, 1956, or was of record prior to the date on which such lot was annexed to the City, the required side yards adjacent to interior side lot lines shall be reduced to 5 feet.
4. Front Setback Exceptions: See Section 19.100.060 C (Exceptions to Setback Requirements).
5. Side and Rear Setback Exceptions: See Sections 19.100.060 C (Exceptions to Setback Requirements). The side setback can be applied to either side except that the larger setback is required when a side yard is adjacent to a street.
6. No lot that fronts onto Hawarden Drive within the Hawarden Drive Special Design Area, generally between Anna Street and the Alessandro Arroyo, shall have a front yard depth of less than fifty feet.
7. Where a lot or parcel of land at the junction of two intersecting streets in any residential zone has frontage on each street over 130 feet in length, front yards of the depth required in the appropriate zone shall be required on both frontages. Also see Chapter 19.630 (Yard Requirements and Exceptions).
8. No dwelling shall be located closer than 5 feet to any retaining wall exceeding 2 feet in height, unless such retaining wall is an integral part of an approved dwelling.
9. Lot area in the RA-5 Zone is measured to the centerline of the adjoining street or streets; provided, however, individuals may construct one single-family dwelling on a lot of less than 5 acres existing as of May 15, 1979 and the residence is owner occupied after construction.
10. Refer to Chapter 19.560 (Building Height Measurement) for height measurement and exceptions to height limits.
11. Also see 19.100.060 A (Additional Density). Project density may be greater in a Planned Residential Development:
12. See Section 19.100.050 (Additional Regulations for the RC Zone).
13. See Section 18.210.080 (Lots) and Article X (Definitions) for exceptions for cul-de-sac lots, knuckle lots, lots on curves and corridor lots.
14. See Section 18.210.030 N (2) (a) for exception to lot size on private streets if over 20,000 square feet.

19.100.050 Additional Regulations for the RC Zone.**A. Lot Area**

1. The lot area requirements for land Zoned RC varies based on average natural slope and the date the property was zoned RC, as set forth in this Section.
2. The lot area requirements for land Zoned RC prior to May 15, 1979, shall be as follows:
 - a. Every lot shall have a minimum width at the building line of 130 feet and a minimum area of one-half acre; provided, however, that the average lot size of the lots shown on any subdivision or parcel map shall be not less than 2 acres.
 - b. Notwithstanding the provisions of subdivision 1 of this subsection, every lot or parcel located within the Hawarden Drive Special Design Area, generally between Anna Street and Alessandro Arroyo, shall have a minimum width at the building line of 130 feet and a minimum area of 2 acres; provided, however, that where a lot or parcel located within said area has less width or less area than herein required and was a legally created lot of record prior to June 16, 1977, such lot may be occupied by a single-family residential use if the lot has a minimum area of one-half acre.
3. The lot area requirements for land zoned RC on or after May 15, 1979, shall be as follows:
 - a. Every lot with an average natural slope of less than 15 percent shall have a minimum width at the building line of 130-feet and a minimum area of one-half acre.
 - b. Every lot with an average natural slope from 15 percent to 30 percent shall have a minimum width at the building line of 130-feet and a minimum area of 2 acres.
 - c. Every lot with an average natural slope over 30 percent shall have a minimum width at the building line of 200-feet and a minimum area of 5 acres.
 - d. The average lot size of the lots shown on any subdivision or parcel map shall be not less than 2 acres.

B. Nonconforming Lot Size - Dwelling Unit Permitted

Notwithstanding the provisions of subdivision 3 of Section A above, individuals may construct one single-family dwelling on a lot existing as of May 15, 1979, of less than the minimum lot size required by Section A-3 if such individuals occupy the residence after construction.

C. Average Natural Slope

For the purposes of this Section, "average natural slope" shall mean the average natural inclination of the ground surface of a lot or parcel expressed as a percent and as measured by the following formula:

$$S = \frac{0.002296 \times I \times L}{A}$$

where:

- S = average natural slope in percent
 I = natural contour interval in feet
 L = length of natural contours in feet
 A = acres of property (parcel of record existing on November 13, 1979)
 0.002296 = Constant that converts square feet into acres and expresses slope percent.

The average natural slope shall be computed from photogrametric maps, grading permit plans and other data or evidence approved by the Public Works Department.

D. Grading

1. No grading permit shall be issued for any grading in the RC Zone until grading plans and, if required, special drawings showing grading and topography as viewed from critical locations within the neighborhood or community, have been submitted to and approved by the designated Approving or Appeal Authority as set forth in Table 19.650.020 (Approving and Appeal Authority).
2. The Approving and/or Appeal Authority shall consider the following items of particular concern in the review of grading proposals in the RC Zone. Conditions may be applied in the approval of grading plans so as to achieve these objectives pursuant to adopted standards included in the City's Grading Ordinance (Title 17).
 - a. The maximum retention of vistas, natural plant communities and natural topographic features including ridgelines, hilltops, slopes, rock outcroppings, arroyos, ravines and canyons;
 - b. The avoidance of excessive building padding or terracing and cut and fill slopes to reduce the scarring effects of grading;
 - c. The encouragement of sensitive grading to ensure optimum treatment of natural hillside and arroyo features; and
 - d. The encouragement of imaginative grading plans to soften the impact of grading on hillsides including rolled, sloping or split pads; rounded cut and fill slopes and post and beam construction techniques.

E. Design Review

1. No building permit shall be issued for any building or structure in the RC Zone until slope planting and irrigation plans and the drawings required by Chapter 19.710 (Design Review) have been submitted to and approved in accordance with the provisions of Chapter 19.710 (Design Review).
2. In addition to the standards established in the Zoning Code and in Chapter 19.710 (Design Review), the Design Review Approving or Appeal Authority shall consider the following items of particular concern in the RC Zone and shall approve the plans and drawings if all applicable standards are met:
 - a. The encouragement of unique site design to ensure optimum treatment of natural hillside and arroyo features and avoid inharmonious, incongruent, conspicuous and obtrusive development;
 - b. The reduction of the scarring effects of grading and the protection of slopes subject to erosion, deterioration or slippage, and fire by the use of appropriate slope planting, irrigation and maintenance; and
 - c. The encouragement of structures, that will relate spatially and architecturally with the environment and complement the natural land forms.
3. Conditions may be applied when the proposed development does not comply with applicable standards and shall be such as to bring such development into conformity or the plans and drawings may be disapproved and the Design Review Approving or Appeal Authority shall specify the standard or standards that are not met.
4. All cut and fill slopes exceeding 5-feet in height shall be suitably landscaped with plant materials and adequately irrigated in accordance with approved plans and maintained on completion of the grading operations. The applicant or developer shall be responsible for the maintenance of all slope planting and irrigation systems until such time as the properties are occupied or until a homeowner's association accepts the responsibility to maintain the landscaping in common areas.

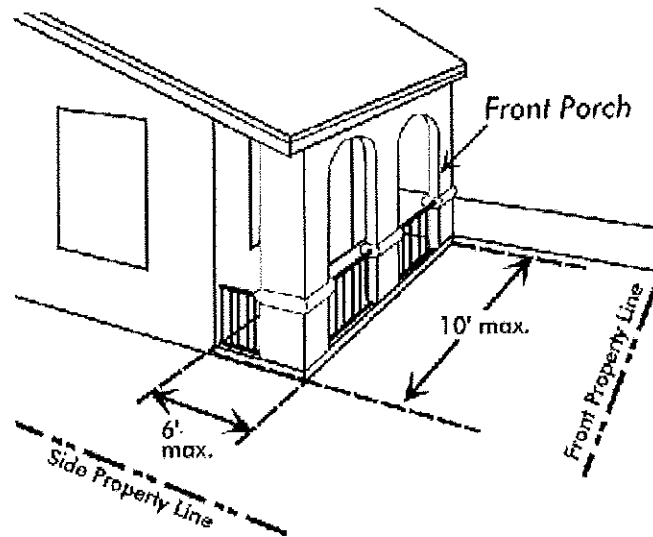
F. Subdivisions

To assure compliance with the provisions of this Chapter and the Zoning Code where a Planned Development Permit is not required, there shall be submitted along with every tentative subdivision map and parcel map filed for approval in accordance with the provision of Title 18 (Subdivision Code) a preliminary grading plan showing at least one practical usable building site that can be developed in accordance with the provisions of this Chapter for each lot or parcel. (Ord. 6966 §1, 2007)

19.100.060 Additional Regulations for the RA-5, RE, RC, RR and R-1 Zones.

A. Additional Density

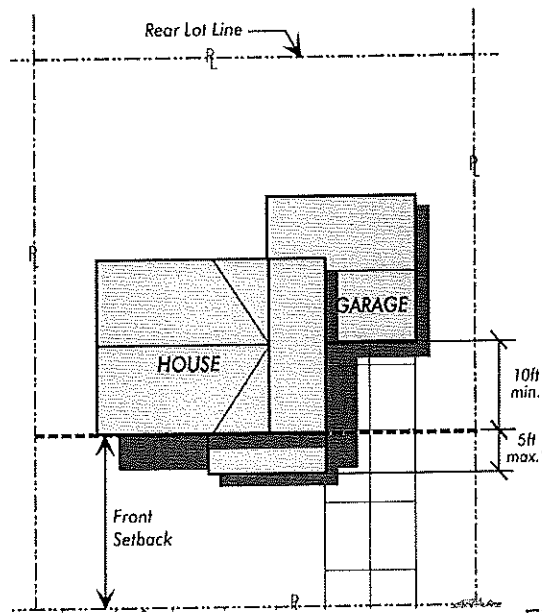
In the RE, RC, RR and R-1 zones and where consistent with the applicable General Plan land use designation the typical project density may be increased according to the



19.100.060 C 1
Front Porch

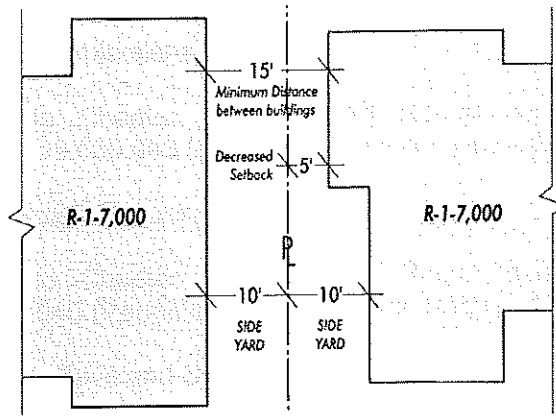
2. Flexible Yard Setbacks

- a. In the R-1 Zones, on local streets only, where the residential structure has the garage set back 10 or more feet from the required front yard setback, the habitable portion of the residential structure may extend into the front setback up to a maximum of 5-feet. This provision applies only to dwellings constructed subsequent to March 21, 2006.

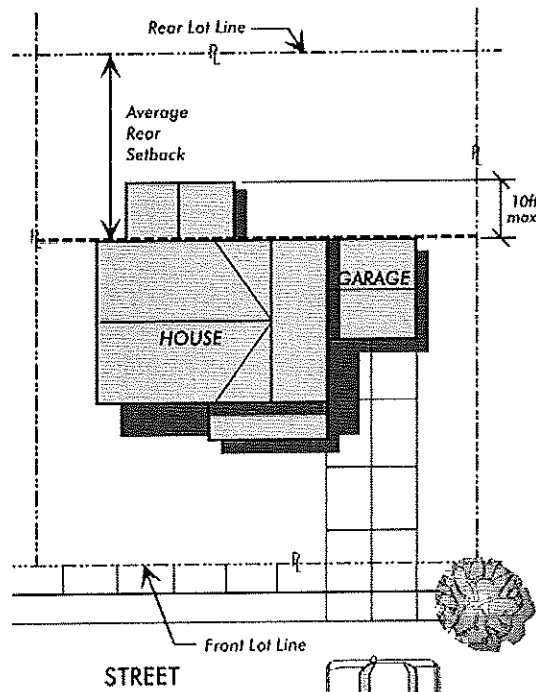


19.100.060 2 b
Flexible Side Yard Setback
19.100.060 C 2 a
Flexible Front Yard Setback

- b. In the R-1-7000 Zone the required interior side yard setback may be decreased to 5-feet, provided a minimum distance of 15-feet is maintained between any two adjacent dwelling units.



- c. In the R-1 Zones, portions of the dwelling may encroach up to 10-feet into the required rear yard setback provided the average setback of the underlying zone is maintained.



19.100.060 2 c
Flexible Rear Yard Setback

For lawfully established dwellings that do not conform to the side yards required in the RC, RR, RE and R-1 Zones additions may be constructed within such required side yards if such additions are located not closer to the side lot line than the existing dwelling; provided, that in no case shall such additions be located closer than 5-feet to interior side lot lines or 10-feet to street side lot lines.

10. Garage in the R-1-7000 Zone

In the R-1-7000 Zone, a garage that is an integral part of the main dwelling may be located not closer than 5-feet to any interior side lot line, provided that there is no opening in the side wall of the garage that is closer than 10-feet to an interior side line of the lot.

D. Duplexes in the R-1-7000 Zone

1. Duplexes are permitted in the R-1-7000 zone subject to the following standards:

- a. The units shall have been legally established in the R-2 Zone as of the effective date, November 3, 2006 (P06-1062).
- b. Expansion of units is permitted subject to compliance with the development standards of the R-1-7000 Zone.
- c. If one or both units are destroyed, they may be rebuilt.
- d. Occupancy is limited to one family per dwelling unit (i.e., two-families in one duplex).
- e. Construction of new duplexes, where a duplex did not previously legally exist, is not permitted.
- f. Second Dwelling Units (19.525) are not permitted on lots with existing duplexes. (Ord. 6966 §1, 2007)

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC at the 14th Floor address listed here before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Christmas (December 25) and New Year's Day (January 1), and by prescheduled appointment on Tuesday, December 24 and Friday, January 3.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: January 9, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1092MA13 – Dauchy Villa Development, LLC (Representative: EGL Associates, Inc. – City of Riverside Case Nos. P12-0601 (Tentative Tract Map), P12-0697 (Rezoning), and P12-0698 (General Plan Amendment). P12-0601 (Tentative Tract Map No. 36370) is a proposal to divide an area of approximately 9 acres consisting of two contiguous Assessor's parcels located westerly of Dauchy Avenue, northerly of Ferrari Drive, and southerly of Cactus Avenue into 10 lots, including two westerly lots at least 2 acres in area and eight easterly lots at least one-half acre in area. P12-0697 is a proposal to amend the zoning of approximately 0.24 acres of the site from R-1-½ acre (Single-Family Residential, ½ acre minimum lot size) to RC (Residential Conservation). P12-0698 is a proposal to amend the General Plan land use designation of that same 0.24 acre area from VLDR (Very Low Density Residential) to HR (Hillside Residential). (Area III of March Air Reserve Base Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Gustavo Gonzalez of the City of Riverside Planning Division, at (951) 826-5277.

**COUNTY OF RIVERSIDE
AIRPORT LAND USE COMMISSION**

STAFF REPORT

AGENDA ITEM: 3.3

HEARING DATE: January 9, 2014

CASE NUMBER: ZAP1029HR13 - City of Hemet

APPROVING JURISDICTION: City of Hemet

JURISDICTION CASE NO: ZOA 13-004 (Ordinance Amendment), ZOA 13-011 (Ordinance Amendment), ZC 13-003 (Zone Change)

MAJOR ISSUES:

This proposal includes two ordinance amendments and a zone change. There are no issues with the establishment of the Specific Plan (SP) and Business Park (BP) zones. The Business Park, Limited Manufacturing, and Heavy Manufacturing zones could potentially allow for uses that may not be consistent with the Compatibility Plan, but such determinations would need to be made at the project level, as it would not be appropriate to prohibit such uses on a citywide basis.

ZC 13-003 is more problematic, as it would designate areas currently within Area II for medium density residential uses and mixed use, albeit with a requirement for the adoption of a Specific Plan prior to development. Area II is restricted to a maximum density of one dwelling unit per 2½ acres pursuant to the adopted 1992 Hemet-Ryan Airport Land Use Compatibility Plan. The requirement for a Specific Plan assures the opportunity for ALUC review, but staff's concern is that the City's specification allowing for such density may be interpreted by the landowners as an indication that such densities would definitively be permissible pursuant to a future Compatibility Plan.

While the text of Ordinance Amendment No. 13-004 establishing the Specific Plan zone is unobjectionable and consistent when considered separately, the resolution of staff's concern regarding ZC 13-003 may require insertion of additional text within the Specific Plan zone section of the City's ordinance addressing portions of specific plans within airport influence areas.

RECOMMENDATIONS:

Staff recommends that Zoning Ordinance Amendment (ZOA) No. 13-011 be found CONSISTENT with the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP). Staff recommends that the Commission open the public hearing, consider testimony, and CONTINUE consideration of Zoning Ordinance Amendment No. 13-004 and Zone Change No. 13-003 to its February 13, 2014 public hearing agenda. The continuance

recommendation is subject to change if ALUC staff is able to use the additional time between the date of this staff report and the hearing date to work out additional details with City staff in the quest to find a path to consistency.

PROJECT DESCRIPTION:

ZOA 13-004 proposes the establishment of a Specific Plan (SP) zone and includes policies and procedures for the preparation, processing, and review of specific plans. The SP zone would or could be applied to areas within adopted specific plans and to areas where the adoption of a specific plan would be required prior to development.

ZOA 13-011 amends the Manufacturing Zones section of the City's zoning ordinance by establishing the Business Park (BP) zoning classification (corresponding to the Business Park General Plan land use designation and potentially applicable within areas so designated) and by comprehensively revising the list of permitted land uses and development standards in the M-1 (Limited Manufacturing) and M-2 (Heavy Manufacturing) zones. Additionally, development standards for mini-warehouses/personal storage are transferred to Article III, Special Uses and Conditions, and definitions are added to Article I.

ZC 13-003 proposes pre-zoning of presently unincorporated lands. The zones that would be applicable upon annexation include SP-LDR (Specific Plan – Low Density Residential), SP-MU (Specific Plan – Mixed Use), R1-7.2 (Single-Family Residential, minimum lot size 7,200 square feet), BP (Business Park), M-1 (Limited Manufacturing), and OS (Open Space).

PROJECT LOCATION:

Case No. ZOA 13-004 is potentially applicable to all land within Specific Plans in the City of Hemet and to other lands, including portions of the area included within the boundaries of ZC 13-003, in the affected zones. Case No. ZOA 13-011 is applicable to properties zoned M-1 and M-2 in the City of Hemet, plus properties designated Business Park on the City's General Plan Land Use Map and other properties (including portions of the area included within the boundaries of ZC 13-003) that could potentially be so zoned. Finally, Case No. ZC 13-003 applies to 940.63 acres of presently unincorporated lands located easterly of California Avenue, northerly of Domenigoni Parkway, westerly and southwesterly of the Hemet city limits, within the City's sphere of influence.

Except for objects 200 feet or greater in height, the jurisdiction of the Airport Land Use Commission is confined to the portions of the City and its Sphere of Influence and Planning Area within the Airport Influence Area of Hemet-Ryan Airport.

BACKGROUND:

The applicable Airport Land Use Compatibility Plan for the Hemet-Ryan Airport Influence Area is the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP), as amended in 2009. The HRACALUP delineates four zones with differing levels of constraints on land uses,

based upon a concept of relative risk. The completion of a new Hemet-Ryan ALUCP in accordance with the California Department of Transportation Division of Aeronautics' Airport Land Use Planning Handbook is a primary objective of ALUC over the course of the next 6 months, but, at this time, this project would be evaluated in light of the 1992 Plan and the Handbook.

Area I, the Area of Extreme Risk, is comprised of the "imaginary approach surface defined by Federal Aviation Regulations (Federal Aviation Regulations (FAR), Volume XI, Part 77, Objects Affecting Navigable Airspace), as the approach surfaces for the size and types of runways at the airport." The Policies in Section A of Chapter V of the HRACALUP state that "Area I shall be kept free of all high risk land uses." High risk land uses are further defined as including hazardous material facilities, critical facilities, institutional uses, places of assembly, any residential use within one mile of the runway threshold, and residential uses at densities greater than one dwelling unit per 2½ acres beyond that one mile distance. These limitations are based on the following analysis found on page 15 of the HRACALUP:

"This area was designated...as the highest relative risk area due to the convergence of flight paths and the resultant high volume of aircraft. Aircraft are descending or ascending, changing power settings, and performing critical turns; thus, the possibility of an aircraft related incident occurring is higher in these areas. The noise level is also higher due to the lower altitude of aircraft."

Area I is mapped as extending out from the runway ends forming cone-shaped or "megaphone" zones.

Institutional uses are listed as including schools, churches and similar uses, hospitals, nursing homes, convalescent facilities, care homes, day care, clinics, health facilities, and motels.

A place of assembly is defined (pursuant to the 2009 amendment) as "Any structure, public or private, or premise, or portion thereof exceeding 1,500 square feet in area, where the Building Code would provide for occupancy levels of an intensity exceeding one person per 30 square feet, which is designed or used for entertainment, amusement, instruction, education, worship, deliberation, display, meeting, awaiting transportation or for the consumption of food and drink." Examples include auditoriums, theatres, restaurants, churches, clubhouses, bowling alleys, arenas, circuses, and stadiums.

Commercial and industrial uses, except those qualifying as hazardous material facilities, critical facilities, institutional uses, and places of assembly, and residential uses at densities less than one dwelling unit per 2½ acres located at least one mile from the runway threshold are discretionary uses within Area I, requiring hearings before ALUC. Agriculture and open space are permitted uses.

The boundaries of Area II, the Area of High Risk, as delineated in 1982 by the multi-jurisdictional subcommittee that developed the HRACALUP, "were established to coincide as much as possible to areas where aircraft would be in the landing – take-off generalized pattern and would be turning and applying or reducing power." Aircraft would be ascending, descending, turning, and changing power settings in the course of landing at, or taking off from, the airport. The subcommittee understood

that this would present a higher risk of something happening and, therefore, considered this to be an area of greatest safety concerns (among areas outside the approach surfaces), except at its outer margins.

Hazardous material facilities, institutional uses (including public and private schools), and places of assembly are prohibited in Area II, and residential development is limited to densities not exceeding one dwelling unit per 2½ acres. Commercial uses are discretionary uses, requiring hearings before ALUC. Industrial uses, agricultural uses, and residential uses with lot sizes larger than 2½ acres per dwelling unit are permitted uses in Area II.

The outer boundary of Area III, the Area of Moderate Risk, “is based upon the outer radius of the imaginary horizontal surface of the airport as defined in Federal Aviation Regulations (FAR), Part 77,” adjusted to follow roads or section lines for planning purposes. It is defined as the Area of Moderate Risk, since flight paths and aircraft noise extend beyond the boundaries of Area II. There are no specifically prohibited uses within Area III, but hazardous material facilities, institutional uses (including public and private schools), places of assembly, structures over 35 feet in height, and structures exceeding two stories in height are discretionary uses requiring hearings before ALUC.

Given the abrupt distinction between Areas II and III in terms of allowable densities and intensities of use that would be permitted, the subcommittee established a Transition Area consisting of the outer portion of Area II and the inner portion of Area III. These areas would have land use policies that were not as severe as those for the remainder of Area II, but more limiting than the policies for Area III. The Transition Area consists of the outer 330 feet of Area II and the inner 660 feet of Area III, excluding any portion that would fall in Area I. If 50% or more of a project site is in the Transition Area, the project shall be considered part of the Transition Area. Residential uses at densities exceeding 20 dwelling units per acre are prohibited, as are structures exceeding 35 feet or two stories in height. Residential uses at densities not exceeding 20 dwelling units per acre are discretionary uses, as are hazardous material facilities, institutional uses (including public and private schools), and places of assembly. Commercial, industrial, manufacturing, and agriculture uses not exceeding 35 feet or two stories in height are permitted uses in the Transition Area.

ANALYSIS:

Zoning Ordinance Amendment No. 13-004 establishing the Specific Plan zone does not include any objectionable or inconsistent text and, considered separately, is essentially a “no impact” legislative action. However, associated pre-zoning case ZC 13-003 proposes to apply SP-LDR and SP-MU zoning (upon City annexation) to properties that are presently limited to a maximum residential density of one dwelling unit per 2½ acres, pursuant to the HRACALUP. ALUC staff is concerned that the City’s specification allowing for development at the envisioned densities may be interpreted by the landowners as an indication that such densities would definitively be permissible pursuant to a future Compatibility Plan. One possible way to address this would be to incorporate some sort of caveat or “warning language” in the Specific Plan zone text relating to specific plans within the Airport Influence Area.

Zoning Ordinance No. 13-011 establishes the Business Park zone and amends the list of permissible land uses in the Limited Manufacturing and Heavy Manufacturing zones. Residential uses, K-12 schools, and community care uses would not be permitted in these zones. Churches, meeting halls, conference facilities, auditoriums, community centers, and most similar public assembly and recreational uses would require conditional use permits. Retail uses, including restaurants, would be permitted, but would be limited to a maximum of 20 percent of gross building area. The preamble statement in the section specifying “Permitted uses” would include the following:

“Uses located within the Hemet-Ryan Airport Influence Area are subject to the requirements of the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location.”

Zone Change Case No. 13-003 proposes pre-zoning of unincorporated areas westerly and southwesterly of Hemet’s city limits. This is the action of greatest concern for this Commission, as the area in question includes lands within Areas I and II of the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan.

The City commissioned an Airport Land Use Compatibility Study prepared by LSA Associates, Inc., which included a table identifying the existing Compatibility Zones in which each of the parcels proposed for pre-zoning is located. The results indicate that three of the parcels (Assessor’s Parcel Numbers 465-110-001, 465-110-029, and 465-110-031) with a total area of 27.99 acres are located entirely within Area I, while three additional parcels (Assessor’s Parcel Numbers 465-100-001, 465-100-043, and 465-110-033) with a total area of 84.86 acres are split between Areas I and II. Fortunately, these parcels are all designated either Industrial (83.48 acres) or Open Space (19.37 acres) on the City’s General Plan, and, as such, are proposed for M-1 and OS zoning, respectively.

Twenty-four (24) parcels proposed for pre-zoning are listed as being located entirely within Area II. Two of these parcels are located southerly of Simpson Road and are, therefore, actually outside Area II. Fifteen (15) of these parcels with a total area of 179.16 acres are designated as Low Density Residential on the City’s new General Plan and are proposed for SP-LDR zoning. Two of these parcels (Assessor’s Parcel Numbers 465-130-005 and 465-130-014) with a total area of 153.73 acres are designated as Mixed Use on the City’s General Plan and are proposed for SP-MU zoning. [A third parcel designated as Mixed Use (Assessor’s Parcel Number 465-130-018, 1.31 acres in size, owned by the Metropolitan Water District) is split between Area II and the Transition Area and is proposed for Business Park zoning.] The remaining five parcels entirely within Area II with a total area of 23.46 acres are designated as Open Space on the City’s General Plan and are proposed for OS zoning.

As stated above, the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP) requires a 2½ acre minimum lot size for residential development in Area II. There is no intersection between this Area II density limit of one dwelling unit per 2½ acres and the General Plan land use designations of Low Density Residential (2 to 5 dwelling units per acre) and Mixed Use. Furthermore, the properties within Areas I and II proposed for the pre-zoning are all presently designated by the County as either Estate Density Residential – Rural Community (not exceeding

one dwelling unit per two acres) or Open Space – Recreation (excluding two parcels owned by the Metropolitan Water District designated Public Facilities).

This is not a new discrepancy, however. At the General Plan level, this was resolved through the depiction of an Interim Airport Overlay Zone applied via Figure 2.6a to the portions of Area II designated Low Density Residential and Mixed Use. It was understood (and is stated) that the Interim Airport Overlay would apply until such time as a new Airport Land Use Compatibility Plan is adopted. General Plan Policy LU-10.4 notes that residential densities exceeding one dwelling unit per 2½ acres are restricted within the Interim Airport Overlay while the 1992 Plan remains in effect.

The City proposes to utilize the new Specific Plan zone to implement the General Plan's Interim Airport Overlay. Since the adoption of a Specific Plan would require ALUC review pursuant to the Public Utilities Code, this requirement assures that ALUC would have the opportunity to review any proposed development in this area. However, ALUC staff would have preferred (and continues to recommend) that the City establish an Airport Overlay zone through ordinance that would be applied to properties within Areas I and II of the Airport Influence Area. Until such time as a new Compatibility Plan is adopted, residential densities exceeding one dwelling unit per 2½ acres would be found inconsistent with the HRACALUP. Further, there is no guarantee that residential development at densities of two to five dwelling units per acre would be consistent with the compatibility policies of a future ALUCP.

The airport land use compatibility study prepared by LSA Associates, Inc. for the City of Hemet correctly notes that "the specific location and density of the land uses" in the SP-LDR and SP-MU areas "are not known at this time." ALUC staff is concerned, however, that the application of the Low Density Residential and Mixed Use zoning in advance of annexation and in advance of public consideration of the draft Compatibility Plan may have the effect of leading area landowners to expect that the new Compatibility Plan would definitively permit such levels of development. In fact, there is a potential that such areas would be included partially in Compatibility Zone C and largely in Compatibility Zone D. On a Countywide basis, Compatibility Zone C limits residential development to a maximum of one dwelling unit per five acres. Compatibility Zone D permits higher density residential uses (five or more dwelling units per acre), but does not allow for densities in the intermediate density range characteristic of the Low Density Residential designation.

Staff commends the City of Hemet for taking an extra step in asking LSA to provide an analysis of the proposed project relative to safety zones utilized in the 2011 edition of the California Airport Land Use Handbook prepared by the State of California Department of Transportation, Division of Aeronautics. The analysis indicates that the pre-zoning area would be located within two Handbook-based safety zones: Zone 2, the Inner Approach/Departure Zone, and Zone 6, the Traffic Pattern Zone. All of the area within the Handbook-based Inner Approach/Departure Zone is proposed for M-1 (Limited Manufacturing) zoning. The M-1 zone is considered to be consistent with location within the Inner Approach/Departure Zone. Zone 6, the Traffic Pattern Zone, would include areas proposed for SP-LDR, SP-MU, and R1-7.2 zoning. The LSA study correctly notes that the Handbook allows for residential uses without density limits in the Traffic Pattern Zone around urban and suburban airports. The study does not (and could not) address consistency with the 2004 Airport

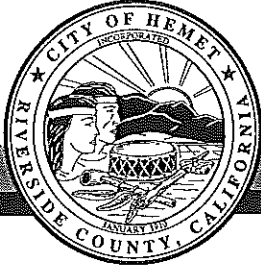
Land Use Compatibility Plan “letter zone” specific policies, which are not applicable to this airport influence area due to the lack of an airport-specific plan designed pursuant to the 2004 Plan.

While ALUC’s Countywide policies for Compatibility Zone D (specifically, the prohibition of residential development at densities greater than one dwelling unit per five acres, but less than five dwelling units per acre) are not presently applicable to the Hemet-Ryan Airport Influence Area, a future Plan utilizing composite zones could potentially be subject to these provisions, which are more stringent than the Handbook’s Statewide guidance as to allowable residential development in the Traffic Pattern Zone. It is within the Commission’s authority to apply more restrictive policies, as it may deem appropriate, but a potential impact is that, in some cases, ALUCP policies may clash with the land use designations allocated by jurisdictions, resulting in a “zero intersection” dilemma for affected landowners (where all densities permitted by the General Plan are inconsistent with the Compatibility Plan and all densities permitted by the Compatibility Plan are inconsistent with the General Plan). Pursuant to State law, such situations are to be addressed by bringing the General Plan into consistency with the Compatibility Plan. In this era of tight budgets for both jurisdictions and ALUC, however, “zero intersection” situations may persist for an extended period of time.

On a Countywide basis, ALUC’s only variation from the prohibition on intermediate residential densities has been to allow density to be calculated on a net basis, rather than a gross basis, so as not to penalize development projects that provide open area either in accordance with the requirements of Section 4.2.4 of the Countywide Policies or in order to comply with environmental or land dedication mandates of other governmental entities. In the formulation of individual Plans, however, ALUC may choose to provide “additional compatibility policies” that modify application of this prohibition. For example, the 2005 Riverside Municipal ALUCP permits “residential densities as low as 4.0 dwelling units per gross acre to the extent that such densities are typical of existing ... residential development in nearby areas of the community.” The 2005 Palm Springs International ALUCP permits “residential densities as low as 3.0 dwelling units per gross acre to the extent [etc.]” More recently, the Perris Valley ALUCP allows residential development in the range of two to five dwelling units per acre within portions of Zones C and D located northerly of Ellis Avenue and westerly of Redlands Avenue “provided that at least 50% of the site’s perimeter is bounded (disregarding roads) by existing (or approved) uses at densities similar to, or more intensive than, those proposed, and that the average density of the proposed development does not exceed the median density represented by all residentially designated lots that lie fully or partially within a distance of 300 feet from the boundary of the site proposed for development.”

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)



City of Hemet

November 25, 2013

Riverside County Airport Land Use Commission (ALUC)
Riverside County Administrative Center
4080 Lemon Street, 14th Floor
Riverside, CA 92501

Subject: City of Hemet General Plan Consistency Program:

- *ZOA13-004 Establishment of a Specific Plan Zone and Requirements*
- *ZOA13-011 Establishment of a Business Park Zone and Manufacturing Uses Update*
- *ZC13-003 Southwest Hemet Pre-zoning Project*

Dear Airport Land Use Commissioners:

The City of Hemet is in the process of bringing its zoning ordinance and zoning map into compliance with its General Plan, which was comprehensively updated in January 2012, as required by State law. Three related actions have been proposed as part of this phase of the City's General Plan Consistency Program. As these are legislative actions, it is our understanding that they require review by the ALUC. It is also important to note that the ALUC previously found the City's General Plan update to be consistent with the Hemet-Ryan Airport Land Use Plan. The two proposed zone ordinance amendments (ZOA) establish zones not currently in the zoning ordinance to correspond with land use designations of the General Plan. The zone change (ZC) amendment establishes pre-zoning on the City's official zoning map to correspond with the adopted land use map of the General Plan. Each action is described below.

ZOA13-004 Establishment of a Specific Plan Zone and Requirements

ZOA13-004 creates a specific plan zone and establishes a uniform policy and procedure for the preparation of specific plans in compliance with the land use policies of the General Plan. A specific plan provides the classification and regulation of land uses and development (zoning and zoning regulations) within a specified area. The zoning map will reflect with the SP Zone where specific plans have been adopted or where a specific plan consistent with the General Plan is required prior to development. (Attachment 1)

ZOA13-011 Establishment of the Business Park Zone and Manufacturing Use Update

The General Plan includes a Business Park (BP) land use designation with a specified intensity range and allowable land uses, which is reflected on the General Plan land use map. ZOA13-011 establishes a corresponding BP zone in the Article XXX (Manufacturing) of the zoning

ordinance. The amendment also updates other provisions affecting manufacturing land uses to reflect current terminology, land uses, and best management practices. (Attachment 2)

ZC13-003 Southwest Hemet Pre-zoning Project

The City of Hemet has initiated the pre-zoning of 940.63 acres of property located in unincorporated Riverside County east of California Avenue to the western City limits, generally south of Stetson Avenue, north of Domenigoni Parkway, and within the City's adopted Sphere of Influence to establish consistency with the City's General Plan (Attachment 3). A portion of the territory is within the influence area of the 1992 Comprehensive Land Use Plan for the Hemet-Ryan Airport (CALUP). To assist in the consistency analysis, the City retained the services of LSA Associates to prepare an Airport Land Use Compatibility Study, which is included with our application. The Study, which is discussed later in this letter, concluded that the proposed Southwest Hemet Pre-zoning Project is consistent with the CALUP. It is important to note that no development is proposed at this time and the pre-zoning would not become effective on the property unless the property is annexed to the City at some point in the future.

ZC13-003 proposes establishing six zones that correspond to the adopted General Plan land use designations for the project area (Attachment 4) of Industrial, Low Density Residential, Mixed Use, and Open Space. The six proposed pre-zones shown in Attachment 5 are described below. In addition, Attachment 6 provides a table of the proposed zoning designations by APN for reference.

- *M-1 (Limited Manufacturing)*: The M-1 zone provides sites for industries that can operate in close proximity to commercial and residential uses with minimum adverse affects. The zone allows for a range of light manufacturing, assembly, fabrication, and warehousing uses. The zone is consistent with the Industrial General Plan land use designation.
- *OS (Open Space)*: The OS zone protects and preserves open space for natural and manmade resources, outdoor recreation and education, and public health and safety. In the project area, the OS zoned land is primarily reserved for stormwater drainage purposes. The OS zone is consistent with the Open Space General Plan land use designation.
- *BP (Business Park) Zone*: The BP Zone is a proposed new zone that provides sites for single and multi-tenant light industrial, flex office (general, corporate, technological, medical), research and development, e-commerce, and ancillary commercial uses. The BP zone is intended for larger parcels to be developed in a campus-like setting with attractive landscaping and architectural design. The zone is consistent with the Mixed Use General Plan land use designation, particularly the Warren Avenue Mixed Use #4.
- *SP-MU (Specific Plan – Mixed Use) Zone*: The SP zone is a proposed new zone that indicates the requirement of a specific plan upon development of the property. The sub-designation reflects the General Plan land use designation with which the specific plan must be consistent – in this case, with the Warren Avenue Mixed Use Area #4. A specific plan provides for the classification and regulation of land use and development within specific project boundaries and implements the goals and objectives of the General Plan.
- *SP-LDR (Specific Plan – Low Density Residential)* - The SP zone is a proposed new zone that indicates the requirement of a specific plan upon development of the property.

The sub-designation reflects the General Plan land use designation with which the specific plan must be consistent – in this case, Low Density Residential with a density range of 2.1 – 5.0 dwelling units per acre.

- *R1-7.2 (Single-family residential, minimum lot size 7,200 square feet):* The R1-7.2 zone provides for the establishment of single-family homes and subdivisions at a density that conforms to the land use designation established by the General Plan. The R1-7.2 zone is consistent with the Low Density Residential General Plan land use designation.

AIRPORT LAND USE COMPATIBILITY STUDY

The Airport Land Use Compatibility Study (Attachment 8) analyzed the compatibility of ZC13-003 with the 1992 CALUP and the 2002 Cal-Trans Division of Aeronautics Handbook (Handbook). In recognition of potential land use incompatibilities on parcels located within the Interim Airport Overlay Zone of the General Plan Land Use Map (Attachment 7), the City is proposing to pre-zone those parcels "Specific Plan (SP)." The SP designation indicates that the specific location and density of the land uses within the zone will not be established at this time, but upon future submittal of a specific plan for the property. At that time, the specific plan will be submitted for a compatibility determination by the ALUC. It is anticipated the new/updated CALUP for Hemet-Ryan Airport will be completed by the time of specific plan preparation allowing for more current airport land use compatibility guidance.

The Compatibility Study evaluated compatibility of the Southwest Hemet Pre-zoning Project with the Hemet-Ryan Airport with respect to the noise, safety, and airspace protection in relation to the current CALUP, and noise, safety, airspace protection, and overflight related to the guidance of the Handbook. The Study determined that the project is consistent with both the CALUP and the Handbook.

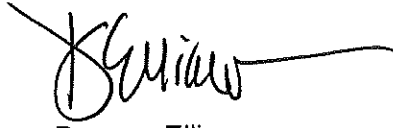
CITY ACTIONS

The Hemet Planning Commission reviewed ZOA13-004 and ZOA13-011 at its meeting of November 5, 2013. Both were recommended for approval to the City Council. These two actions will be presented for first reading at the City Council meeting of December 10, 2013 and second reading on January 14, 2014, subsequent to the ALUC meeting of January 9, 2014. In the event that there are concerns from the ALUC that cannot be remedied at the ALUC meeting of January 9, 2014, the action for second reading will be delayed as appropriate.

The Planning Commission reviewed ZC13-003 (General Plan Consistency Zoning Program – Southwest Hemet Pre-zoning Project) at its meeting of November 19, 2013. It also was recommended for approval to City Council. The action is anticipated to be presented for City Council consideration at its meeting of January 28, 2014.

Please feel free to contact me or Nancy Gutierrez of my staff at 951-765-2375 or DElliano@cityofhemet.org or NGutierrez@cityofhemet.org if you have any questions or would like additional information.

Sincerely,



Deanna Elliano
Community Development Director
City of Hemet

Attachments:

1. ZOA13-011 Proposed text amendments
2. ZOA13-004 Proposed text amendments
3. Map of Project Location
4. Map of General Plan Land Use Designations
5. Map of Proposed Pre-zoning
6. List of Parcels by APN
7. Hemet General Plan Exhibit 2.1 (Land Use Map)
8. Airport Land Use Compatibility Study

Attachment 1

ZOA13-004
Proposed Text
Amendments

Exhibit A

ARTICLE XXVIII – SPECIFIC PLAN ZONE

Sec. 90-980 Purpose

Sec. 90-981 Zones Established

Sec. 90-982 Permitted uses and development standards.

Sec. 90-983 General requirements

Sec. 90-984 Application for approval – fee.

Sec. 90-985 Submittal requirements – contents of the specific plan.

Sec. 90-986 Decision by the Planning Commission.

Sec. 90-987 Adoption by City Council

Sec. 90-988 Findings

Sec. 90-989 Amendments to the plan.

Sec. 90-990 Implementation

Sec. 90-991 to 90-1009 Reserved

Sec. 90-980 Purpose.

- (a) The intent of this Article is to establish a Specific Plan Zone and a uniform policy and procedure for the preparation, processing and review of specific plans. Specific plans are to provide for the classification and regulation of land use and development within specific project boundaries, and shall implement the goals and objectives of the general plan. Unless otherwise specified within the plan itself, it is intended that the specific plan will replace the base zoning district and that the development standards contained in the specific plan will take precedence over the Hemet Municipal Code, where applicable. Where the specific plan is silent regarding a development or improvement standard within the Hemet Municipal Code, the Hemet Municipal Code standard shall apply.
- (b) The specific plan zone is included in the zoning regulations to achieve the following purposes:
 - (1) To promote and protect the public health, safety and welfare.
 - (2) To minimize the intrusion of new development into environmentally sensitive areas.
 - (3) To ensure the timely provision of essential public services and facilities consistent with the demand for such services.
 - (4) To promote a harmonious variety of housing choices and commercial and industrial activities.

- (5) To attain a desirable balance of residential and employment opportunities, a high level of urban amenities, and preservation of natural and scenic qualities of open space.
- (6) To facilitate quality development within the City by permitting greater flexibility and encouraging more creative and aesthetically pleasing designs for major urban development projects subject to large scale community planning.

Sec. 90-981 Zones Established.

- a) Specific plans shall be prepared and adopted by ordinance pursuant to this Article and in accordance with Government Code Sections 65450 et seq., and shall be the official zoning of the City for the subject property. The specific plan number shall appear on the official zoning map of the City for each specific plan area.
- b) The Specific Plan (SP) Zone may also be established as pre-zoning on properties prior to the actual submittal and adoption of a specific plan for the property, as an indication of the future requirement for a Specific Plan. In this event, the SP Zone designation shall also include a sub-designation that reflects the existing General Plan land use classification(s) for the property.
- c) The SP Zone is considered consistent with all land use designations in the General Plan, provided that the densities and land uses allowed in the Specific Plan do not exceed the adopted General Plan designations for the property.

Sec. 90-982 Permitted uses and development standards.

- a) The uses, types of development, and development standards and guidelines in a Specific Plan shall replace the base zones for the subject property, and shall take precedence over the general land uses and standards in the Zoning Code unless otherwise indicated in the Specific Plan document.
- b) Agricultural uses occurring on a property at the time of the adoption of a Specific Plan Zone or Pre-Zone may continue as a conforming use until such time that development under the Specific Plan is activated, or as otherwise provided pursuant to the Phasing and Implementation provisions of the applicable Specific Plan document.

Sec. 90-983 General Requirements.

- (a) A specific plan may be utilized for a variety of development projects including residential, commercial, industrial, institutional and public facilities projects.

- (b) The maximum number of dwelling units within a specific plan district shall not exceed the number of units indicated by the general plan, provided that the distribution of units within the specific plan and on any individual site shall be governed by the Specific Plan land use plan and any density transfer provisions related thereto.
- (c) All public and master planned streets within or abutting the development shall be dedicated and improved to City specifications for that particular classification of street. Private streets within the development shall be permanently reserved and maintained for their intended purpose by means acceptable to and enforceable by the City.
- (d) Development within a specific plan district shall relate harmoniously to the topography of the site, shall make suitable provisions for the preservation of water courses, drainage areas, rough terrain and similar natural features, and shall otherwise be so designed inasmuch as possible, to use and retain natural features and amenities.

Sec. 90-984 Application Requirements

- a) The application for a specific plan shall be accompanied by a fee or deposit in the amount established by resolution of the city council. The fee or deposit shall not exceed the reasonable cost of providing the service for which the fee is charged.
- b) In the event the City undertakes the work and responsibility for development of a specific plan, it shall prepare a complete cost break down and submit it to the city council at the time the specific plan is presented to council for adoption. The council may impose a special fair share cost reimbursement fee or funding program upon persons seeking approvals which are required to be in conformity with the specific plan. The amount of the fee shall be established so that in the aggregate they defray, but as estimated do not exceed, the cost of preparation, adoption and administration of a City initiated and funded specific plan.
- c) The application for a Specific Plan or amendment shall be filed in accordance with forms provided by the Community Development Department, including the application requirements and specific plan contents identified in this chapter. The Director and the staff Design Review Committee (DRC) shall review the draft plan and application submittal to determine completeness and consistency with this article. Incomplete applications shall be returned to the applicant with suggested revisions to insure compliance.
- d) The draft Specific Plan or amendment shall be subject to environmental review in accordance with the California Environmental Quality Act (CEQA) and the City's Local Guidelines for Implementing CEQA.

- e) Upon determination of a completed application, including satisfaction of the requirements for Environmental Review, the application shall be scheduled for a noticed public hearing before the Planning Commission.
- f) Pursuant to the provisions of this Article, the Planning Commission shall make a recommendation to the City Council regarding the Specific Plan application. The City Council shall consider the Planning Commission's recommendation at a duly noticed public hearing and take final action on the application to approve, deny or modify the Specific Plan. Adoption of the Specific Plan shall be by ordinance of the City Council.

Sec. 90-985 Contents of the specific plan.

The specific plan application shall consist of the application form, a specific plan narrative text, including a diagram or diagrams, and additional supporting documentation as required as required by the Community Development Director or his or her designee. Within the text, specific information and analysis is required as outlined below. The contents and organization of the document may be modified, as appropriate, subject to the approval of the Community Development Director.

(a) Existing Conditions:

- (1) Provide a boundary survey map of the property and a calculation of the gross land area within the proposed district. A tentative tract map may be substituted if the applicant proposes to subdivide the property currently with the specific plan approval.
- (2) Provide a topographic map and general grading concept plan with specific sections for environmentally sensitive areas, for the property and adjacent land within one hundred feet of the property, shown at contour intervals not to exceed five feet.
- (3) Provide maps and supporting tabulations showing the current general plan land use designation, the current zoning classification, and the current land use within the proposed SP zone, including open space, and on adjacent sites within three hundred feet of the proposed SP zone. The location of structures and other significant improvements shall be shown. Discuss existing land uses within and surrounding the project site.
- (4) Provide an analysis of the site characteristics as follows:
 - a. Show and discuss the major physical features relating to the site (e.g., drainage ways, waterways, known geologic hazard areas, main transportation corridors, perimeter roads, wells, utility stations, canals, etc.).

- b. Identify existing easements, rights-of-way, and related improvements (such as utilities, canals, streets, etc.) on the site.
- c. Identify all areas with a slope of more than ten percent. Illustrate the slope analysis.
- d. Identify soil types and any limiting characteristics for development.

(b) General Plan Consistency

- 1. The specific plan shall demonstrate the relationship of the specific plan to the general plan by discussing:
 - a. A General Plan Consistency Analysis including the effect of the development proposed on each element of the general plan.
 - b. Proposed standards and criteria for development which will ensure conformity with the specific goals, policies and implementation programs of each element.

(c) Development Concept

- 1. Discuss the nature and intent of the proposed development. Identify development objectives.
- 2. Provide a land use plan identifying sub-areas within the proposed specific plan and uses to be developed therein. Discuss the need for the various land uses proposed in relationship to development trends and population projections for the area. If a market feasibility study was completed, it may be included as an appendix or submitted under separate cover. Discuss the rationale for the amount and type of each proposed land use.
- 3. If the Specific Plan proposes residential or mixed land uses, discuss the projected population of the development including the following information:
 - a. Average number of people per unit.
 - b. Total dwelling units and population of the development for each phase.
 - c. A ratio of the potential number of jobs created vs. the housing provided (job-housing balance).

4. Identify the residents to be served by commercial development and any long-term employment opportunities which will result from the provision of commercial or industrial development.
 5. Provide tables and maps showing the following information for all residential, commercial and industrial land uses, recreational and community facilities, open space, rights-of-way and easements:
 - a. Breakdown of residential units by type and density.
 - b. Number of acres for each land use and planning sub-area, including open space and recreation.
 - c. Total acres of development.
 6. Discuss the spatial arrangement of land uses to one another and the rationale for their location within the development.
 7. Describe the measures taken to buffer or screen potentially incompatible uses on and off-site, and to transition from one intensity or density of land use to another.
- (d) Infrastructure and Phasing Plan
1. Provide a phasing plan indicating the areas to be developed in each phase and the anticipated time schedule for beginning of construction and for completion of each phase of development including a pro rata share of amenities, parks and open space. This is a generalized schedule and may be adjusted according to market constraints as the community develops. Note by graphics and text the infrastructure required for each phase.
 2. Provide a circulation plan, showing existing and proposed public and private streets, pedestrian ways, bike paths, trails, and related transportation access or circulation features required to serve the proposed development. The circulation plan shall be supported by schematic designs of principal traffic and circulation improvements, and such traffic engineering data as required by the city engineer to demonstrate that existing and proposed facilities, both within and outside the zone, shall be adequate to serve land uses proposed by the development plan. Identify the classification of each street and include a cross-section of each type. Note which streets will be public and private.
 3. Discuss how the proposed development will impact existing transportation corridors. Also describe any proposed improvements by the developer or the City to these corridors or perimeter streets.

4. Provide an overall plan describing anticipated requirements and proposed means of providing utility facilities and public services, including but not limited to, storm drainage, sewage disposal, water supply, parks and recreation, fire protection, and school facilities. Detailed plans shall be included showing the existing and proposed location of all facilities.
5. Prepare a utility service plan comprised of graphics and text that includes the following topics. The plans shall identify off-site connections and improvements as well as on-site.
 - a. Water - Provide a water system plan summary. Identify service needs, system capacity, and location of major lines.
 - b. Sewer - Provide a sewer system plan summary. Identify service needs, system capacity, and location of major lines. All detailed information should be in the appendix.
 - c. Drainage - Provide a summary of the preliminary drainage plan which identifies how on-site and off-site drainage will be handled. Include all detailed information in the appendix.

(e) Development Standards

1. The text shall describe the basic land use regulation, site development regulations and performance standards designed to govern each use area identified by the land use plan. The text shall be as comprehensive as necessary to establish basic provisions and regulations which shall govern subsequent approval of specific tracts or developments within the specific plan. The text shall include, but not be limited to, the following provisions:
 - a. A listing of allowable uses within each use area, including such qualifying descriptions or definitions and requirements for conditional use permits as may be applicable.
 - b. Maximum and minimum regulations, as appropriate governing residential density, site coverage, lot size and dimensions, yard requirements, usable open space, landscaping and performance standards.
 - c. Required yards, landscaping or other site development regulations to be applicable adjacent to other zoning districts at the perimeter of the specific plan and boundaries.

(f) Design Guidelines

1. A discussion of the architectural, landscaping, streetscape and other urban design features for development within the specific plan. The discussion of standards and concepts shall be specific in nature and refer to both the community design elements and theme and to the design of individual sub-areas. Streetscape design concepts shall include, but not be limited to, plant pallets, landscaped lots and medians, fence and wall material and placement, lighting, street furniture and equipment screening.
2. Supplemental illustrations as required, establishing the basic community architectural character, environmental character and environmental design qualities to be attained throughout the specific plan and within particular portions of the district.
3. For properties having natural slope areas prior to grading of fifteen percent or more, and which propose development in these areas, hillside development standards shall be prepared and included in the document. The standards shall include, but not be limited to, measures to minimize grading impacts, fuel modification and erosion control landscaping, modified street standards, if necessary, drainage structures compatible with the landform, fencing details, and maximum height or percent of slope in yard areas and landscape lighting and maintenance districts (LLMD).

(g) Implementation of the Plan

1. Include a facilities financing plan discussing the availability of public facilities, the extent of any new facilities and associated costs and the method of financing the facilities and infrastructure. Provide documentation supporting the conclusions reached and how the financing plan will be implemented for each successive phase.
2. Discuss the role of the developer, residents, and others in providing, operating, and maintaining services, utilities, community facilities, and other development-related improvements (e.g., streets, open areas, recreational facilities, etc.)
3. Provide a program for the conservation, development and utilization of all open space areas and other natural resources, as applicable.
4. The text shall include a section regarding implementation procedures, including but not limited to, the process for site development review, density transfers, amendments and variances.

(h) Additional Studies

1. Depending upon the scope and complexity of the project, the Community Development Director may require submission of additional information or studies deemed to be necessary by the Director based upon the characteristics of the site and surrounding area, the nature of the proposed land uses, or other elements of the Plan as proposed.
2. The Director may require the submission of a a competently prepared housing market analysis, demonstrating the need for housing by price range and number of dwelling units. Such analysis may be requested as a part of the submittal requirements for the specific plan, or may be requested as part of the environmental assessment.
3. The Director may require submission of a competently prepared commercial market analysis for any proposed shopping center or major commercial uses, showing the need for such uses in the location request and the inadequacy of existing sites to meet this need. The market analysis shall include, but not be limited to, the following:
 - a. Determination of potential trade area.
 - b. Estimates of existing and future population of the trade area.
 - c. Determination of existing and potential effective buying power in the trade area.
 - d. Determination of the net potential customer buying power for the proposed commercial development.

Such analysis may be requested as a part of the submittal requirements for the specific plan, or may be requested as a part of the environmental assessment.
4. The Community Development Director may require a fiscal impact report (under separate cover), which identifies the municipal costs associated with the development, including staffing, operation and maintenance, and all revenue sources and estimates relating to the development. The analysis shall include a tabular projection comparing costs and revenues by each project year to buildout. The report shall identify in detail all assumptions used and provide calculations to support the cost/revenue estimates.
5. If the project includes an annexation request, a fiscal impact report is mandatory and shall also outline and evaluate the current costs and revenues occurring under the existing jurisdiction.

Sec. 90-986 Decision by Planning Commission.

The planning commission shall recommend approval, denial or modification to a specific plan by an affirmative vote of not less than a majority of the total voting members. A copy of any specific plan amendment recommended pursuant to this Article shall be submitted to the city council, accompanied by a Resolution stating the commission's reasons for such recommendation.

Sec. 90-987 Adoption by City Council.

The city council may approve, deny or modify the specific plan. The specific plan shall be adopted by ordinance and become effective thirty days following the second reading of the ordinance.

Sec. 90-989 Findings.

A specific plan shall not be approved or amended unless the following findings are made:

- (a) The specific plan or amendment systematically implements and is consistent with the general plan.
- (b) The specific plan or amendment provides for the development of a comprehensively planned project that is superior to development otherwise allowed under the conventional zoning classifications.
- (c) The specific plan or amendment provides for the construction, improvement, or extension of transportation facilities, public utilities and public services required by the long term needs of the project and/or other area residents, and complements the orderly development of the city beyond the project's boundaries.
- (d) The specific plan or amendment provides for the appropriate orientation and relationship between land use within and adjacent to the project.

Sec. 90-990 Amendments to the plan.

- (a) A specific plan text and map may be amended in the same manner as the specific plan adoption and may be amended as often as deemed necessary by the city council. Amendment of a specific plan shall be subject to the same findings as prescribed for initial enactment of a specific plan, and shall be consistent with the original intent and overall provisions of the adopted specific plan.
- (b) An amendment to a specific plan text and map may be initiated by the city planning commission or the council, or by a private proponent.

Sec. 90-991 Implementation.

- (a) No subdivision map, use permit, site development review, grading permit, local public works project, or zoning ordinance may be approved within the area covered by a specific plan unless it is consistent with the adopted specific plan.
- (b) Each specific plan shall contain the procedures and requirements by which the plan is implemented and administered.
- (c) Because the specific plan is a regulatory document adopted by ordinance, all development standards contained therein shall be enforceable by law.

Secs. 90-992 to 90-1009 – Reserved.

Attachment 2

ZOA13-011
Proposed Text
Amendments

ARTICLE XXX. - MANUFACTURING ZONES

- Sec. 90-1041. - Purposes.
- Sec. 90-1042. – Zones established.
- Sec. 90-1043. - Permitted uses.
- Sec. 90-1044. - Reserved.
- Sec. 90-1045. - General requirements.
- Sec. 90-1046. - Site development requirements.
- Sec. 90-1047. – Design review requirements
- Sec. 90-1048. - Performance standards.
- Sec. 90-1049. - Exterior color-
- Sec. 90-1050—90-1080. - Reserved.

Sec. 90-1041. - Purposes.

The Manufacturing Zones are established to:

- (a) Provide properly located areas for industrial plants and related activities; to protect industrial use areas from intrusion by residences and other incompatible uses; provide adequate space to meet the needs of modern industrial development, including off-street parking, loading and landscaping; provide sufficient open space around industrial structures to protect them from hazards of fire or explosion; minimize any detrimental impact on nearby residential or commercial properties; to minimize traffic congestion and to avoid overloading of utilities; and to provide opportunities for industrial plants to concentrate in mutually beneficial relationships to one another.
- (b) Implement the industrial land use designations of the General Plan: Airport; Business Park, and Industrial. The Airport designation allows for airport operations and support services. The Business Park designation provides for single and multiple tenant light industrial, flex office, and office uses. The Industrial designation accommodates a range of manufacturing, business office, assembly, fabrication, construction, transportation, logistics, and auto repair uses.

Sec. 90-1042. – Zones established.

The Industrial Zones are established as follows:

- (a) BP Business Park zone: To reserve appropriately located areas as shown on the zoning map to provide sites for single and multi-tenant light industrial, flex office, and office uses that include corporate and general business offices, medical uses, research and development, e-commerce, and new technology. Ancillary support commercial uses, restaurants, and hospitality uses that serve the business community may also be permitted. Businesses located with the BP zone are generally located on large parcels in a campus like setting with attractive landscaping and architectural design. The BP zone is consistent with the business park, industrial, and certain identified mixed use designations of the General Plan.
- (b) M-1 Limited Manufacturing zone: To reserve appropriately located areas as shown on the zoning map to provide sites for industries that can operate in close proximity to commercial and residential uses with minimum adverse

effects. The M-1 zone provides for a range of light manufacturing, assembly, fabrication, and woodworking uses. The M-1 zone is consistent with the Industrial designation of the General Plan.

- (c) M-2 Heavy Manufacturing zone: To reserve appropriately located areas as shown on the zoning map to provide sites for general manufacturing and industrial uses that will not adversely affect the residential character of the city. The M-2 zone provides for a range of manufacturing and processing uses, research and development, large single-tenant distribution and sales, and warehousing. The M-2 zone is consistent with the Industrial designation of the General Plan.

(Ord. No. 1553, § 2, 1-28-97)

Sec. 90-1043. - Permitted uses.

In the BP, M-1 and M-2 zones, permitted (P), administratively permitted (A), and conditionally permitted (C) uses shall be listed within the "Land Use Matrix." Whenever a business is conducted a city business license is required pursuant to chapter 18. Uses located within the Hemet-Ryan Airport Influence Area Land Use Plan are subject to the requirements of review by the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location Commission. All uses must be conducted indoors unless otherwise specified by the provisions of this article and are subject to performance standards pursuant to sec. 90-1048.

MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use				
A = Administratively Permitted Use				
C = Conditionally Permitted Use				
X = Not Permitted				
Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
A. Agriculture and Natural Resources				
1. Plant nurseries and greenhouses				
a. Wholesale	X	A	A	
b. Retail	X	X	X	
B. Residential Uses – Not Permitted				
C. Care Uses – Not Permitted				
D. Education, Public Assembly, and Recreation Uses				
1. Auditoriums, meeting halls, and conference facilities – Public and Private	C	C	X	
2. Churches, places of worship	C	X	X	
3. Commercial recreation facilities				
a. Indoor (e.g., arcade, bowling, billiards, batting cages, handball courts)	C	C	C	
b. Outdoor (e.g., golf courses, lawn bowling, baseball parks, basketball courts, sports facilities, miniature golf)	C	C	C	
4. Community Centers	C	X	X	
5. Educational facilities – private and public				
a. Academic (Grades K-12)	X	X	X	

MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use				
A = Administratively Permitted Use				
C = Conditionally Permitted Use				
X = Not Permitted				
Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
b. Colleges/Universities	P	X	X	
c. Commercial (trade) schools	A	A	A	
6. Studio such as art, music, design, recording, martial arts, dance or gymnastics.	P	P	X	
E. Retail Trade Uses – limited to twenty (20) percent of gross building area.				
1. Adult business	X	C	C	18.352 90-18 90-4
2. General retail uses such banks and personal services	P	P	P	
3. Micro-brewery (brew-pub) that brews its own beer for on-site consumption	C	C	X	
4. Restaurants				
a. Dining without sale of alcohol, live entertainment or drive-through	P	P	X	
b. Dining with sale of alcohol, live entertainment, or drive-through	C	C	X	
5. Retail sale of products manufactured on-site when no more than 25 percent of floor area is used for retail sales	P	P	P	
6. Showroom design centers with limited retail sale of products associated with home improvement and decorating.	P	P	P	
F. Service Uses				
1. Ambulance services	X	P	P	
2. Animal services				
a. Boarding/Training – day only	X	A	A	
b. Boarding/Training – overnight stays	X	C	C	
c. Grooming	X	A	A	
d. Veterinary clinic, animal hospital	C	C	C	
3. Business support services such as printing, copying, shipping, postal	P	P	P	
4. Health and fitness centers				
a. Small – less than 3,000 sf	P	P	P	
b. Large – 3,000 sf or greater	A	C	C	
5. Hotel	C	X	X	
6. Laboratory for medical, dental, film, research and similar uses	P	P	P	
7. Medical and Dental				
a. Laboratories	P	P	P	
b. Offices and clinics	P	X	X	
c. Urgent care clinics with extended hours	A	A	A	
8. Mortuary with or without crematorium	X	C	C	
9. Offices – general				

MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use				
A = Administratively Permitted Use				
C = Conditionally Permitted Use				
X = Not Permitted				
Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
a. Professional	P	P	P	
b. Technological such as graphic design, GIS, film editing	P	P	P	
10. Taxi, bus charter, dial-a-ride and other similar transportation service	X	P	P	
G. Vehicle Uses				
1. Alternative fuels and recharging facilities	A	A	A	
2. Boat and marine equipment sales, rental, and repair	C	P	P	
3. Car rental services	P	P	X	
4. Maintenance and Repair Services				90-897(a)
a. Major Repair/Body Work	X	P	P	
b. Minor maintenance, installation services, tire services, smog certification	C	P	P	
5. Service stations, with or without mini-markets	C	C	C	
6. Truck scales	X	P	P	
H. Industrial Uses				
1. Aircraft products	P	P	P	
2. Antique restoration	P	P	P	
3. Apparel manufacturing	P	P	P	
4. Beverage and tobacco products manufacturing	P C	P C	P C	
5. Boat building	C	C	P	
6. Chemical product manufacture	X	C	C	
7. Commercial laundry, carpet cleaning, dyeing plant	X	C	C	
8. Electronics, electrical equipment, and appliance manufacturing	P	P	P	
9. Equipment manufacturing, assembly, service (business, medical, scientific, musical)	P	P	P	
10. Equipment rental	X	C	P	90-1046(g)(2)
11. Food manufacturing	C	P	P	
12. Furniture and fixture manufacturing	P	P	P	
13. Leather products manufacturing	P	P	P	
14. Machinery manufacturing, heavy equipment	P C	P C	P	
15. Metal products manufacturing and fabrication	P	P	P	
16. Miscellaneous manufacturing – light (e.g., jewelry, office supplies, cosmetics, sporting goods)	P	P	P	
17. Miscellaneous manufacturing –	P	P	P	

MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use				
A = Administratively Permitted Use				
C = Conditionally Permitted Use				
X = Not Permitted				
Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
general (e.g., glass and glass products, graphite and graphite products, metal casting)				
18. Mobile home and manufactured housing fabrication and assembly	X	X	C	
19. Paint manufacturing and paint shops	X	C	C	
20. Paper products manufacturing	P	P	P	
21. Petroleum products distribution and storage	X	X	C	
22. Pharmaceutical manufacturing	P	P	P	
23. Plastics and rubber products manufacturing; injection molding	P	P	P	
24. Printing and publishing	P	P	P	
25. Recycling Facilities				90-4 90-81
a. Donation box	X	X	X	
b. Reverse vending machine	X	X	X	
c. Collection facility	X	C	C	
d. Processing facility	X	C	C	
26. Research and development laboratories and facilities	P	P	P	
27. Scientific, optical, medical, dental, and similar uses equipment assembly	P	P	P	
28. Scrap and dismantling yard	X	X	C	
29. Stone products manufacturing and processing	X	C	C	
30. Storage facility (personal, mini-storage)	X	C	C	90-4 90-82
31. Storage yard for contractor equipment and materials	X	C	A	
32. Structural clay, pottery, and ceramic products	P C	P	P	
33. Swap meet	X	C X	C	
34. Textile manufacturing	P	P	P	
35. Warehouses and product fulfillment centers				90-4
a. Less than 400,000 sf	P	P	P	
b. 400,000 sf and over	A C	A	A	
36. Wholesale of goods and services (business to business)	P	P	P	
37. Wood products manufacturing	P	P	P	
I. Transportation, Communication and Infrastructure Uses				
1. Parking facilities	P	P	P	Article XL
2. Recreational vehicle storage	X	C	A	90-1046(g)(5)
3. Satellite dish antennas	P	P	P	
4. Solar energy systems- commercial or	X	C	C	

MANUFACTURING ZONES LAND USE MATRIX				
P = Permitted Use				
A = Administratively Permitted Use				
C = Conditionally Permitted Use				
X = Not Permitted				
Requirements: Additional or explanatory regulations or requirements				
ZONE	BP	M-1	M-2	Requirements
utility ground mounted				
5. Solar energy systems building mounted - non-commercial (serving the development site)	A	P	P	
6. Towing and impound service	X	C	C	
7. Transit stop shelter	P	P	P	
8. Utility facility	C	C	C	
9. Wireless communication facility				
a. Minor facility	A	A	A	Article XLVI
b. Major facility	C	C	C	Article XLVI
J. Government Uses				
1. Courthouse and associated facilities	C	C	C	
2. Office uses	P	P	P	
3. Post office	P	P	P	
4. Public safety facilities	P	P	P	
5. Public works facilities	P X	P	P	

(Ord. No. 1553, § 2, 1-28-97; Ord. No. 1581, § 2, 2-24-98; Ord. No. 1591, § 1(4), 9-29-98; Ord. No. 1601, § 1, 5-11-99; Ord. No. 1657, § 1, 2-12-02)

Sec. 90-1044. - Reserved.

Sec. 90-1045. - General requirements.

Prior to the construction of any building or structure a building permit shall be required in accordance with the latest city-adopted California Building Code. The following are minimum requirements, unless otherwise noted, and shall apply to all land, buildings and structures in their respective zones. All area dimensions are in square feet, unless otherwise noted. All linear dimensions are in feet, unless otherwise noted.

A. MANUFACTURING ZONE MINIMUM DEVELOPMENT STANDARDS					
	ZONE	BP	M-1	M-2	Requirements
1.	Coverage (in percent)	65	60	60	
2.	Floor area ratio/FAR (total building area divided by total lot area), maximum	0.60	0.45	0.45	
23.	Net lot area	20,000	10,000	10,000	
3.	Lot width				
	a. Standard	100	65	65	
	b. Cul-de-sac/knuckle	65	40	40	
4.	Lot depth	150	150	150	
5.	Front yard setback to the building	20	15	15	Article XXXII

A. MANUFACTURING ZONE MINIMUM DEVELOPMENT STANDARDS					
	ZONE	BP	M-1	M-2	Requirements
6.	Rear yard setback, landscaped				
	a. Adjacent to an alley or local street	10	10	10	
	b. Adjacent to a secondary street	15	15	15	
	c. Adjacent to residential zone	30	30	30	Sec. 1046(g)(1)
	c. Not adjacent to an alley or street or residential zone	0	0	0	
7.	Side yard setback, landscaped				
	a. Interior side	0	0	0	
	b. Street side and corner	15	10	10	
	c. Adjacent to residential zone	30	30	30	Sec. 1046(g)(1)
8	Building and structure height	55	60	60	Sec. 1046(c)
9	Parking required				Sec.1046(g)(6) Article XL
10.	Signing permitted				Sec.1046(g)(7) Article XXXVI
11.	Landscaping requirements				Sec.1046(g)(6) Article XLVIII

(Ord. No. 1553, § 2, 1-28-97; Ord. No. 1581, § 2, 2-24-98)

Sec. 90-1046. - Site development requirements.

(a) *Measurement of yards.* A required yard or other open space around an existing or proposed building shall not be used to meet a required yard or other open space for any other building on an adjoining lot or building site.

(b) *Building alterations*

The director may allow additions to an existing, legally constructed structure, sited in accordance with the laws and setbacks in effect at the time of the construction, within the currently required front, side, and/or rear setback if the building addition does not exceed 20 percent of the floor area of the existing structure. The addition shall not exceed the coverage requirements of the zone.

(c) *Height exceptions and limitations.*

(1) Structures permitted above a specified height limit may be erected as follows: structures or walls for the housing of elevators, stairways, tanks, ventilating fans or similar structures, skylights, towers, steeples, flagpoles, chimneys, smokestacks, wireless masts, radio and television masts, water tanks, silos or similar structures, provided that no roof structure, as listed in this subsection, or any space above the height limit specifically

prescribed for particular zones, shall be allowed or used for the purpose of providing usable floor space in excess of that reasonably required to maintain such structures and shall not be used for signage.

- (2) Structures located within the Hemet-Ryan Airport Land Use Plan (ALUP) are subject to the provisions of ALUP, and the FAA regarding structure heights within the airport influence area.

(d) *Accessory buildings.*

- (1) No accessory building shall be located without a permissive main building and must not exceed 10 percent of the floor area of the permissive structure. Larger structures must be processed in accordance with Section 90-1043.
- (2) Separation between buildings is subject to the requirements of the latest city-adopted California Building Code.
- (3) Accessory buildings shall meet the setback requirements of the zone.

(e) *Exterior lighting.*

All lighting shall be directed or shielded away from nearby residential zones and contained within the boundaries of the site. Adequate lighting shall be provided to maintain a safe, on-site environment consistent with California Building Code standards.

(f) *Service and refuse areas.*

All service areas, refuse collection areas and trash bins shall conform with the setback requirements and shall be completely screened by a solid fence or wall, or shall be enclosed within a building in accordance with the adopted standards of the city.

(g) *Walls, fencing, screening and landscaping.*

This section provides for the regulation of location and height of walls, fencing, screening and landscaping so as to allow the enjoyment of the use of property and for the safety of persons using sidewalks and streets related to the property. The Community Development Director may approve alternate fence and wall materials due to safety or aesthetic considerations.

(1) *Fences, Generally.*

- a. The location of walls and fences is determined by the setback area for the zone in which the property is located pursuant to Section 90-1045.
- b. Walls or wrought iron fencing within the front setback may be no higher than 42 inches in height, unless expressly permitted by other applicable sections of this chapter. Visual sight lines must be maintained for safety purposes.
- c. A wall or fence of up to six feet in height may be located in the side and rear yards. When a site adjoins a residential zone, a solid masonry wall six feet in height shall be located adjoining the property line and an area at least five ten feet in depth

adjoining the property line shall be landscaped with live plant material, including trees.

- d. Fences and walls adjacent to and visible from the street right-of-way shall be of decorative block or wrought iron. Walls shall be designed to blend with the site's architecture.
- e. Internal fences or walls not visible from a street or adjacent to residential uses may be constructed of masonry, concrete, steel, vinyl panels, or slatted chain link. Wood fencing is prohibited. The fence materials shall be approved by the community development director, or the planning commission, if applicable, as part of the design review or site development review process for the property.
- f. Gates in fences and walls shall be wrought iron, steel, or any other similar materials acceptable to the Community Development Director.

(2) *Outdoor display and storage*

All outdoor storage shall be screened from view. Screening shall complement the architecture, color, and materials of the primary building.

- a. Block walls or opaque fencing used for screening purposes in areas of public view and access shall also incorporate a landscaped edge of shrubs and trees to minimize the potential for graffiti and to enhance the aesthetics of the property.
- b. All outdoor storage shall be screened by a six-foot high wall, or fence and shall meet the requirements of this section. Slatted chain link fencing may be permitted if the outdoor storage area is not visible from a public street, subject to approval of the community development director.
- c. Outside storage shall not occupy more than twenty percent of the total lot area, obstruct required parking spaces, or obstruct drive aisles, except as determined otherwise by the Community Development Director.
- d. Temporary outdoor storage containers may be permitted for a period not exceeding 90 days in a calendar year upon review and approval of a temporary use permit by the Community Development Director.

(3) *Security fencing.*

Nothing in this section shall be deemed to set aside or reduce the requirements established for security fencing by either local, state or federal law, or by safety requirements of the board of education. The design, materials, and height of the security fencing shall be based upon a determination of need and design approval by the Community Development Director. In general, security fencing shall not exceed eight feet in height.

- (4) *For recreational vehicle storage.*
Fences for recreational vehicle storage shall be eight -foot walls of wrought iron, masonry, concrete, steel, or vinyl panels. Wood fences are prohibited.
- (5) *Screening of roof-mounted equipment.*
All roof mounted equipment shall be screened from general view by the public and from public streets.
- (6) *Landscaping.*
Landscaping shall be pursuant to Article XLVII except where otherwise specified in this article.
- a. Parking lot landscaping in the Business Park Zone shall cover ten (10) percent of parking area.
 - b. Landscaping plans in the Business Park Zone shall be consistent with the City's commercial development guidelines, unless otherwise indicated in applicable Business Park or Industrial Design Guidelines.
 - c. Where landscaping is required by this chapter, it shall consist predominantly of plant materials, except for necessary walks and drives. Planted areas, where prescribed, shall be landscaped exclusively with live plant materials. Required landscaping shall be installed in accord with landscaping standards approved by the commission, and shall be of types and sizes prescribed in the standards.
 - d. All screening and landscaping shall be permanently maintained in an orderly condition. Plant materials shall be watered, weeded, pruned and replaced as necessary to screen or ornament the site.
 - e. Automatic irrigation shall be provided with adequate water coverage for all landscaped areas.
 - f. Designated landscaping areas shall be covered in a combination of lawn, ground cover, shrubs, and trees.
 - g. In addition to the required number of street trees, one tree shall be planted for every 500 square feet of landscaping in all other areas. All trees shall be a minimum of 15 gallon size with 25 percent planted at 24 inch box size.
 - h. A minimum of 25 percent of all landscaping areas shall be planted in shrubs. The shrub areas shall be inter-planted with non-aggressive type ground cover. Triangular spacing shall be used in row plantings of all ground cover and shrubs.
- (7) *Signage.* Signage shall be pursuant to Article XXXVI except where otherwise specified in this article.
- a. A signage program is required for projects located within the business park zone subject to review and approval of the

community development director, or planning commission, as appropriate, in conjunction with the site development review process.

- (8) *Loading areas.* Adequate room shall be provided for truck access and maneuvering.
- a. Loading doors and docks shall not be located at the front of buildings or next to main building entrances.
 - b. Loading doors or docks shall not be located adjacent to a street or residential use unless properly screened from public view.
 - c. A minimum of 120 feet in front of the loading doors or docks shall be paved and kept free of obstacles including connecting walkways or required parking areas.
- (9) *Land use buffer.* Industrial uses shall be buffered from adjacent land uses/zones through the use of setbacks, screening, landscaping, open space, or topographic features.

(Ord. No. 1553, § 2, 1-28-97; Ord. No. 1581, § 2, 2-24-98; Ord. No. 1591, § 1(6), 9-29-98; Ord. No. 1657, § 1, 2-12-02)

Sec. 90-1047. – Site development review requirements

No new building, structure, or use, or a significant alteration or enlargement of an existing building, structure, or use shall be commenced in any industrial zone until site and architectural design review approval has been granted pursuant to article XLI of this chapter. Development of the site and structures shall be consistent with all applicable Design Guidelines for office, business park, and industrial uses.

Sec. 90-1048. - Performance standards.

All uses established or placed into operation shall comply at all times with the performance standards set out in this section. The director may require submission of evidence of ability to comply with the required conditions.

1. *Noise:* No use, except a temporary construction operation, shall be permitted which creates noise of a maximum sound pressure level greater than the value established in the public safety element of the general plan, and adopted building codes, or as may be further determined by project specific mitigation measures. The general plan specifies land use compatibility standards to ensure that stationary noise sources (e.g., industrial uses) do not adversely affect noise-sensitive land uses and that community noise environments do not negatively affect land uses.
2. *Fire, toxic materials, and explosion hazards:* The storage and handling of hazardous materials including flammable liquids, liquid petroleum gases and explosives shall comply with the state rules and regulations and with the ordinances of the city.

3. *Air contaminants:* No use shall emit any air contaminant except in compliance with the rules and regulations of the south coast air management district and local regulations.
4. *Odor:* No use shall be permitted which creates annoying odor in such quantities as to be readily detectable beyond the boundaries of the site.
5. *Radioactivity and electrical disturbances:* The use of radioactive materials shall be limited to measuring, gauging and calibration devices such as tracer elements, use in X-ray and like apparatus, and use in connection with the processing and preservation of food. No use shall emit dangerous radioactivity or produce electric or magnetic fields that adversely affect public health, safety, and welfare including interference with normal radio, telephone, or television reception off-site.
6. *Dust, heat, cold, glare and electrical disturbance:* No use, except a temporary construction operation, shall be permitted which creates dust, changes in temperature or direct or sky-reflecting glare detectable by the human senses without the aid of instruments beyond the boundaries of the site. No use shall be permitted which creates electrical disturbances that affect the operation of any equipment beyond the boundaries of the site.
7. *Vibration:* No use, except a temporary construction operation, shall be permitted which creates vibration sufficient to cause a displacement of 0.003 inch beyond the boundaries of the site.
8. *Wastewater discharge:* No liquids of any kind shall be discharged into a public or private sewage or drainage system, water course, body of water, or into ground except in compliance with federal, state, regional, and local laws, rules and regulations.
9. *Sustainable design:* All new development proposals shall demonstrate best management practices in project design and implementation to maximum the efficient use of resources and reduce deleterious environmental impacts on the community.

(Ord. No. 1553, § 2, 1-28-97)

Sec. 90-1049. - Exterior color.

a) *Color selection.*

1. Exterior facade colors of structures developed within

commercial and industrial zones shall be low reflectance, subtle, neutral or earth tone colors. The use of high-intensity or fluorescent colors is prohibited. The recommended color palette as adopted by the city council is maintained at the planning department.

2. Trim and accent areas up to a maximum of ten percent of the building facade may feature brighter, more intense colors, including primary colors.
3. The transition between base and accent colors shall relate to changes in building materials or the change of building surface planes. Colors should not meet or change without some physical change or definition to the surface plane.

(b)

Approval required. Except as specifically provided in this article, no person shall paint the exterior of any commercially zoned building owned by him or under his control within the city, without having first obtained an approval from the planning department regarding the color selected.

(c)

Application. An application for an exterior paint permit shall provide the following information:

(1)

The name, address and telephone number of the applicant.

(2)

The address of the subject property.

(3)

Samples of colors that are to be used, indicating the manufacturer, the name of the color and serial number.

(d)

Fee. There shall be no fee required for the exterior paint permit.

(e)

Compliance. The provisions of this section shall apply to all new construction and repainting proposed after the adopted ordinance. Existing structures shall be required to repaint to gain compliance within seven years of adoption of said ordinance.

(Ord. No. 1646, § 1, 5-15-01)

Sec. 90-1050. - Appeals.

Appeal of a decision of the community development director or designee may be made to the planning commission pursuant to sec.90-43(6).

Secs. 90- 1051—90-1080. - Reserved.

ARTICLE III. – SPECIAL USES AND CONDITIONS

- Sec. 90-71. Applicability of article; conflicting provisions.
- Sec. 90-72. Home occupations.
- Sec. 90-73. Temporary uses.
- Sec. 90-74. Food vending carts.
- Sec. 90-75. Reserved.
- Sec. 90-76. Commercial coach as business, industrial, or institutional facility.
- Sec. 90-77. Animal regulations and keeping requirements.
- Sec. 90-78. Commercial kennel requirements.
- Sec. 90-79. Medical marijuana dispensaries.
- Sec. 90-80. Tobacco stores, smoking lounges and head shops.
- Sec. 90-81. Storage facilities (personal, mini-storage)**
- Secs. 90-81~~82~~—90-89. Reserved.
- Sec. 90-90. Alcohol sales.
- Secs. 90-91—90-99. Reserved.
- Sec. 90-100. Homemade food operator permit.

Note: No other section in this article is affected by ZOA13-011.

Sec. 90-81. – Storage facilities (personal, mini-storage).

Personal storage facilities shall be constructed in the following manner:

- (a) Each facility shall be provided with a minimum stacking area (outside of the public right-of-way) of three vehicles (75 feet) at the project entry.
- (b) A minimum of 25-foot landscape area shall be provided for any frontage along a street right-of-way.
- (c) A minimum separation of 1,000 feet shall be provided between lots on which mini-storage facilities are constructed.
- (d) Visual monotony of the exterior elevations of the mini-storage facilities facing public right-of-ways shall be minimized with the use of varying building materials, change of building surface or planes, the use of pilasters or other suitable architectural features, and additional landscaping setback.
 - (1) Any perimeter wall surface shall be modified at a minimum of every 100 linear feet.
 - (2) For projects having exterior wall surfaces higher than eight feet for every 100 linear feet an additional five feet of landscape setback shall be required for a distance of 50 feet.
 - (3) For projects having exterior perimeter walls under eight feet of height or lower a break in wall material shall occur at a minimum of every 100 linear feet. Allowable treatment shall include change in materials, increased setback, wrought iron fences at a minimum of width of five feet.
- (d) The exterior building materials for mini-warehouse storage facilities shall not include precision block masonry.

- (e) No mini-storage facility shall be constructed within 600 feet of Florida Avenue.
- (f) The architecture of the caretaker and mini-storage facilities shall be fully integrated so as to present a uniform appearance.
- (g) Landscaping:
 - (1) Designated landscaping areas shall be covered in a combination of lawn, ground cover, shrubs, and trees.
 - (2) In addition to the required number of street trees, one tree shall be planted for every 500 square feet of landscaping in all other areas. All trees shall be a minimum of 15 gallon size with 25 percent planted at 24 inch box size.
 - (3) A minimum of 25 percent of all landscaping areas shall be planted in shrubs. The shrub areas shall be inter-planted with nonaggressive type ground cover. Triangular spacing shall be used in row plantings of all ground cover and shrubs.
 - (4) Landscape irrigation. Automatic irrigation shall be provided with adequate water coverage for all landscaped areas.

ARTICLE I (IN GENERAL), Sec. 90-4. Definitions—Generally.

The following words, terms and phrases, when used in this chapter, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning. Words, terms and phrases, which are not defined herein, shall be as defined in a dictionary of common use, such as Webster's.

Note: No other section in this article is affected by ZOA13-011.

Storage facility (personal, mini-storage) means a structure or group of structures where individual storage spaces are leased to individuals, organizations, or businesses for self-service storage of personal property, goods, and wares.

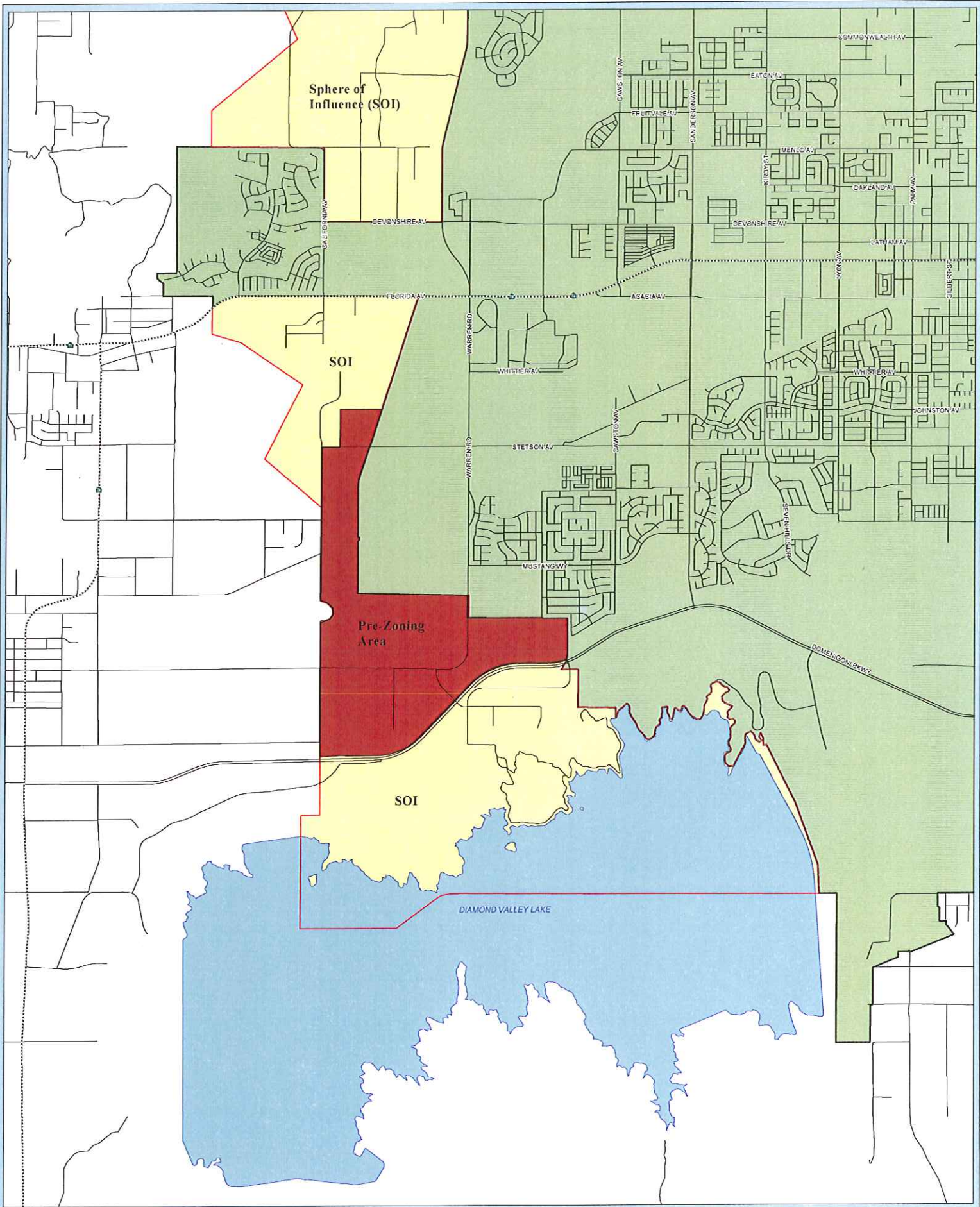
Recycling center facility means a site for the collection, storage, processing, grinding and refining of reusable natural resources, including but not limited to aluminum and other metals, glass, paper, fiber or plastics. This land use type includes a variety of facilities involved with the collection of recyclable materials including:

- (1) Recycling, Donation box. A bin, storage shed, or similar facility established as an accessory use to a primary use for the purpose of providing a collection location for donated clothes, shoes, and small household items. Such facilities generally are established by a charitable or non-profit organization.
- (2) Recycling, Reverse Vending Machine. An automated mechanical device which accepts at least one or more types of empty beverage containers and issues a cash refund or a redeemable credit slip with a value not less than the container's redemption value, as determined by State law. These vending machines may accept aluminum cans, glass and plastic bottles, and other containers. The vending machines typically occupy an area of less than 50 square feet.
- (3) Recycling, Collection Facility A facility where the public may donate, redeem, or sell recyclable materials and may include:
 - a. A mobile unit;
 - b. Reverse vending machines or a grouping of reverse vending machines occupying more than 50 square feet; and
 - c. Kiosk-type units that may include permanent structures.
- (4) Recycling, Processing Facility. A structure or enclosed space used for the collection and processing of recyclable materials for shipment, or to an end-user's specifications, by such means as baling, briquetting, cleaning, compacting, crushing, flattening, grinding, mechanical sorting, remanufacturing and shredding.

Scrap and dismantling yard means outdoor establishments primarily engaged in assembling, breaking up, sorting, and the temporary storage and distribution of recyclable or reusable scrap and waste materials, including auto wreckers engaged in dismantling vehicles for scrap, and the incidental wholesale or retail sales of parts from those vehicles.

Attachment 3

Project Area Map



0 425 850 1700 2550 3400
Feet

1 inch = 850 feet



ZC 13-003 Southwest Area Area Map

- Highways
- Roads
- Annexation Area
- Hemet
- Waterbodies
- City Sphere

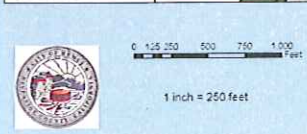
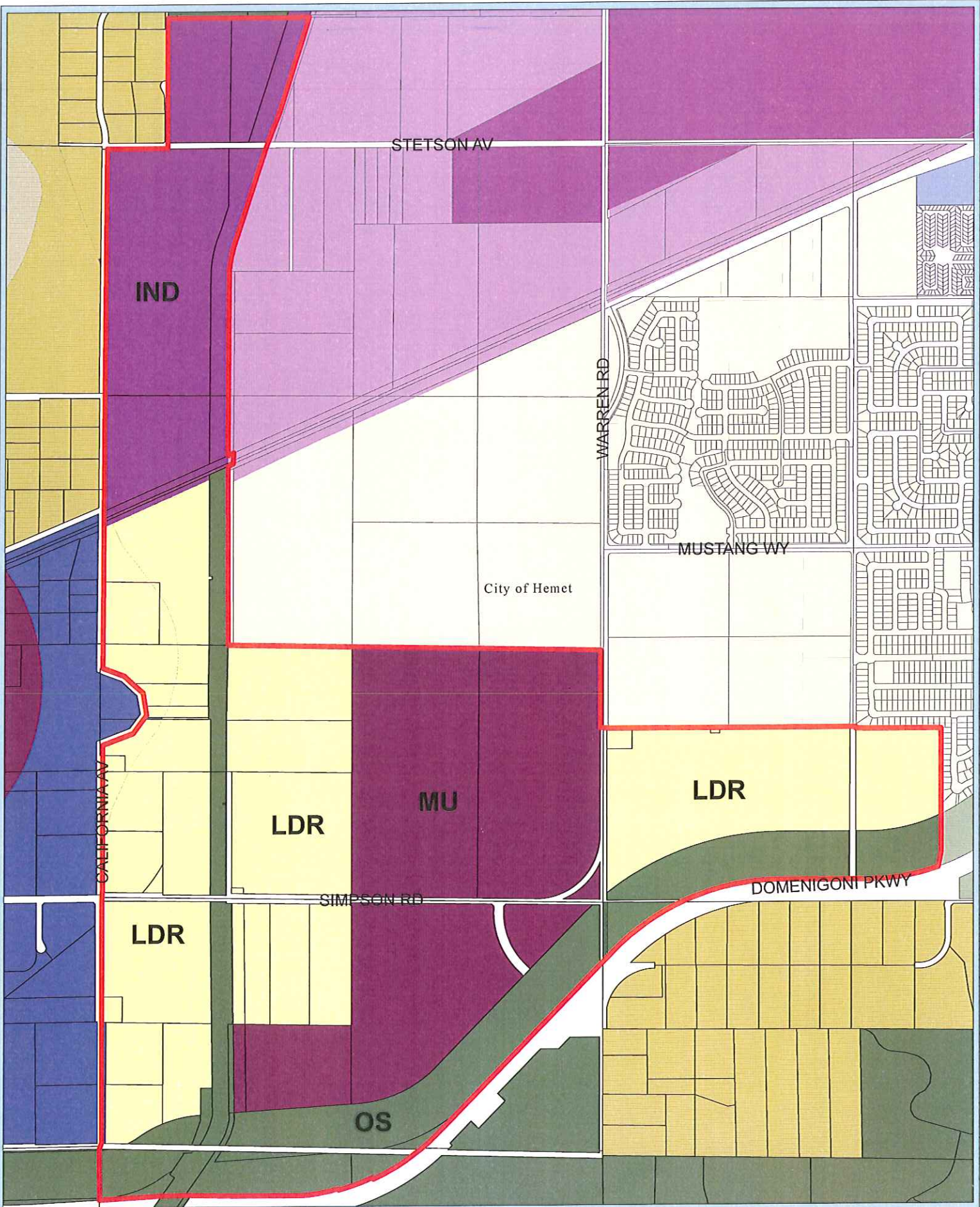
Every reasonable effort has been made to ensure the information provided on this map and data is accurate. However, the City of Hemet does not warrant the accuracy of the data provided. The City of Hemet is not responsible for any errors or omissions. The City of Hemet is not responsible for any errors or omissions. The City of Hemet is not responsible for any errors or omissions.

The data presented on these pages is not a legal instrument of the City of Hemet. It is for informational purposes only and should not be used for legal purposes. The City of Hemet is not responsible for any errors or omissions. The City of Hemet is not responsible for any errors or omissions. The City of Hemet is not responsible for any errors or omissions.

Author: Timothy Carter
 Date: September 24, 2012
 © 2012 City of Hemet

Attachment 4

General Plan
Land Use Map



**ZC 13-003
Southwest Area
General Plan**

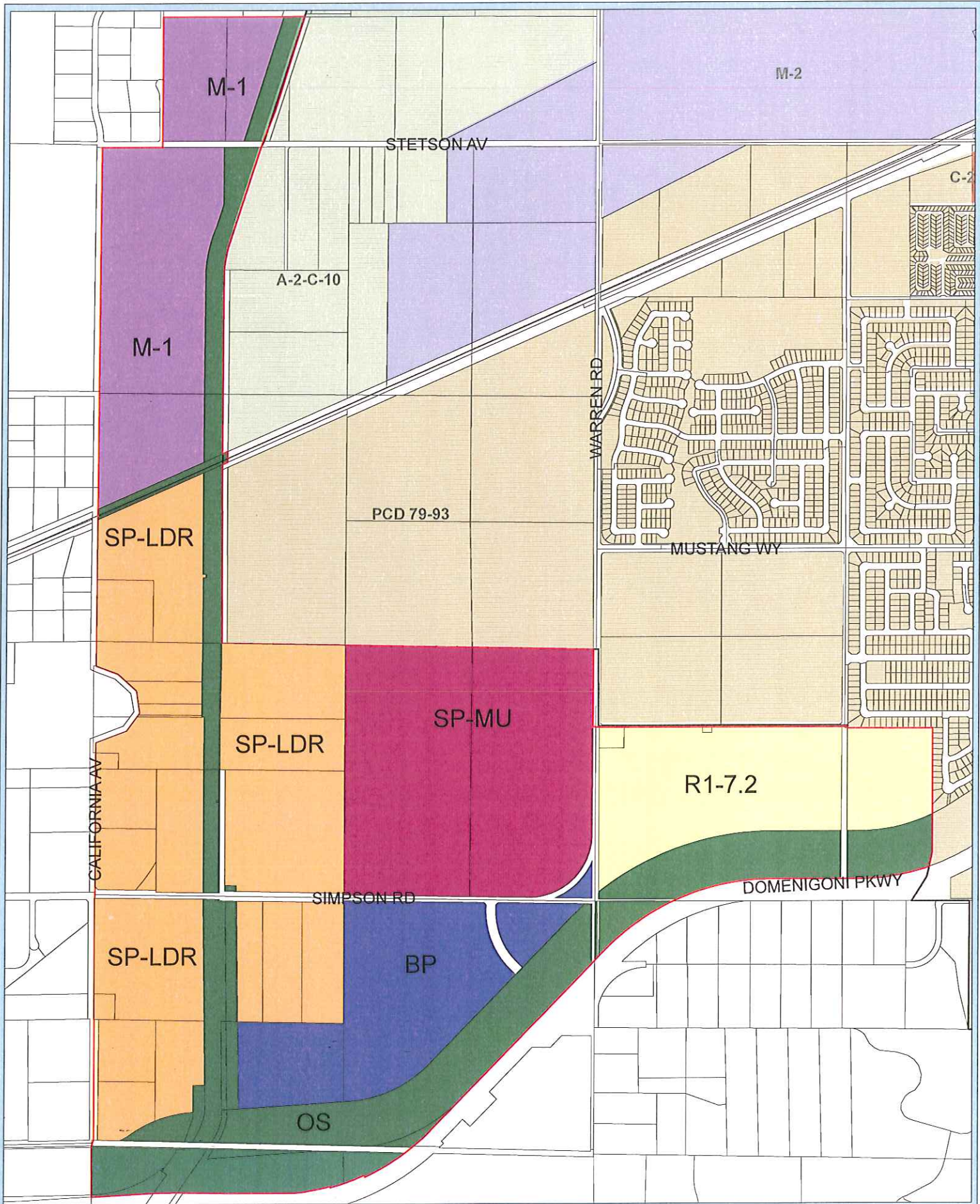
Land Use	
	Hillside Residential
	Rural Residential
	Low Density Residential
	Mixed Use
	Business Park
	Industrial
	Airport
	Open Space
	Annexation Area

Every reasonable effort has been made to assure the information provided on this map is current, complete and correct. However, the City assumes no liability for errors or omissions. The City of Hemet is not responsible for any changes in the accuracy and completeness of the information provided on this map. The City of Hemet is not responsible for any changes in the accuracy and completeness of the information provided on this map. The City of Hemet is not responsible for any changes in the accuracy and completeness of the information provided on this map.

Author: Emily Swain
Source: County of Riverside, City of Hemet
October, 2012
© 2012 Planning Department, City of Hemet

Attachment 5

Proposed Pre-zoning



0 125 250 500 750 1000 Feet

1 inch = 250 feet



ZC 13-003 Southwest Area Pre - Zoning

- | | |
|-----------------|--|
| Annexation Area | M-1 / Manufacturing |
| Railroads | OS / Open Space |
| Hamlet | R1-7.2 / Residential |
| Parcels | SP-MU / Specific Plan - Mixed Use |
| | BP / Business Park |
| | SP-LDR / Specific Plan - Low Density Residential |

If any verbatim effort has been made to ensure the information presented on this map is correct, accurate and complete, however, the City warrants and it is made to understand any subject to future change with the accuracy and completeness herein be as a government.

The data presented on these pages is not being binding to the City of Merced in any of its departments. These maps will be updated only as a result of the City's annual review and may contain errors or omissions. Therefore, the information contained in this map should not be used as a basis for any legal, financial or other action. The City of Merced will not be liable for any loss, damage or delay that may result from the use of this map or any other maps, documents and data provided.

Author: Trinity De Ben
Source: County of Merced, City of Merced
November 13, 2018
© Mercedgeographicinformation.com

Attachment 6

List of Parcels by APN

City of Hemet ZC13-003
Southwest Area Pre-Zoning Project
List of Parcels within Project Area by Assessor Parcel Number

APN	ACREAGE	EXISTING COUNTY ZONING	HEMET GENERAL PLAN	PROPOSED PREZONING
454020007	0.14	A-2-10	Low Density Residential	R1-7.2
454020019	1.21	A-1-10	Low Density Residential	R1-7.2
454020045	21.24	A-1-10	Low Density Residential	R1-7.2
454020046	10.53	A-2-10	Open Space	OS
454020047	71.6	A-1-10	Low Density Residential	R1-7.2
454020048	26.67	A-2-10	Open Space	OS
454030074	0.42	A-2-10	Open Space	OS
454030075	4.47	A-2-10	Open Space	OS
465030004	12.23	A-2-10	Industrial	M-1
465030029	19.48	A-2-10	Industrial	M-1
465100001	68.59	A-2-10	Industrial	M-1
465100043	13.26	A-2-10	Open Space	OS
465110001	24.89	A-2-10	Industrial	M-1
465110003	31.0	A-2-10	Low Density Residential	SP-LDR
465110004	10.0	A-2-10	Low Density Residential	SP-LDR
465110017	8.15	A-2-10	Open Space	OS
465110029	2.17	A-2-10	Open Space	OS
465110031	0.93	A-2-10	Open Space	OS
465110033	3.01	A-2-10	Open Space	OS
465120001	10.78	A-2-10	Low Density Residential	SP-LDR
465120003	3.83	A-2-10	Low Density Residential	SP-LDR
465120004	1.82	A-2-10	Low Density Residential	SP-LDR
465120007	0.34	A-2-10	Low Density Residential	SP-LDR
465120009	0.89	A-2-10	Low Density Residential	SP-LDR
465120016	11.5	A-2-10	Low Density Residential	SP-LDR
465120019	22.7	A-2-10	Low Density Residential	SP-LDR
465120021	15.7	A-2-10	Low Density Residential	SP-LDR
465120023	8.15	A-2-10	Open Space	OS
465130002	14.81	A-2-10	Low Density Residential	SP-LDR
465130005	79.08	A-2-10	Mixed Use	SP-MU
465130007	0.02	A-2-10	Open Space	OS
465130009	9.55	A-2-10	Low Density Residential	SP-LDR
465130013	6.97	A-2-10	Open Space	OS
465130014	74.65	A-2-10	Mixed Use	SP-MU
465130016	37.13	A-2-10	Low Density Residential	SP-LDR
465130017	0.17	A-2-10	Open Space	OS
465130018	1.31	A-2-10	Mixed Use	BP
465130019	8.43	A-2-10	Low Density Residential	SP-LDR
465130020	0.68	A-2-10	Low Density Residential	R1-7.2
465140001	32.22	A-2-10	Low Density Residential	SP-LDR
465140002	1.28	A-2-10	Low Density Residential	SP-LDR
465140003	1.36	A-2-10	Low Density Residential	SP-LDR
465140004	9.0	A-2-10	Low Density Residential	SP-LDR
465140014	12.84	A-2-10	Low Density Residential	SP-LDR
465140015	12.55	A-2-10	Low Density Residential	SP-LDR
465140018	1.72	A-2-10	Open Space	OS
465140021	12.43	A-2-10	Open Space	OS
465140022	7.9	A-2-10	Low Density Residential	SP-LDR
465140024	10.71	A-2-10	Low Density Residential	SP-LDR
465140026	3.22	A-2-10	Open Space	OS
465140028	1.18	A-2-10	Open Space	OS
465140032	20.88	A-2-10	Mixed Use	BP

APN	ACREAGE	EXISTING COUNTY ZONING	HEMET GENERAL PLAN	PROPOSED PREZONING
465140033	2.67	A-2-10	Open Space	OS
465140034	7.82	A-2-10	Low Density Residential	SP-LDR
465140035	3.63	A-2-10	Open Space	OS
465140042	8.28	A-2-10	Mixed Use	BP
465140043	62.91	A-2-10	Mixed Use	BP
465140044	1.28	A-2-10	Open Space	OS
465140045	0.46	A-2-10	Open Space	OS
465140046	50.74	A-2-10	Open Space	OS
465220010(P)	3.03	A-2-10	Open Space	OS
465220012(P)	2.9	A-2-10	Open Space	OS
465220016(P)	14.67	A-2-10	Open Space	OS
465220017(P)	1.51	A-2-10	Open Space	OS
465220018(P)	1.44	A-2-10	Open Space	OS
465220019(P)	0.02	A-2-10	Open Space	OS
465220020(P)	7.61	A-2-10	Open Space	OS

Legend:

BP (Business Park)
M-1 (Limited Manufacturing)
OS (Open Space)
R1-7.2 (Single Family Residential – Minimum Lot Size 7,200 square feet)
SP-LDR (Specific Plan-Low Density Residential)
SP-MU (Specific Plan-Mixed Use)

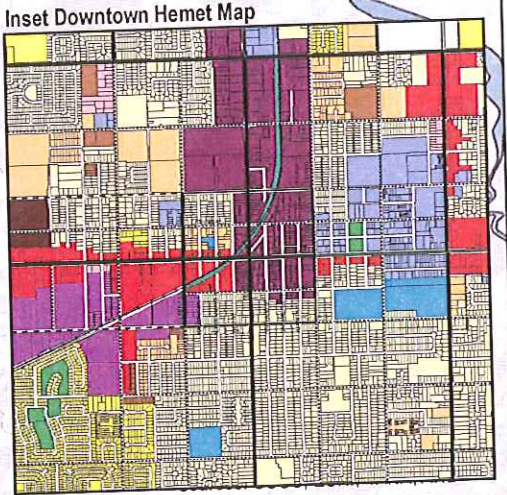
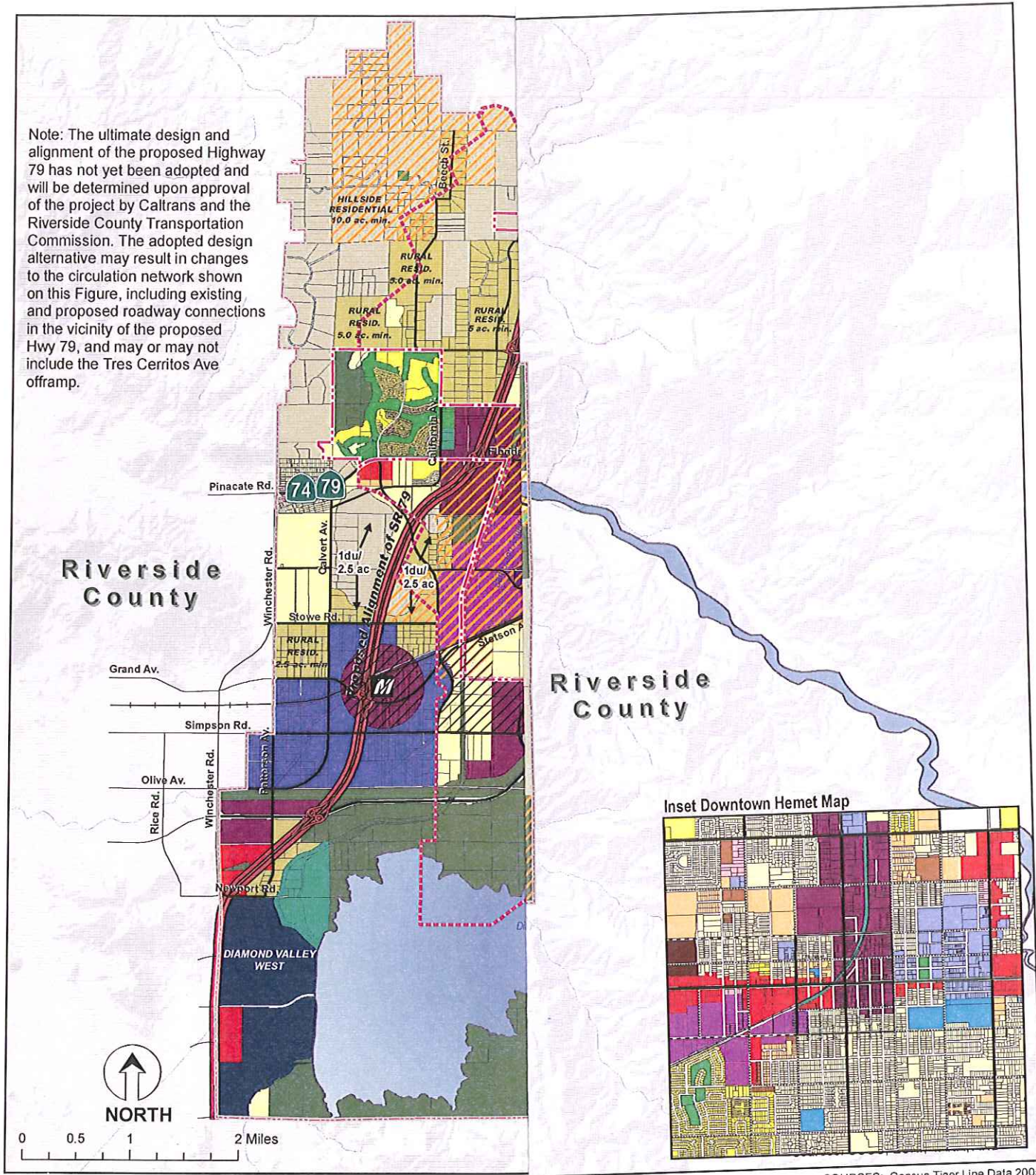
A-1-10 (Light Agriculture – Minimum Lot Size 10,000 square feet)
A-2-10 (Heavy Agriculture – Minimum Lot Size 10,000 square feet)

(P) Portion of lot is within project area

Attachment 7

General Plan
Land Use Map

Note: The ultimate design and alignment of the proposed Highway 79 has not yet been adopted and will be determined upon approval of the project by Caltrans and the Riverside County Transportation Commission. The adopted design alternative may result in changes to the circulation network shown on this Figure, including existing and proposed roadway connections in the vicinity of the proposed Hwy 79, and may or may not include the Tres Cerritos Ave offramp.



SOURCES: Census Tiger Line Data 2005
Urban Crossroads 2011

(v.2 2/5/2013) Last updated 5/22/2012

LEGEND

- Hemet City Boundary
- Planning Area
- Sphere of Influence
- River/Lake
- Creek/Canal
- Railroad
- Metrolink (General Location)

Land Use Designations

- RR Rural Residential (0.0 -
- HR Hillside Residential (0.0
- LDR Low Density Residential
- LMDR Low Medium Density Re
- MDR Medium Density Reside
- HDR High Density Residentia
- VHDR Very High Density Resid



Figure 2.1
LAND USE PLAN
Hemet General Plan

Attachment 8

Airport Land Use
Compatibility Study

AIRPORT LAND USE COMPATIBILITY STUDY

SOUTHWEST AREA PRE-ZONING PROJECT (ZC13-003)

CITY OF HEMET

RIVERSIDE COUNTY, CALIFORNIA

Prepared for:

City of Hemet
455 E. Florida Avenue
Hemet, California 92543

Prepared by:

LSA Associates, Inc.
1500 Iowa Avenue, Suite 200
Riverside, California 92507
(951) 781-9310

LSA Project No. HET1301

LSA

November 26, 2013

TABLE OF CONTENTS

A. INTRODUCTION AND BACKGROUND.....	1
B. EXISTING POLICIES AND REGULATIONS	1
1.0 Federal Aviation Administration.....	1
2.0 State Aeronautics Act (Public Utilities Code Section 21670, et seq.).....	1
3.0 California Airport Land Use Planning Handbook	3
4.0 Hemet-Ryan Airport Comprehensive Airport Land Use Plan.....	3
5.0 Riverside County Airport Land Use Compatibility Plan, Volume 1.....	3
6.0 Hemet-Ryan Airport Master Plan.....	5
7.0 City of Hemet General Plan	5
C. CONSISTENCY WITH COMPREHENSIVE AIRPORT LAND USE PLAN FOR HEMET- RYAN AIRPORT	9
1.0 Safety Compatibility.....	9
2.0 Noise Compatibility.....	15
3.0 Airspace Protection Compatibility	16
D. CONSISTENCY WITH THE CALTRANS AIRPORT LAND USE PLANNING HANDBOOK.....	16
1.0 Safety Compatibility Factor	16
2.0 Noise Compatibility Factor	19
3.0 Airspace Protection Compatibility Factor	19
E. SUMMARY.....	23
F. REFERENCES	24
G. ACRONYMS.....	24

FIGURES

Figure 1: Regional and Project Location.....	2
Figure 2: CALUP Safety Zones with Interim Safety Zone	8
Figure 3: CALUP Safety Zones	10
Figure 4: CALUP Safety Zones with Zoning.....	14
Figure 5: General Plan Safety Zones.....	17
Figure 6: General Plan Safety Zones with Zoning	18
Figure 7: Potential Future Noise Contours	20
Figure 8: Potential Future Noise Contours with Zoning	21
Figure 9: Airspace Protection Surfaces	22

TABLES

Table A: Existing and Proposed Pre-zoning for Southwest Pre-zoning Project	12
Table B: CALUP Risk Areas and Proposed Land Uses.....	15

A. INTRODUCTION AND BACKGROUND

LSA Associates, Inc. (LSA) was retained by the City of Hemet (City) to evaluate the compatibility of the proposed Southwest Pre-Zoning Project (project or proposed project) (Case No. ZC13-003) with the currently adopted Comprehensive Airport Land Use Plan (CALUP) for Hemet-Ryan Airport, as well as its compatibility with the California Airport Land Use Planning Handbook (Handbook) issued by the California Department of Transportation, Division of Aeronautics (Caltrans). The City's General Plan Public Safety Element contains airport land use compatibility policies requiring a compatibility review of development proposals with respect to the City's General Plan, the Hemet-Ryan Airport Land Use Compatibility Plan, and the Caltrans Handbook. In this study, the compatibility of the Southwest Area Pre-Zoning Project with Hemet-Ryan Airport will be evaluated with respect to the noise, safety, and airspace protection in relationship to the current CALUP and noise, safety, airspace protection, and overflight related to the guidance of the Handbook.

The project is located between the western city boundary and California Avenue, generally south of Stetson Avenue and north of Domenigoni Parkway in an unincorporated area of Riverside County within the City of Hemet's sphere of influence. The project area comprises 940.63 acres and is southwest of the Hemet-Ryan Airport (see Figure 1). The project area is currently zoned for agricultural uses. The City of Hemet 2030 General Plan Land Use Map adopted January 24, 2012 proposes mixed use, low density residential, industrial, and open space uses for the project area. The City initiated the proposed project as part of its comprehensive General Plan Zoning Consistency Program and in response to the landowner's requests and interest in future annexation.

B. EXISTING POLICIES AND REGULATIONS

1.0 Federal Aviation Administration

The Federal Aviation Administration (FAA) establishes land use criteria around airports. Advisory Circular 150/5300-13, *Airport Design*,¹ contains the FAA's standards and recommendations for airport design such as airport geometry and runway and taxiway design along with descriptions and recommended land uses for the runway protection zone and imaginary surfaces (primary, approach, and transitional surfaces). The runway protection zone becomes the basis for the safety compatibility factor. Additional regulations, such as FAA Regulation, Part 77,² establish a series of imaginary surfaces in the airspace surrounding a runway or helicopter landing area. These surfaces become the basis for the airspace protection compatibility factor.

2.0 State Aeronautics Act (Public Utilities Code Section 21670, et seq.)

The Public Utilities Code (PUC) establishes statewide requirements for airport land use compatibility planning including the requirement for the creation of airport land use commissions for every county in which there is located a permitted public use airport, with a few exceptions. Additionally, these

¹ U.S. Department of Transportation, Federal Aviation Administration, *Airport Design*, Advisory Circular 150.5300-13-A, Initiated by AAS-110, September 28, 2012.

² Code of Federal Regulations, Title 14, *Aeronautics and Space*; Chapter I, *Federal Aviation Administration, Department of Transportation*; Subchapter E – Airspace, Part 77, *Safe, Efficient Use and Preservation of the Navigable Airspace*; <http://www.gpo.gov/fdsys/pkg/CFR-2012-title14-vol2/xml/CFR-2012-title14-vol2-part77.xml>, current as of October, 1, 2013.

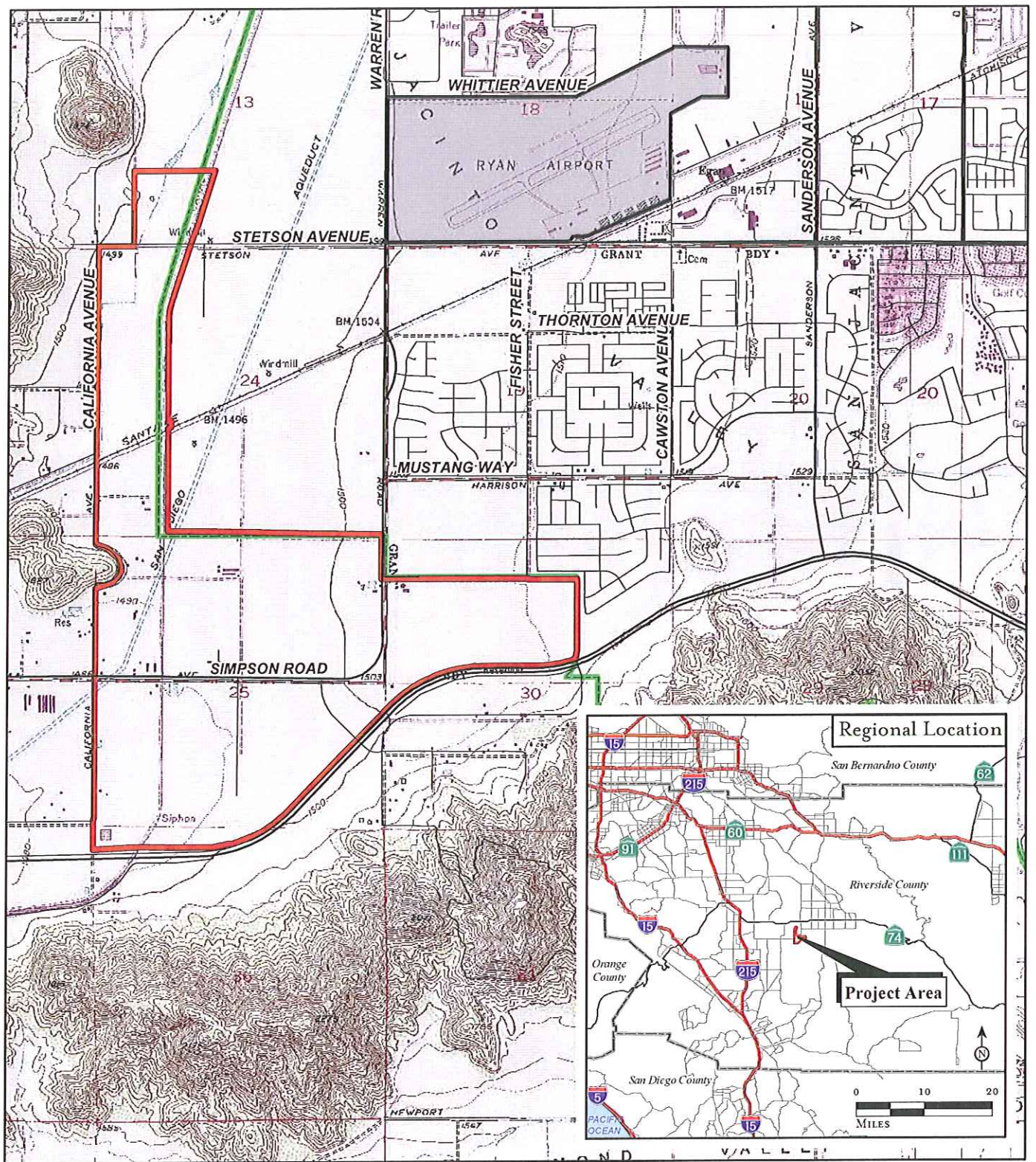
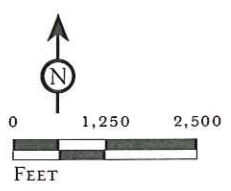


FIGURE 1

LSA



- Project Location
- Airport Location
- City of Hemet

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study
 Regional and Project Location

SOURCE: USGS 7.5' Quads: Winchester and Hemet, 1979; Riverside County, 2011; Mead & Hunt, 2008
 I:\HET1301\Reports\LU_Compat\fig1_reg_loc.mxd (11/22/2013)

sections of the PUC mandate the preparation of airport land use compatibility plans (ALUCPs or CALUP in the case of Hemet-Ryan Airport) to provide for the orderly growth of each public airport and the area surrounding the airport. The purpose of the ALUCPs includes the protection of the general welfare of inhabitants within the vicinity of the airport and the general public as well as aircraft flight protection.

3.0 California Airport Land Use Planning Handbook

The State of California Department of Transportation, Division of Aeronautics developed and published the Handbook. The Handbook provides compatibility planning guidance to airport land use commissions, local land use jurisdictions and property owners. While the Handbook is not formal policy or regulation, legislation passed in 1994 established a requirement that airport land use commissions "shall be guided by information" contained in the Handbook. The most recent version of the Handbook was published in 2011.

4.0 Hemet-Ryan Airport Comprehensive Airport Land Use Plan

Adopted in 1992, the Hemet-Ryan Airport CALUP provides airport-specific land use compatibility criteria related to safety, noise, and airspace protection. For safety compatibility, the CALUP defines Relative Risk Areas around the airport and prescribes permitted and discretionary land uses for each Relative Risk Area. For noise compatibility, the CALUP provides a noise contour map and requirements related to noise attenuation and airport operations. For airspace protection, the CALUP discusses protection of Part 77 airspace surfaces and the procedural process for ensuring those surfaces are not penetrated. The CALUP is currently being updated with an anticipated completion date of midyear 2014.

5.0 Riverside County Airport Land Use Compatibility Plan, Volume 1

The Riverside County Airport Land Use Commission's (ALUC) main duties include the preparation and adoption of airport land use compatibility plans and the review of certain local agency land use actions and airport plans for consistency with the compatibility plan. Currently, the commission is in the process of preparing an updated Riverside County Airport Land Use Plan. While no specific information for the Hemet-Ryan Airport has been approved for the plan, Volume I (Policy Document) for the updated plan was adopted by the Riverside County ALUC on October 14, 2004. This document contains countywide policies to ensure compatibility between the airport and other uses. Per the Riverside County Airport Land Use Compatibility Plan, the City of Hemet has determined that the Southwest Pre-zoning Project should and will be submitted to the ALUC for review.

Policies contained in the Riverside County Airport Land Use Compatibility Plan relevant to the proposed project include the following:

Chapter 2

1.2.17. Major Land Use Action: Actions related to proposed land uses for which compatibility with airport activity is a particular concern, but for which ALUC review is not always mandatory under state law. These types of actions are listed in Policy 1.5.3.

-
- 1.4.1. Principal Compatibility Concerns:** The Commission is concerned only with the potential impacts related to: (a) Exposure to aircraft noise; (b) Land use safety with respect both to people on the ground and the occupants of aircraft; (c) Protection of airport airspace; and (d) General concerns related to aircraft overflights.
- 1.5.1. Actions Which Always Require ALUC Review:** As required by state law, the following types of actions shall be referred to the Airport Land Use Commission for determination of consistency with the Commission's Plan prior to their approval by the local jurisdiction:
- (a) The adoption or approval of any amendment to a general or specific plan affecting the property within an airport influence area (Public Utilities Code Section 21676(b)).
 - (b) The adoption or approval of a zoning ordinance or building regulation which (1) affects property within an airport influence area, and (2) involves the types of airport impact concerns listed in Section 1.4 (Public Utilities Code Section 21676(b)).
 - (c) Adoption or modification of the master plan for an existing public-use airport (Public Utilities Code Section 21676(c)).
 - (d) Any proposal for expansion of an existing airport or heliport if such expansion will require an amended airport permit from the State of California (Public Utilities Code Section 21664.5).
 - (e) Any proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5) if the facility requires a state airport permit.
- 1.5.3 Major Land Use Actions:** The scope or character of certain major land use actions, as listed below, is such that their compatibility with airport activity is a potential concern. Even though these actions may be basically consistent with the local general plan or specific plan, sufficient detail may not be known to enable a full airport compatibility evaluation at the time that the general plan or specific plan is reviewed. To enable better assessment of compliance with the compatibility criteria set forth herein, ALUC review of these actions may be warranted. The circumstances under which ALUC review of these actions is to be conducted are indicated in Policy 1.5.2 above.
- (a) Actions affecting land uses within any compatibility zone.
 - (b) Any proposed expansion of the sphere of influence of a city or special district.
 - (c) Proposed pre-zoning associated with future annexation of land to a city.
 - (d) Proposed development agreements or amendments to such agreements.
 - (e) Proposed residential development, including land divisions, consisting of five or more dwelling units or lots.
 - (f) Any discretionary development proposal for projects having a building floor area of 20,000 square feet or greater unless only ministerial approval (e.g., a building permit) is required.

6.0 Hemet-Ryan Airport Master Plan

Dated September 2011, the Hemet-Ryan Airport Master Plan (AMP) was prepared for the Riverside County Economic Development Agency. An Environmental Impact Report (EIR) was circulated in December 2011 for public review. The Master Plan and EIR have not been finalized as of the date of this report; however, the AMP provides the latest information known to the public about the planned development of the airport.

7.0 City of Hemet General Plan

The 2030 General Plan for the City of Hemet was adopted on January 22, 2012, and includes several policies related to land use compatibility about Hemet-Ryan Airport. The following excerpted strategies from the City of Hemet General Plan, are applicable to the proposed project.

Land Use Element, Page 2-70. New development projects that are located within the compatibility zones will undergo various levels of City discretionary review, depending upon the proposal. At a minimum, a Site Development Review will be required to be approved by either the Community Development Director or Planning Commission, and will include review of compatibility with the standards of the Comprehensive Airport Land Use Plan (CALUP) and the California Airport Land Use Planning Handbook (Handbook). Any legislative proposals (General Plan Amendments, Specific Plans, Ordinances, etc.) will be also forwarded to the County Airport Land Use Commission (ALUC) for review, as will any uses listed as ALUC Discretionary Review or Incompatible Uses in Table 2.5, per the 1992 CALUP. In addition to compliance with the CALUP and Handbook, projects may need to prepare an Airport Compatibility Study and CEQA review for discretionary uses, and comply with the General Plan policies regarding the airport as contained in the Land Use, Circulation, and Public Safety elements of this General Plan.

Land Use Element, Page 2-75. Until a new Airport Master Plan and CALUP are adopted, the City will use the 1992 CALUP and corresponding safety zones to guide future development in and around the airport. In addition, at the request of the ALUC, the City has included an Interim Airport Overlay Zone (refer to Figure 2) which identifies those properties with General Plan land uses that may be inconsistent with the existing or updated CALUP, and require additional development considerations while the 1992 CALUP is being updated. The Interim Airport Overlay, in conjunction with Table 2.5 and Land Use Policies LU-10.1 through LU-10.5, and Implementation Program LU-P-35, all work in concert to achieve consistency between the 1992 CALUP and the City of Hemet's 2030 General Plan.

Additional policies related to the airport are also included in the Public Safety Element and include Policies PS-4.1 through PS-4.10. Once the new Hemet-Ryan Airport Master Plan and the updated CALUP are adopted, the City will amend the General Plan as needed and repeal the Interim Airport Overlay designation.

The General Plan requires that an analysis of the project's consistency with the CALUP, the latest Handbook, and relevant General Plan policies pertaining to airport safety be provided to the approving body to ensure consistency with adopted airport goals and policies. In addition, the City's Municipal Code Article VI, Section 70-163 can require subdivision developers to submit an airport

land use compatibility study as a requirement of an application for vesting tentative maps, and policy LU-10.2 authorizes the City to require the preparation of an airport land use compatibility study when warranted for legislative or discretionary projects within the Airport Influence Area.

Circulation Element Policy C-7.3: Airport Operations. Support airport operation efforts to attract new industries and associated development that provide job opportunities and stimulate the local economy.

Public Safety Element, PS-4 Goal. Protect lives and property from the potential dangers associated with the use of Hemet-Ryan Airport while recognizing and maintaining its function as a part of Hemet's transportation system.

PS-4.1: Land Use Compatibility. Minimize the risk of potential hazards associated with aircraft operations at the Hemet-Ryan Airport through the implementation of the Hemet-Ryan Airport Land Use Compatibility Plan, and review of legislative land use changes and ordinances located within the Airport Influence Area by the Airport Land Use Commission (ALUC).

PS-4.2: Airport Safety Zones. Consult with Riverside County to maintain adequate open space or compatible development adjoining the Hemet-Ryan Airport as required for safety as identified in the updated and adopted Hemet-Ryan Airport Land Use Compatibility Plan and the Hemet-Ryan Airport Master Plan.

PS-4.3: Accommodate Regional Needs. Support efforts of Hemet-Ryan Airport to accommodate the present and future needs of the California Department of Forestry and Fire Protection's regional air-attack base provided that the safety of surrounding residents and businesses is maintained, and ongoing traffic circulation is not impacted.

PS-4.4: Project Compatibility Review. As part of the City's development review process, applications for the development of land located within the Hemet-Ryan Airport's areas of potential risk shall be reviewed for compatibility with both the City of Hemet's General Plan and the Hemet-Ryan Airport Land Use Compatibility Plan, and the Airport Land Use Planning Handbook issued by the California Department of Transportation Division of Aeronautics, as may be amended from time to time.

PS-4.5: Project Suitability Review. Each development application shall be reviewed in light of the best and most current evidence regarding airport use, noise, potential risks, and safety practices, to ensure that each development is suitable for its proposed location.

PS-4.6: Project Noise Mitigation. Each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce interior noise in airport adjacent uses.

PS-4.7: Aviation Easements. Aviation easements shall be required for all land uses in Safety Areas I, II, and III as part of the development review process. As appropriate, based on location, aviation easements may be required in other areas of the City or Planning Area.

PS-4.8: Project Operating Compatibility. Development applications shall be required to demonstrate that the project is compatible with the following airport land use restrictions:

- a. Any use that would direct a steady 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 the Hemet-Ryan Airport, other than a navigational signal light or visual approach slope indicator approved by the Federal Aviation Administration, shall be prohibited.
- b. Any use that would cause sunlight to be reflected toward an aircraft engaged in initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at the Hemet-Ryan Airport shall be prohibited.
- c. Any use that would generate smoke or vapor, that could attract large concentrations of birds, or that may otherwise affect safe air navigation within the area shall be prohibited.
- d. Any use that would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation shall be prohibited.
- e. Any proposed use within the City that is 200 feet or more in height shall be reviewed by the Airport Land Use Commission and the FAA in regard to airport safety and operational considerations.

PS-4.9: Aviation Wildlife Hazards. Projects that would create a potential to attract hazardous wildlife to, or in the vicinity of, the Hemet-Ryan Airport shall be reviewed for consistency with the standards, practices, and suggestions recommended by the U.S. Department of Transportation, Federal Aviation Administration.

PS-4.10: Airport Expansion. Consult with Riverside County to insure that any updates to the Airport Master Plan, including proposed expansion of the airport land uses or the runways, will not create noise and safety impacts to surrounding land uses or disrupt the existing and planned circulation system surrounding the airport.

General Plan Consistency. The General Plan, including the policies above, was evaluated by the Airport Land Use Commission on January 12, 2012, and found to be consistent with the current CALUP.

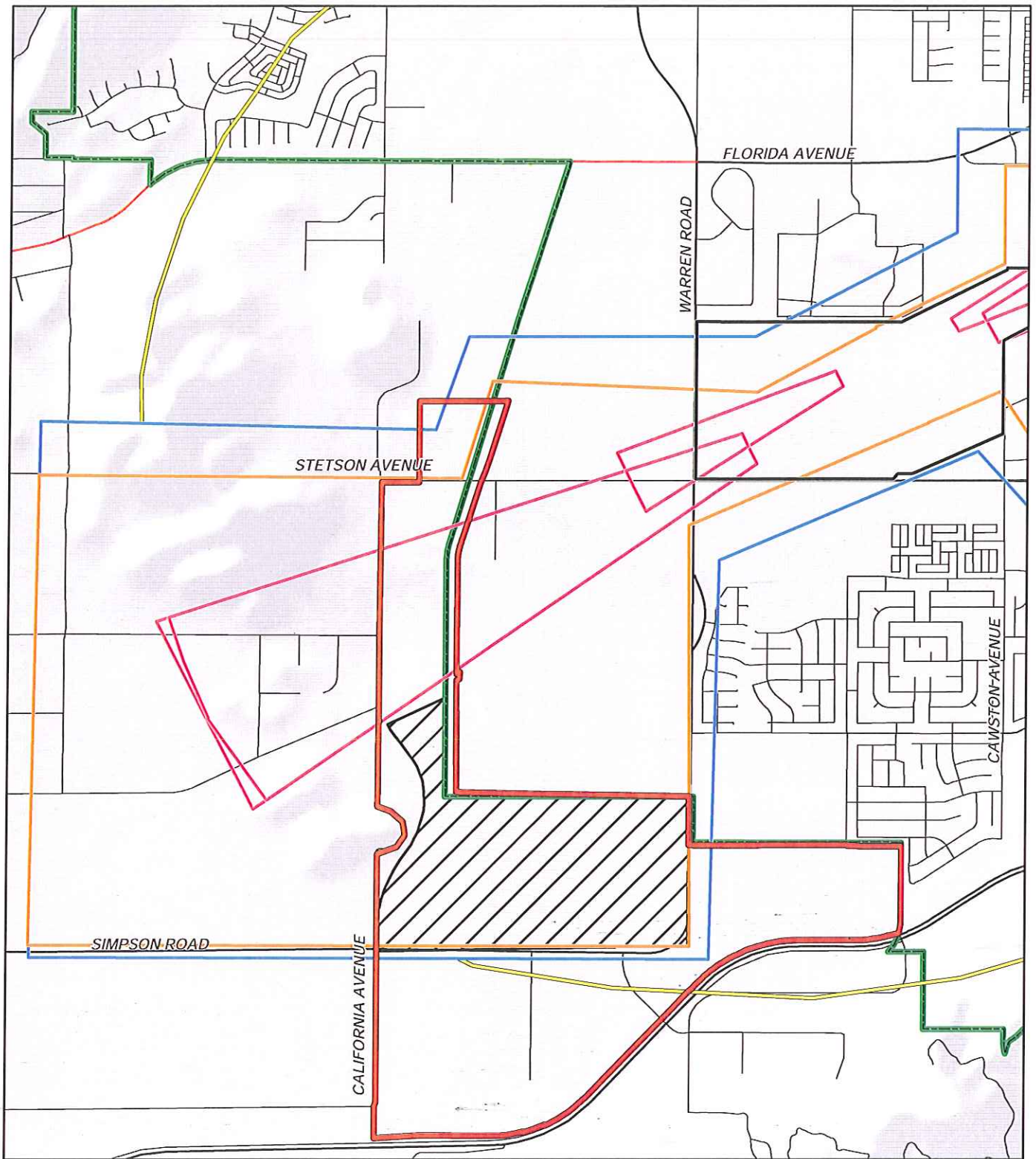
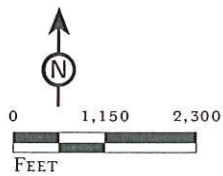


FIGURE 2

LSA



- | | | |
|---------------------|---------------------|--------------------------|
| Project Boundary | Airport Boundary | Area I (Extreme Risk) |
| City of Hemet | Area II (High Risk) | Area III (Moderate Risk) |
| Interim Safety Zone | Transition Area | |
- Airport Land Use Compatibility Zones

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study

CALUP Safety Zones
 with Interim Safety Zones

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008
 I:\HET1301\Reports\LU_Compat\fig2_SafetyZones_InterimSafety.mxd (11/22/2013)

C. CONSISTENCY WITH COMPREHENSIVE AIRPORT LAND USE PLAN FOR HEMET-RYAN AIRPORT

State law requires that each permitted public use airport have an airport land use compatibility plan to ensure land uses around airports are compatible with current and planned airport operations. The Riverside County Airport Land Use Commission adopted a CALUP for Hemet-Ryan Airport in 1992. Since its adoption, there has been one amendment in 2009 to redefine “Places of Assembly” to any public or private structure with over 1,500 square feet and having an occupancy level of more than one person per 30 square feet (i.e., less than 30 square feet per person), including theaters and restaurants. The ALUC is currently in the process of updating the CALUP with an anticipated completion date of midyear 2014.

The current Hemet-Ryan Airport CALUP provides land use compatibility guidance in three areas: safety, noise, and airspace protection.

1.0 Safety Compatibility

1.1: Location of Project in Safety Zones. The Hemet-Ryan Airport CALUP delineates various Relative Risk Areas around the airport and prescribes unpermitted, permitted, and discretionary review land uses for each area. As shown in Figure 3, the project is within Relative Risk Areas I, II, III, and the Transition Zone. Risk Area I is considered an “Area of Extreme Risk” due to aircraft ascending, descending, turning, and changing power settings while landing or taking off from Hemet-Ryan Airport. The nature of these aircraft operations, close proximity to the airport and elevation of the aircraft increases the possibility of an aircraft related accident. Risk Area II is called the “Area of High Risk.” While aircraft are conducting similar operations as in Risk Area I, now the aircraft are at a higher elevation and are less of risk of an aircraft-related accident. Risk Area III is called the “Area of Moderate Risk” and is bounded by the outer radius of the imaginary horizontal surfaces as defined by the Federal Aviation Regulations (FAR) when the CALUP was adopted. Since the FAR Part 77 airspace surfaces represent an area where aircraft are likely operating, this area was determined to be Risk Area III. The Transition Area bridges the area between Risk Area II and III.

1.2: Safety Compatibility Analysis. The CALUP’s policies for each Risk Area correspond to the level of potential risk associated with them. For example, Risk Area I, as the risk area with the most potential risk, also has the most restrictions on land uses. The CALUP recommends that high risk land uses such as hazardous material facilities, institutional uses, places of assembly, and critical facilities should not be allowed. Residential uses are allowed outside of one mile from the runway threshold and no less than 2½ acres per dwelling unit. Agriculture and open space uses are allowed. Commercial, industrial, and residential uses larger than 2½ acres per dwelling unit fall under discretionary review. Risk Area II, with its high risk potential, does not allow public and private schools, institutional uses, places of assembly and hazardous materials. Industrial, agricultural, and residential uses with a minimum lot size of 2½ acres per dwelling unit are permitted uses with commercial uses falling under discretionary review. Many land uses are allowed in Risk Area III with discretionary review over structures over 35 feet tall or 2 stories, institutional land uses, places of assembly, hazardous materials, and public and private schools.

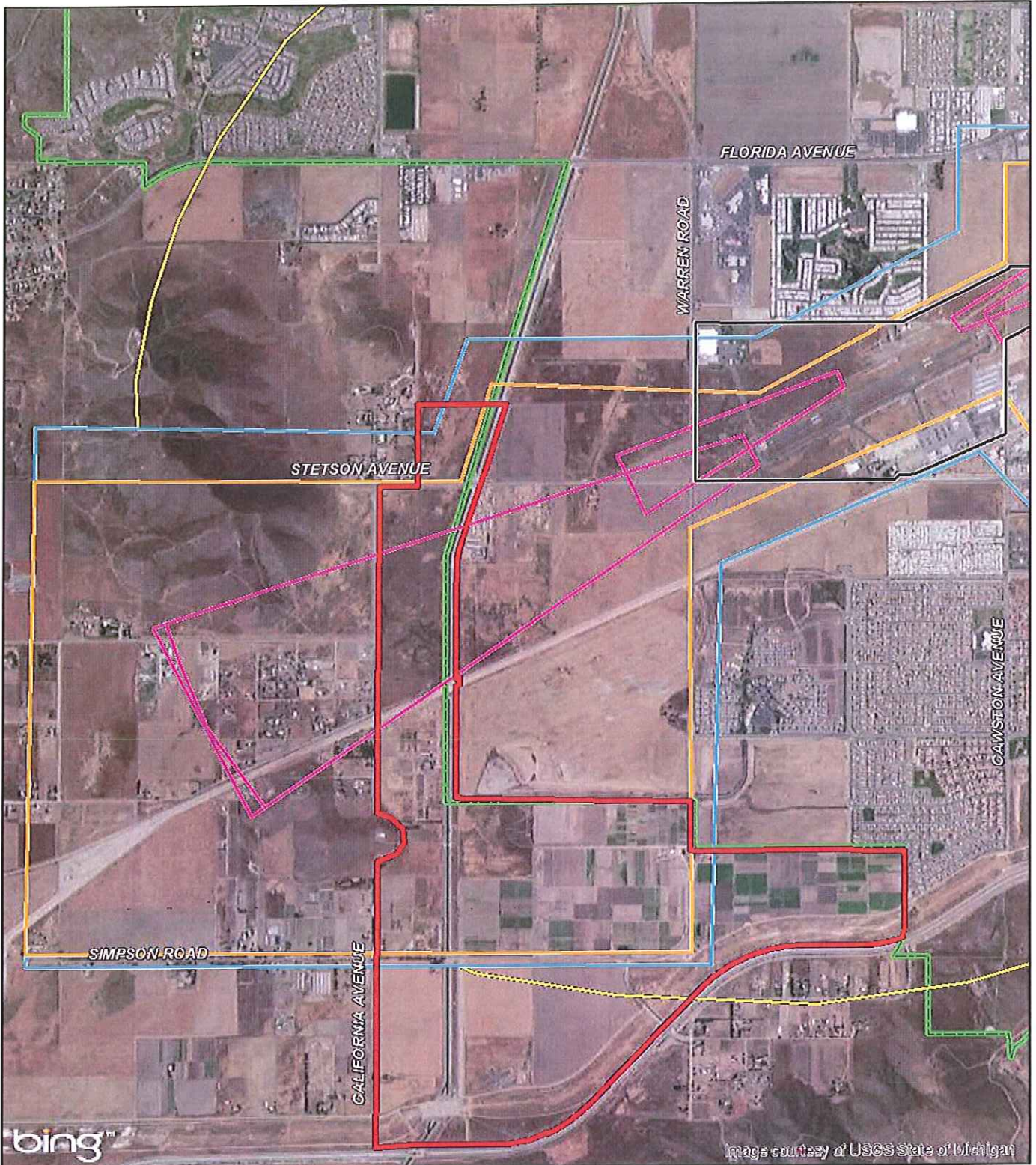
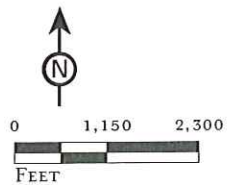


FIGURE 3

LSA



- | | |
|------------------|---|
| Project Location | Airport Land Use Compatibility Zones |
| Airport Boundary | Area I (Extreme Risk) |
| City of Hemet | Area II (High Risk) |
| | Area III (Moderate Risk) |
| | Transition Area |

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study

CALUP Safety Zones

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008
 I:\HET1301\Reports\LU_Compat\fig3_SafetyZones.mxd (11/22/2013)

The project is within all Risk Areas (see Figure 3). A small portion of the project is in the Transition Zone. However, since less than 50 percent of the project is within the Transition Zone, the policies of the Transition Zone are not applicable (CALUP, 28).

As shown in Table A, the City of Hemet proposes to pre-zone the project into a mixture of mixed use, low density residential, industrial, and open space land uses. Figure 4 shows the project in relationship to the CALUP Risk Areas and Table B illustrates the CALUP's safety compatibility policies related to the proposed land uses.

The parcels in Risk Area I are proposed to be open space and manufacturing. Open space land uses are permitted in Risk Area I. The parcels in the manufacturing zone would be consistent with the requirements of the CALUP as the City is currently updating its manufacturing zone (which includes M-1) to state "uses located within the Hemet-Ryan Airport Influence Area are subject to the requirements of the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location" (Section 90-1043). Therefore, the proposed open space and manufacturing land uses are consistent with the requirements of the CALUP.

The parcels in Risk Area II are proposed to be open space (OS), specific plan mixed use (SP-MU), specific plan low density residential (SP-LDR), and business park (BP). Open space is a permitted land use in Risk Area II. For the parcels proposed to be zoned Specific Plan Mixed Use, there are no known land uses at this time. For the parcels proposed to be zoned Specific Plan Low Density Residential, the specific location and density of the land uses are not known at this time. Per Section 1.5.1.a. of the Riverside County Airport Land Use Compatibility Plan and assuming the proposed Specific Plans are within the airport influence area of the current Airport Land Use Compatibility Plan, the Specific Plans will be reviewed by the ALUC for consistency at the time of its establishment by the City of Hemet. The parcels in the business park zone would be consistent with the requirements of the CALUP as the City is currently updating its manufacturing zone (which includes business park) to state "uses located within the Hemet-Ryan Airport Influence Area are subject to the requirements of the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location" (Section 90-1043).

The parcels in Risk Area III are proposed to be open space (OS), residential (R1-7.2) and business park (BP). Open space and residential are permitted land uses in Risk Area III. The City is currently updating its manufacturing zone (which includes business park) to state "uses located within the Hemet-Ryan Airport Influence Area are subject to the requirements of the Riverside County Airport Land Use Plan, which may further limit structure heights or permitted uses depending upon the site location" (Section 90-1043). Therefore, the proposed open space, residential and business park land uses are consistent with the requirements of the CALUP.

Therefore, the project would be consistent with the safety compatibility requirements of the CALUP.

Table A: Existing and Proposed Pre-zoning for Southwest Pre-zoning Project

APN	Acreage	Hemet General Plan	Proposed Pre-Zoning	ALUP Zone	Handbook
465110001	24.89	Industrial	M-1	Area I	Zone 2; Zone 6
465110029	2.17	Open Space	OS	Area I	Zone 6
465110031	0.93	Open Space	OS	Area I	Zone 6
465100001	68.59	Industrial	M-1	Area I; Area II	Zone 2; NAP
465100043	13.26	Open Space	OS	Area I; Area II	Zone 2; NAP
465110033	3.01	Open Space	OS	Area I; Area II	Zone 2; Zone 6
465130014	74.65	Mixed Use	SP-MU	Area II	Zone 6; NAP
465130005	79.08	Mixed Use	SP-MU	Area II	Zone 6; NAP
465110003	31.0	Low Density Residential	SP-LDR	Area II	Zone 6
465110004	10.0	Low Density Residential	SP-LDR	Area II	Zone 6
465110017	8.15	Open Space	OS	Area II	Zone 6
465120001	10.78	Low Density Residential	SP-LDR	Area II	Zone 6
465120003	3.83	Low Density Residential	SP-LDR	Area II	Zone 6
465120004	1.82	Low Density Residential	SP-LDR	Area II	Zone 6
465120007	0.34	Low Density Residential	SP-LDR	Area II	Zone 6
465120009	0.89	Low Density Residential	SP-LDR	Area II	Zone 6
465120016	11.5	Low Density Residential	SP-LDR	Area II	Zone 6
465120019	22.7	Low Density Residential	SP-LDR	Area II	Zone 6
465120021	15.7	Low Density Residential	SP-LDR	Area II	Zone 6
465120023	8.15	Open Space	OS	Area II	Zone 6
465130002	14.81	Low Density Residential	SP-LDR	Area II	Zone 6
465130007	0.02	Open Space	OS	Area II	Zone 6
465130009	9.55	Low Density Residential	SP-LDR	Area II	Zone 6
465130013	6.97	Open Space	OS	Area II	Zone 6
465130016	37.13	Low Density Residential	SP-LDR	Area II	Zone 6
465130017	0.17	Open Space	OS	Area II	Zone 6
465130019	8.43	Low Density Residential	SP-LDR	Area II	Zone 6
465130020	0.68	Low Density Residential	SP-LDR	Area II	Zone 6
465140001	32.22	Low Density Residential	SP-LDR	Area II	Zone 6
465140002	1.28	Low Density Residential	SP-LDR	Area II	Zone 6
465130018	1.31	Mixed Use	BP	Area II; Transition	NAP
454020007	0.14	Low Density Residential	R1-7.2	Area III	Zone 6
454020045	21.24	Low Density Residential	R1-7.2	Area III	NAP
454020046	10.53	Open Space	OS	Area III	NAP
454030074	0.42	Open Space	OS	Area III	NAP
454030075	4.47	Open Space	OS	Area III	NAP

Table A: Existing and Proposed Pre-zoning for Southwest Pre-zoning Project

APN	Acreage	Hemet General Plan	Proposed Pre-Zoning	ALUP Zone	Handbook
465140043	62.91	Mixed Use	BP	Area III; NAP	NAP
454020047	71.6	Low Density Residential	R1-7.2	Area III Transition;	Zone 6; NAP
465140014	12.84	Low Density Residential	SP-LDR	Area III; NAP	Zone 6; NAP
465140015	12.55	Low Density Residential	SP-LDR	Area III; NAP	NAP
465140034	7.82	Low Density Residential	SP-LDR	Area III; NAP	Zone 6; NAP
465140042	8.28	Mixed Use	BP	Area III; NAP	NAP
454020048	26.67	Open Space	OS	NAP	NAP
465140003	1.36	Low Density Residential	SP-LDR	NAP	NAP
465140004	9.0	Low Density Residential	SP-LDR	NAP	NAP
465140018	1.72	Open Space	OS	NAP	NAP
465140021	12.43	Open Space	OS	NAP	Zone 6; NAP
465140022	7.9	Low Density Residential	SP-LDR	NAP	NAP
465140024	10.71	Low Density Residential	SP-LDR	NAP	NAP
465140026	3.22	Open Space	OS	NAP	NAP
465140028	1.18	Open Space	OS	NAP	NAP
465140032	20.88	Mixed Use	BP	NAP	NAP
465140033	2.67	Open Space	OS	NAP	NAP
465140035	3.63	Open Space	OS	NAP	Zone 6; NAP
465140044	1.28	Open Space	OS	NAP	NAP
465140045	0.46	Open Space	OS	NAP	NAP
465140046	50.74	Open Space	OS	NAP	NAP
465220010	3.03	Open Space	OS	NAP	NAP
465220012	2.9	Open Space	OS	NAP	NAP
465220016	14.67	Open Space	OS	NAP	NAP
465220017	1.51	Open Space	OS	NAP	NAP
465220018	1.44	Open Space	OS	NAP	NAP
465220019	0.02	Open Space	OS	NAP	NAP
465220020	7.61	Open Space	OS	NAP	NAP
454020019	1.21	Low Density Residential	R1-7.2	Transition	Zone 6
465030004	12.23	Industrial	M-1	Transition	NAP
465030029	19.48	Industrial	M-1	Transition	NAP

SP-MU (Specific Plan-Mixed Use)
 SP-LDR (Specific Plan-Low Density Residential)
 BP (Business Park)
 M-1 (Limited Manufacturing)
 R1-7.2 (Single Family Residential -- Minimum Lot Size 7,200 square feet)
 OS (Open Space)
 NAP = not a part

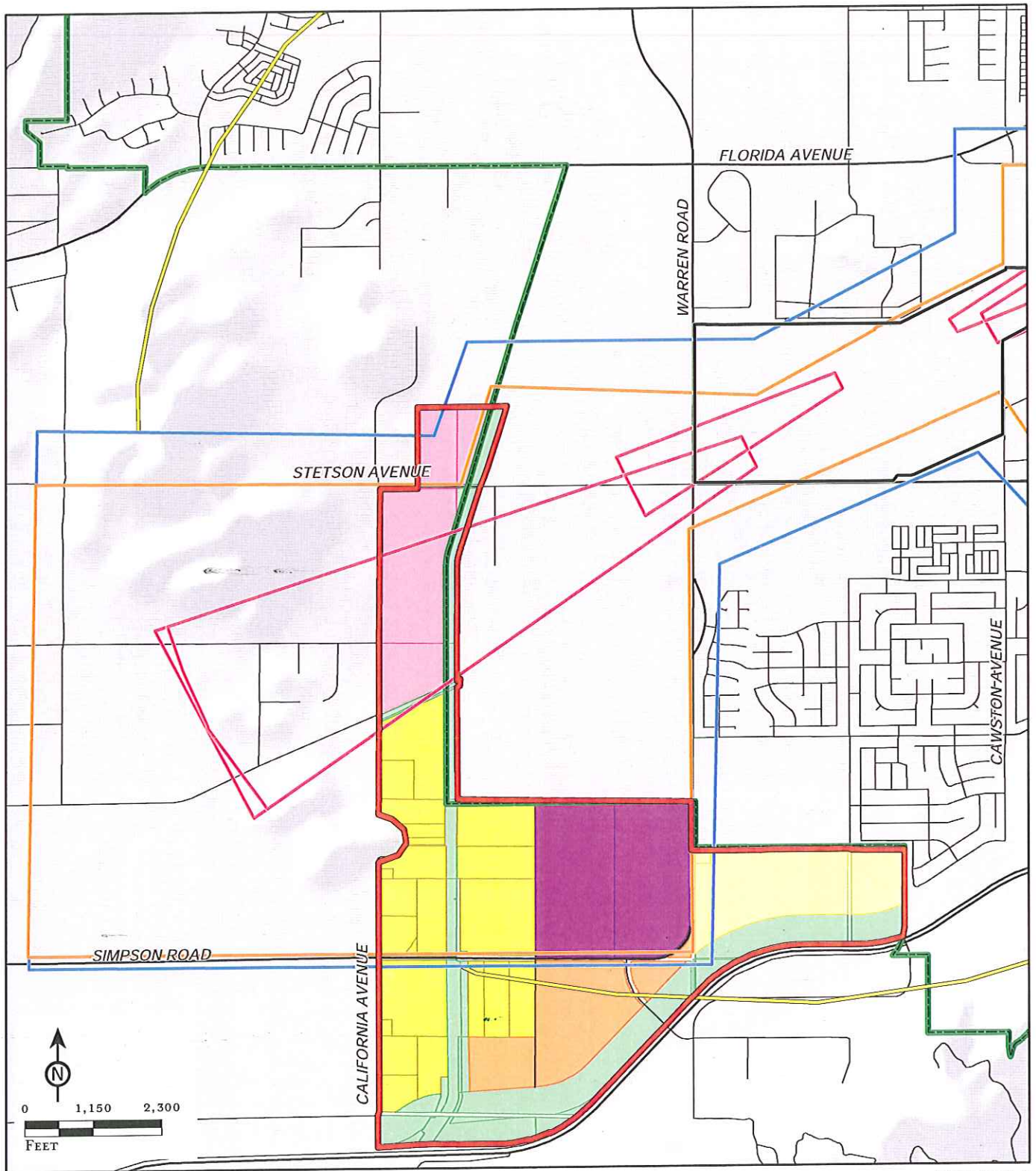


FIGURE 4

LSA		Airport Land Use Compatibility Zones		Southwest Pre-zoning		R1-7.2
Project Boundary	Area I (Extreme Risk)	BP	R1-7.2	SP-LDR	SP-MU	
Airport Boundary	Area II (High Risk)	M-1	OS			
City of Hemet	Area III (Moderate Risk)					
	Transition Area					

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study

CALUP Safety Zones with Zoning

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008
 I:\HET1301\Reports\LU_Compat\fig4_SafetyZones_Zoning.mxd (11/22/2013)

Table B: CALUP Risk Areas and Proposed Land Uses

Risk Area	Permitted Uses	Discretionary Uses	Incompatible Uses	Proposed Uses
1	<ul style="list-style-type: none"> • Agriculture • Open Space 	<ul style="list-style-type: none"> • Commercial • Industrial • Residential (> 2.5 acres per d.u.) 	<ul style="list-style-type: none"> • High Risk Uses including, but not limited to, hazardous materials, institutional uses, places of assembly, and residential uses) 	<ul style="list-style-type: none"> • Open Space (OS) • Manufacturing (M-1)
2	<ul style="list-style-type: none"> • Industrial • Agricultural • Residential (>2.5 acres per d.u.) 	<ul style="list-style-type: none"> • Commercial 	<ul style="list-style-type: none"> • Public and Private Schools • Institutional • Places of Assembly • Hazardous material facilities 	<ul style="list-style-type: none"> • Open Space (OS) • Specific Plan Mixed Use (SP-MU) • Specific Plan Low Density Residential (SP-LDR) • Business Park (BP)
3	<ul style="list-style-type: none"> • Variety of land uses 	<ul style="list-style-type: none"> • Structures over 35 feet or two stories (whichever is greater) • Schools • Institutional Uses • Hazardous materials facilities • Places of Assembly 		<ul style="list-style-type: none"> • Open Space (OS) • Residential (R-1-7.2) • Business Park (BP)

2.0 Noise Compatibility

2.1: Location of Property in Noise Contours. The CALUP provides information related to land use compatibility and airport noise. The noise section of the CALUP describes land use policies and provides the noise contours that surround the runway at Hemet-Ryan Airport. After a review by the Riverside County Airport Land Use Commission staff, a small portion of the project is within the 60 to 65 dB CNEL noise contour, much of the area within the 55–60 dB CNEL noise contour, and a portion is below the 55 dB CNEL noise contour.

2.2: Noise Compatibility Analysis. The CALUP requires aviation easements for all land uses in Risk Areas I, II, and III and requires any habitable structures in the 60 db CNEL noise contour to be sound attenuated to an interior of 45 L_{dn} interior sound level. Both of these requirements will be required of any land uses developed in the project. In addition, the General Plan Safety Element states “each development application shall be required to demonstrate that the project will utilize construction technologies that are designed to reduce noise in airport adjacent uses.” Therefore, the project would be consistent with the noise compatibility requirements of the CALUP through the application of specific design and construction features resulting from the City’s project-specific development review process.

3.0 Airspace Protection Compatibility

3.1: Location of Property in Airspace Protection Surfaces. According to the CALUP, the project is within Risk Area III, which was the outermost layer of the Part 77 surfaces when the CALUP was adopted in 1992. The CALUP states that the airspace protection recommendations apply to “any object of natural growth, terrain, permanent or temporary construction or alteration including equipment or materials and apparatus of a permanent or temporary nature.”

3.2: Airspace Protection Analysis. In order to protect the airspace surfaces around the airport, the CALUP requires developers submit to an airspace analysis through the FAA 30 days prior to the date of proposed construction or alteration. Through the submittal of the Form 7460-1, Notice of Proposed Construction or Alteration, the FAA reviews the project to determine if it would be an obstruction to airspace. All developers would be required to successfully complete the airspace analysis by the FAA before issuance of permits to proceed. Therefore, the project would be consistent with the airspace protection compatibility requirements of the CALUP.

D. CONSISTENCY WITH THE CALTRANS AIRPORT LAND USE PLANNING HANDBOOK

1.0 Safety Compatibility Factor

1.1: Basis of Safety Data for Analysis. The Handbook recommends that each airport Land Use Commission prepare airport specific land use recommendations in the form of ALUCPs and provides recommendations on how those ALUCPs can be prepared. As the CALUP has not been updated and the current maps are from the 1980s, assumptions must be made as to what could be the safety zones around the Hemet-Ryan Airport with implementation of the Handbook. When the City of Hemet updated its General Plan, safety zones for Hemet Ryan Airport were included as part of the Land Use Element. The ALUC reviewed the City’s General Plan on January 12, 2012, and found the General Plan to be consistent following amendments. While the ALUC did not state that the City’s safety zones would be the future safety zones for the airport, there is a reasonable expectation that these zones are the best available safety zones for representation of the Handbook. Figure 5 shows the project in relationship to the General Plan Safety Zones.

1.2: Location of Property in the Safety Zones. Per Figure 5 and previously referenced Table A, the project is in both Safety Zones 2 and 6.

1.3: Safety Compatibility Analysis. Safety Zone 2 is the “inner approach and departure zone” and has a high level of risk due to the low altitude of aircraft generally on final approach into the airport or straight out departures from the airport. The percentage of near runway accidents in this zone ranges from 8 to 22 percent of all accidents (Handbook, page 4-21). The portion of the project within Safety Zone 2 is proposed for manufacturing uses (Figure 6). The Handbook recommends normally allowing low-hazard materials storage and warehouses. These uses should be limited to single-story buildings and should not include the use of hazardous materials or have more than 60 to 80 people on average per gross acre.

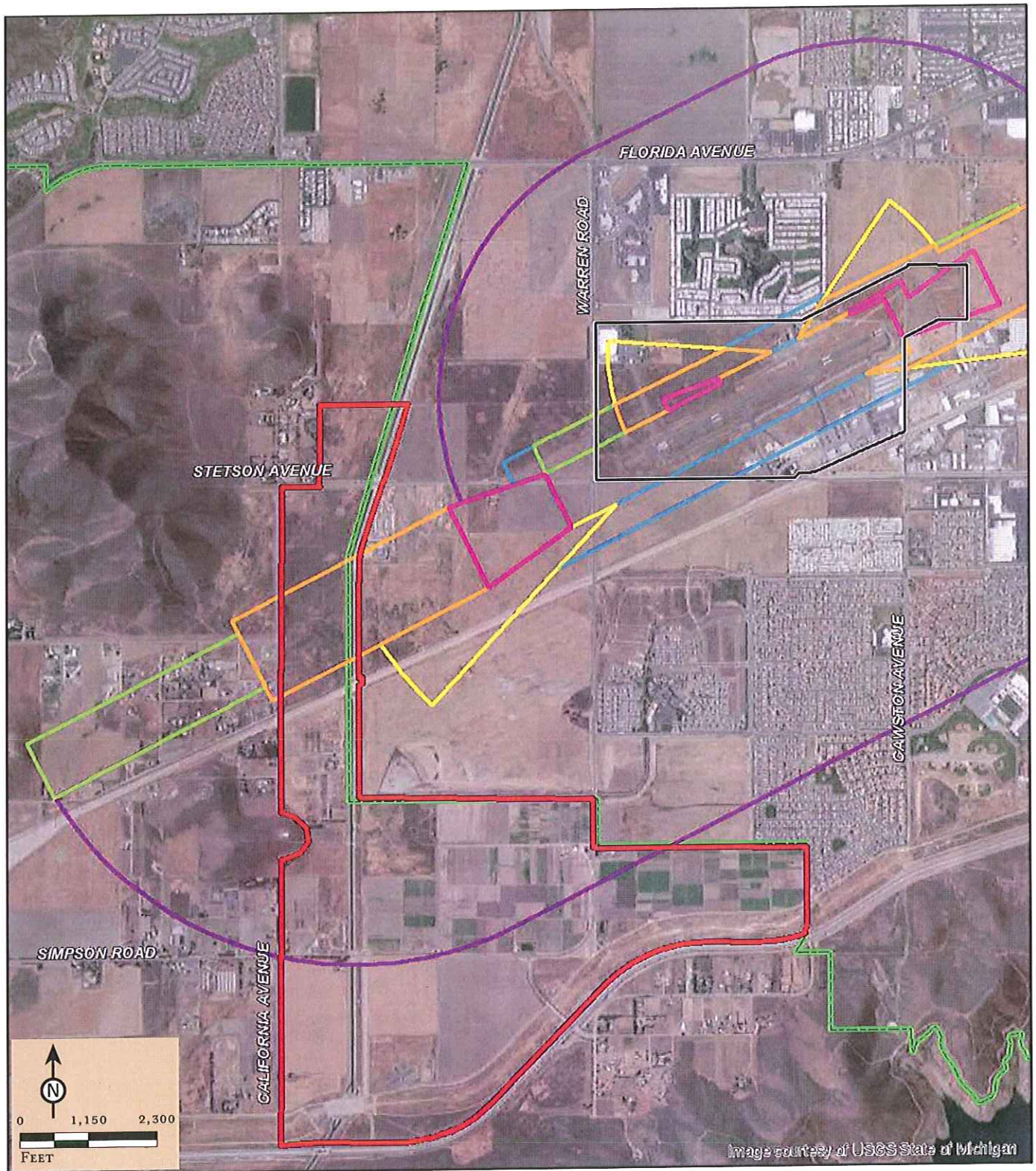


FIGURE 5

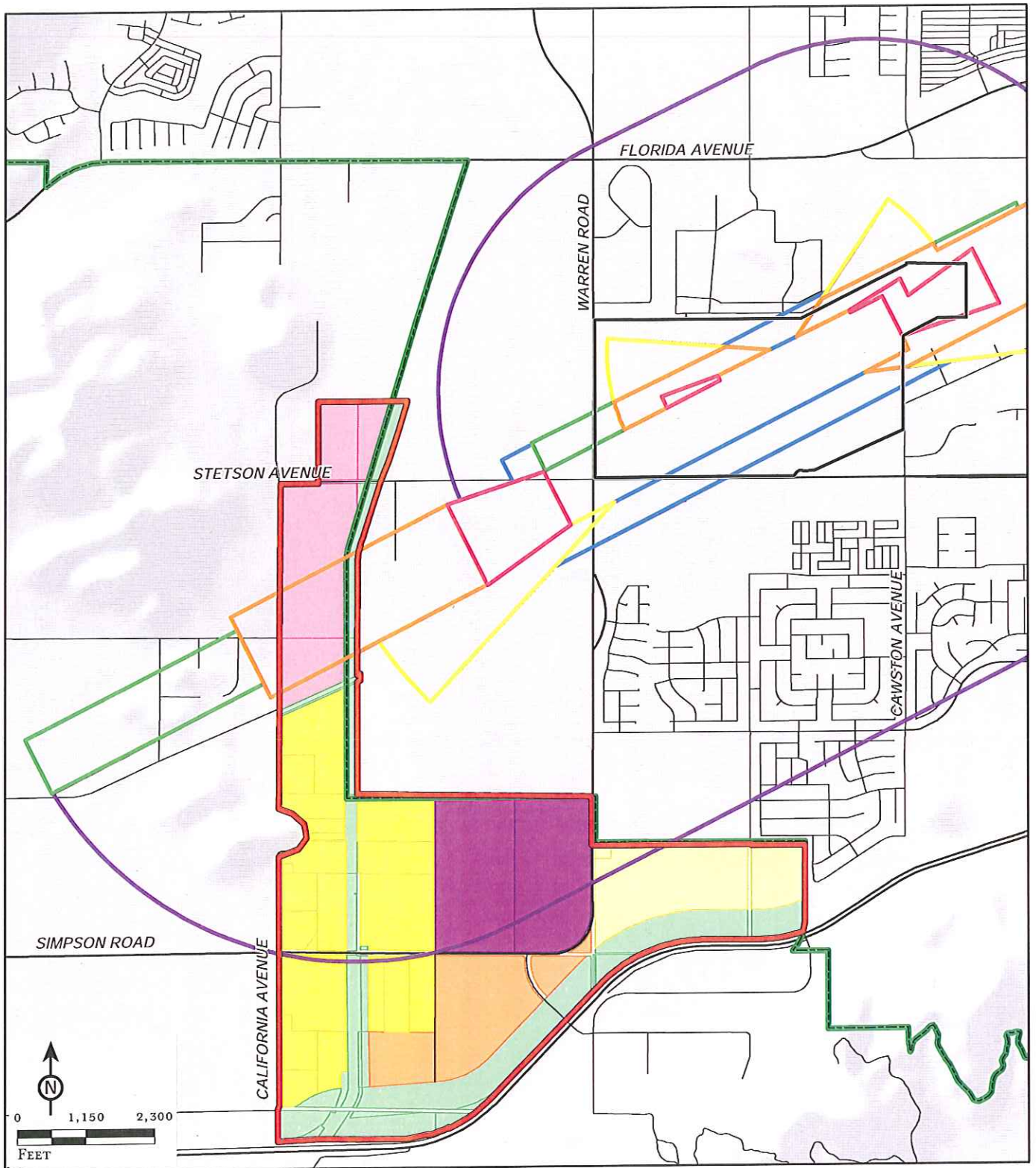
LSA

- | | | |
|------------------|---------------------------------------|---------------------------------------|
| Project Boundary | Safety Zones as seen in General Plan | Zone 4: Outer Approach/Departure Zone |
| Airport Boundary | Zone 1: Runway Protection Zone | Zone 5: Sideline Zone |
| City of Hemet | Zone 2: Inner Approach/Departure Zone | Zone 6: Traffic Pattern Zone |
| | Zone 3: Inner Turning Zone | |

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study

Safety Zones

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008; City of Hemet General Plan, 2011
 I:\HET1301\Reports\LU_Comp\fig5_StateSafetyZones.mxd (11/22/2013)



LSA

- Project Boundary
- Airport Boundary
- City of Hemet

Safety Zones as seen in General Plan

- Zone 1: Runway Protection Zone
- Zone 2: Inner Approach/Departure Zone

- Zone 3: Inner Turning Zone
- Zone 4: Outer Approach/Departure Zone
- Zone 5: Sideline Zone
- Zone 6: Traffic Pattern Zone

Southwest Pre-zoning

- BP
- M-1

- OS
- R1-7.2
- SP-LDR
- SP-MU

FIGURE 6

*City of Hemet
Southwest Rezone Area
Airport Land Use
Compatibility Study*

*Safety Zones
with Zoning*

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008; City of Hemet General Plan, 2011
I:\HET1301\Reports\LU_Compat\fig6_StateSafetyZones_Zoning.mxd (11/25/2013)

Safety Zone 6 is the “traffic pattern zone” and has a lower risk since this area is used by aircraft generally on flight patterns around the airport itself. The portion of the project within Safety Zone 6 is proposed for both residential uses and specific plan mixed use (Figure 6). The specific plan mixed use portion of the project area is still being developed and will be subject to ALUC review upon its establishment. The residential uses would be single-family residences with a minimum lot size of 7,200 square feet. The Handbook recommends normally allowing new residential uses, limiting children’s schools, large daycare centers, hospitals, and nursing homes along with processing and storage of bulk quantities of highly hazardous materials in Zone 6. Outdoor stadiums or uses with very high intensities of people are not recommended. Therefore, the project would be consistent with the safety compatibility recommendations in the Handbook.

2.0 Noise Compatibility Factor

2.1: Basis of Noise Contours for Analysis. As discussed in the CALUP noise compatibility section above, the objective of noise compatibility planning around airports is to reduce the “number of people exposed to frequent and/or high levels of aircraft noise capable of disrupting noise-sensitive activities” (Handbook, page 4-12). To minimize noise exposure, the Handbook recommends restricting certain noise-sensitive activities around airports. Since the CALUP is currently being revised, it was important to determine the next best data reflecting the planned operations of the airport. In 2011, a Draft Environmental Impact Report for the proposed Hemet-Ryan AMP was prepared. The EIR included future noise contours based on the proposed future airport operations. The Handbook states that AMPs are “one of the preferred sources for airport activity forecasts and noise contours” (Handbook, page 3-7).

2.2: Location of Property in the Noise Contours. Utilizing the future 2013 noise contours presented in the AMP’s EIR, only a portion of the property is located within the 60-65 dB CNEL noise contour (see Figure 7).

2.3: Noise Compatibility Analysis. The Handbook primarily focuses on the development of new residential land uses and noise-sensitive land uses (such as schools) in higher decibel noise contours. Unless a new nonresidential land use would be highly disruptive to airport-related noise exposure, the Handbook provides sample policies stating that those land uses should not be restricted. As seen in Figure 8, the portion of the project within the 60–65 dB CNEL noise contour is proposed for manufacturing uses. The proposed manufacturing zone will not result in the development of noise-sensitive land uses. Therefore, the project would be consistent with the noise compatibility recommendations in the Handbook.

3.0 Airspace Protection Compatibility Factor

3.1: Basis of Airspace Protection Surfaces for Analysis. As the CALUP has not been revised to reflect the airspace protection layer, the Airspace Plan found within the Airport Layout Plan provides the data for the current Part 77 surfaces. Those airspace surfaces are shown in Figure 9.

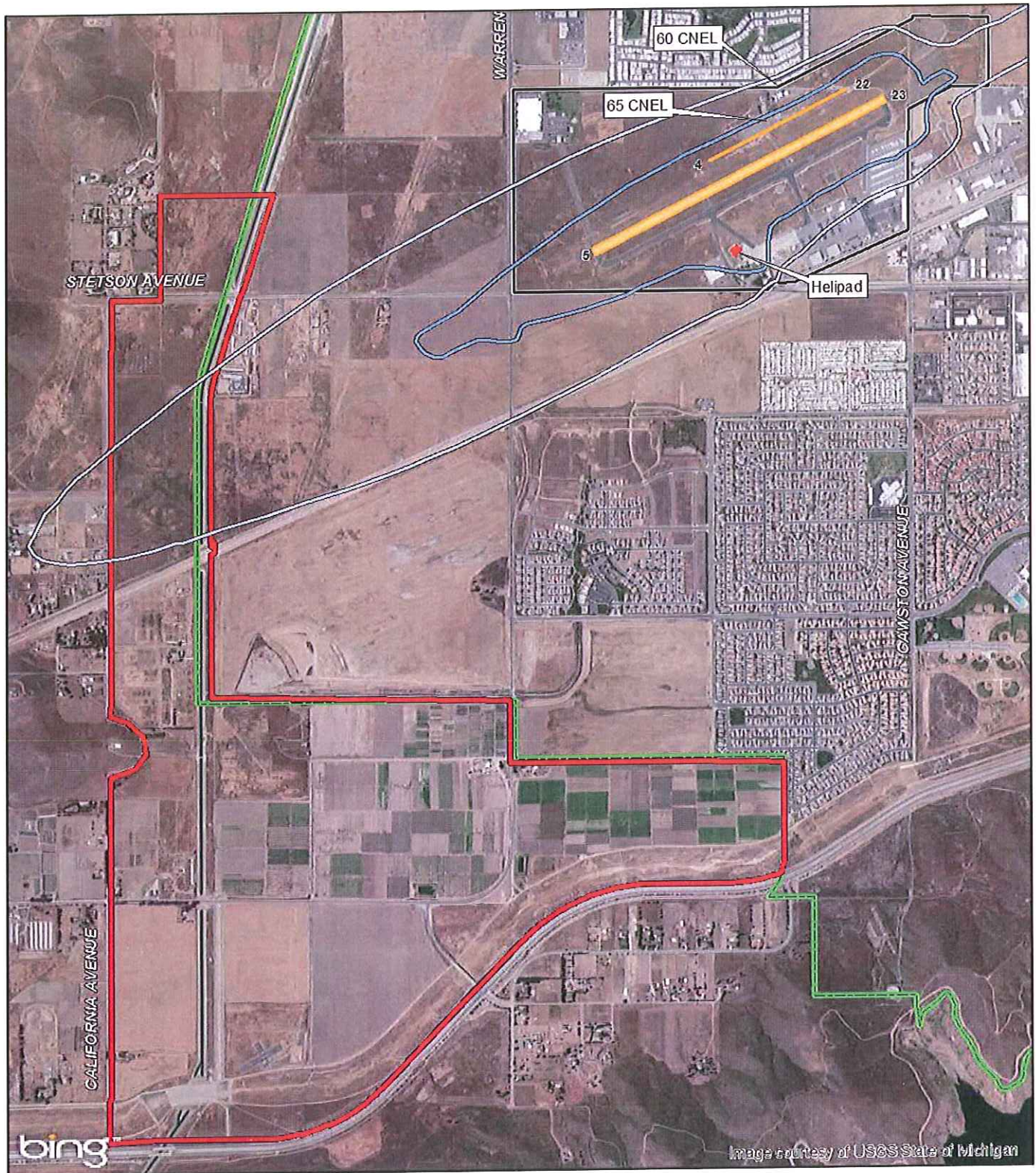
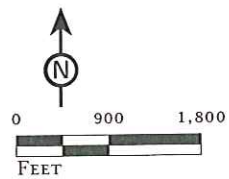


FIGURE 7

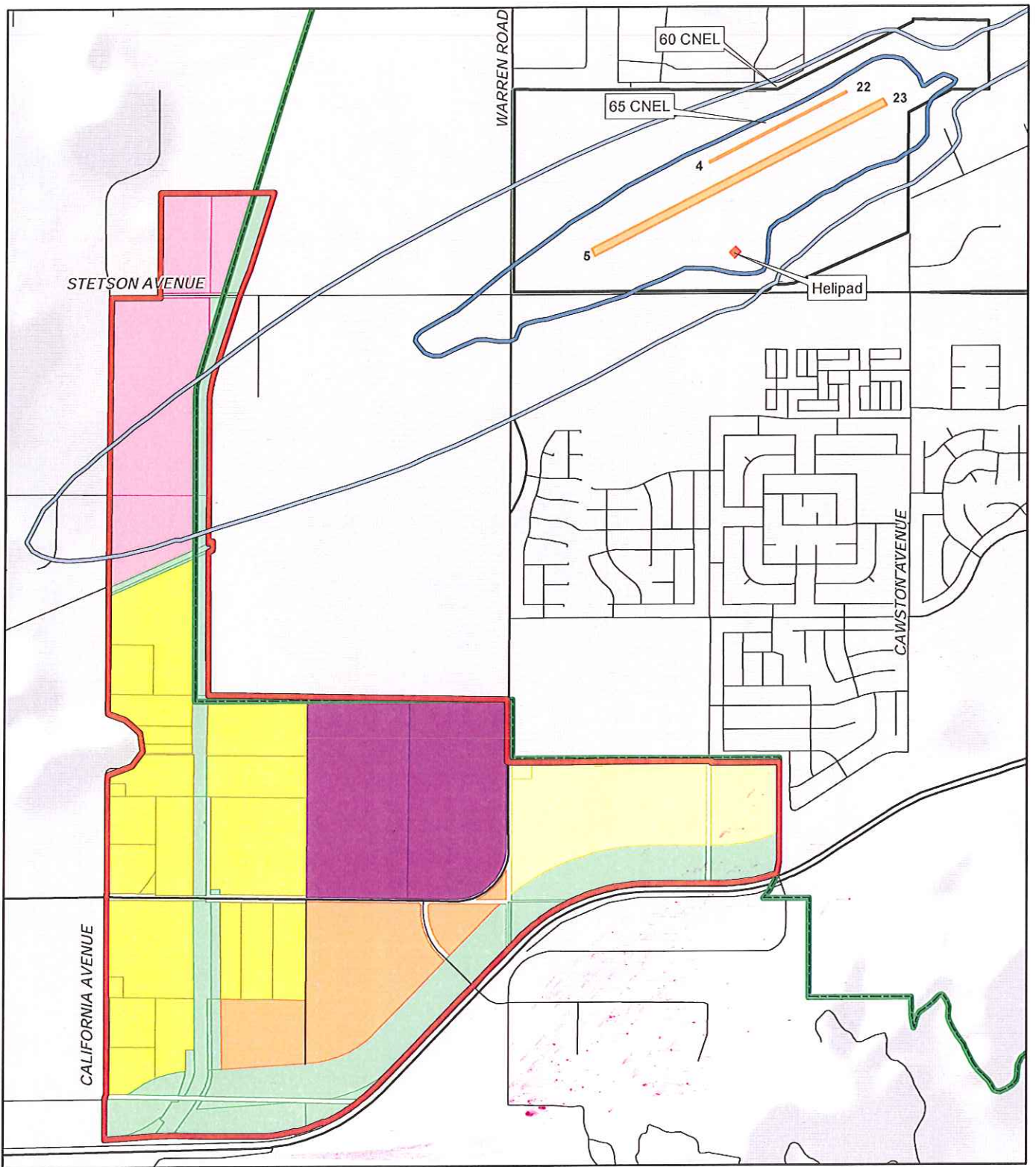
LSA



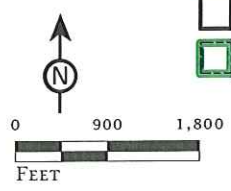
- Project Boundary
- Airport Boundary
- City of Hemet
- Helipad
- Runway
- Projected 2031 Noise Contours
- 60 CNEL
- 65 CNEL

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study
 Potential Future Noise Contours

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008; Airport Master Plan, 2011
 I:\HET1301\Reports\LU_Compat\fig7_FutureNoise.mxd (11/22/2013)



LSA



- | | | | |
|------------------|-------------------------------|----------------------|--------|
| Project Boundary | Helipad | Southwest Pre-zoning | R1-7.2 |
| Airport Boundary | Runway | M-1 | SP-LDR |
| City of Hemet | Projected 2031 Noise Contours | OS | SP-MU |
| | 60 CNEL | | |
| | 65 CNEL | | |

FIGURE 8

City of Hemet
 Southwest Rezone Area
 Airport Land Use
 Compatibility Study

Potential Future Noise
 Contours with Zoning

SOURCE: Bing Aerial, 2010; Riverside County, 2011 & 2013; Mead & Hunt, 2008; Airport Master Plan, 2011
 I:\HET1301\Reports\LU_Compact\fig8_FutureNoise_zoning.mxd (11/25/2013)

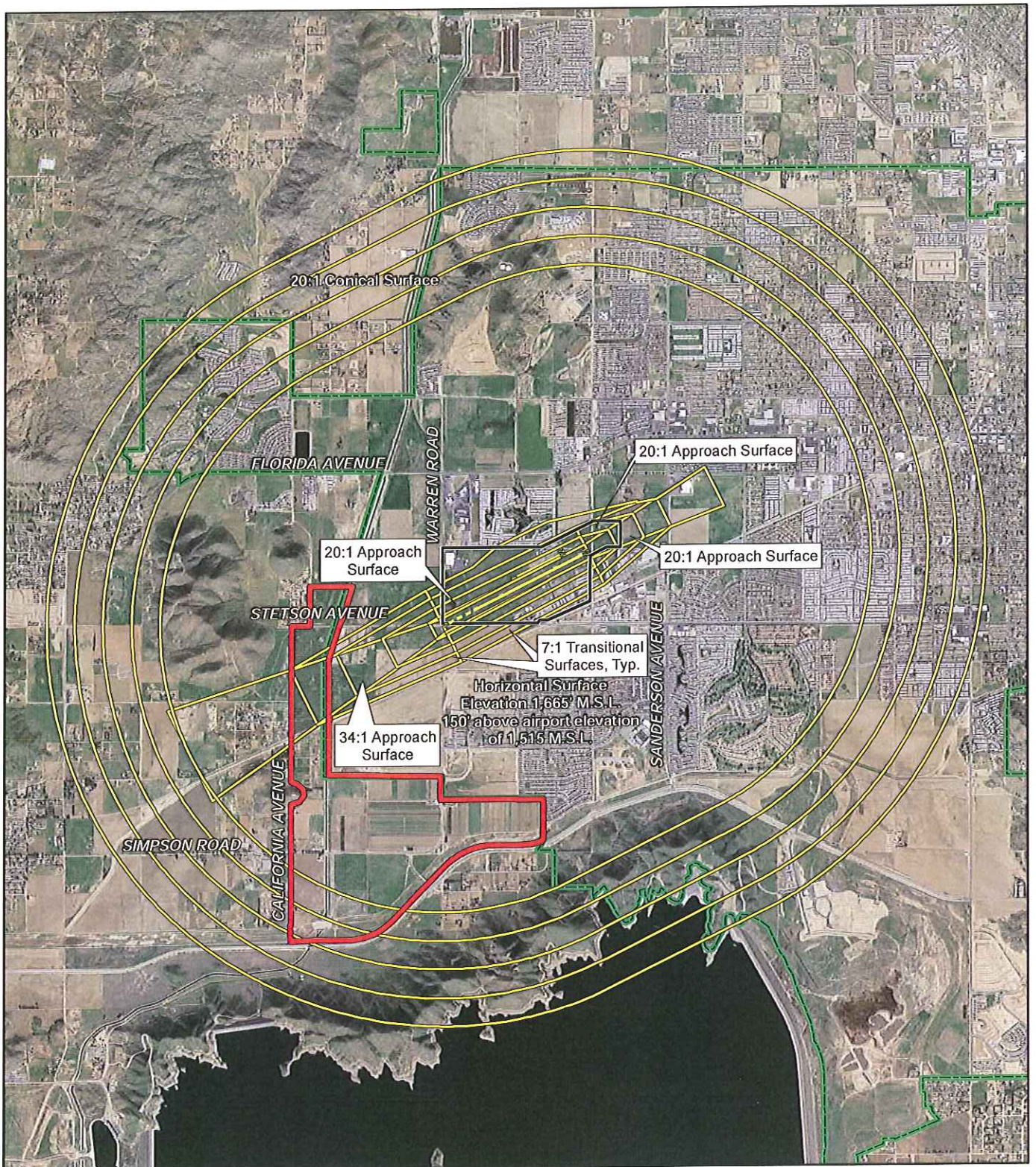
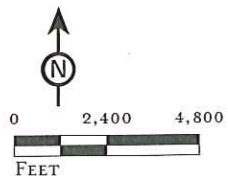


FIGURE 9

LSA



- Project Boundary
- Airport Boundary
- City of Hemet
- Part 77 Surfaces

City of Hemet
 Southwest Rezone Area
 Airport Land Use Compatibility Study
 Airspace Protection Surfaces

SOURCE: AirPhoto USA, 2008; Riverside County, 2011 & 2013; Mead & Hunt, 2004; City of Hemet, 2013.
 I:\HET1301\Reports\LU_Compat\fig9_AirportLayout_Part77.mxd (11/22/2013)

3.2: Location of Property within the Airspace Protection Surfaces. The property would be within the Part 77 surfaces for Hemet-Ryan Airport.

3.3: Airspace Protection Compatibility. In order to protect the airspace surfaces around the airport, the Handbook recommends the same requirements of the CALUP: developers submit an airspace analysis to the FAA 30 days prior to the date of proposed construction or alteration. All developers would be required to successfully complete the airspace analysis by the FAA before issuance of permits to proceed. Therefore, the project would be consistent with the airspace protection compatibility recommendations of the Handbook.

3.6: Location of the Property Related to Overflight. Per the Handbook guidance, the overflight notification area is usually determined through various airport-specific factors including noise contours, flight tracks, and noise complaints. For purposes of this study, it is assumed the project will fall within any future overflight area based on its proximity to the airport and current placement in the noise contours.

3.7: Overflight Compatibility. Through the City's General Plan Public Safety Element Policy 4.7, aviation easements are required for all land uses within the Risk Areas. Therefore, the project would be consistent with the overflight compatibility recommendations of the Handbook.

E. SUMMARY

As described above, the project has been analyzed for consistency with the requirements of the CALUP and the recommendations in the Handbook. The CALUP provides requirements related to safety, noise, and airspace protection. The project is consistent with the safety, noise and airspace protection requirements in the CALUP. Additionally, the project is consistent with all of the safety, noise, airspace protection, and overflight compatibility recommendations in the Handbook.

F. REFERENCES

- California Department of Transportation (Caltrans). *California Airport Land Use Planning Handbook*. 2011.
- Code of Federal Regulations, Title 14, *Aeronautics and Space*; Chapter I, *Federal Aviation Administration, Department of Transportation*; Subchapter D, *Airmen*; Part 77, *Objects Affecting Navigable Airspace*.
- Riverside County Economic Development Agency, *Draft Hemet-Ryan Airport Master Plan*, 2011.
- U.S. Department of Transportation, Federal Aviation Administration, *Airport Design*, Advisory Circular 150.5300-13, Incorporates Changes 1 through 5, Initiated by AAS-110, September 29, 1989.
- County of Riverside, Hemet-Ryan Airport Layout Plan, Airspace Map, Sheet 2 of 2, May 2011.

G. ACRONYMS

ALUC	Riverside County Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AMP	Airport Master Plan
Caltrans	California Department of Transportation
CALUP	Comprehensive Airport Land Use Plan for the Hemet-Ryan Airport
CNEL	Community Noise Equivalent Level
dB	decibel (unit of noise measurement)
EIR	Environmental Impact Report
FAA	Federal Aviation Administration
FAR	Federal Aviation Regulation
Handbook	California Department of Transportation, Division of Aeronautics, Airport Land Use Planning Handbook
LSA	LSA Associates, Inc.
PUC	Public Utilities Code

NOTICE OF PUBLIC HEARING

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

A PUBLIC HEARING has been scheduled before the Riverside County Airport Land Use Commission (ALUC) to consider the application described below.

Any person may submit written comments to the ALUC at the 14th Floor address listed here before the hearing or may appear and be heard in support of or opposition to the project at the time of hearing. The proposed project application may be viewed at the Riverside County Administrative Center, 4080 Lemon Street, 14th Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Christmas (December 25) and New Year's Day (January 1), and by prescheduled appointment on Tuesday, December 24 and Friday, January 3.

PLACE OF HEARING: Riverside County Administration Center
4080 Lemon St., 1st Floor Hearing Room
Riverside, California

DATE OF HEARING: January 9, 2014

TIME OF HEARING: 9:00 A.M.

CASE DESCRIPTION:

ZAP1029HR13 – City of Hemet – Case Nos. ZOA 13-004, ZOA 13-011, and ZC 13-003. ZOA 13-004 proposes the establishment of a Specific Plan (SP) zone and includes policies and procedures for the preparation, processing, and review of specific plans. The SP zone would or could be applied to areas within adopted specific plans and to areas where the adoption of a specific plan would be required prior to development. ZOA 13-011 amends the Manufacturing Zones section of the City's zoning ordinance by establishing the Business Park (BP) zoning classification (corresponding to the Business Park General Plan land use designation and potentially applicable within areas so designated) and by comprehensively revising the list of permitted land uses and development standards in the M-1 (Limited Manufacturing) and M-2 (Heavy Manufacturing) zones. Additionally, development standards for mini-warehouses/personal storage are transferred to Article III, Special Uses and Conditions, and definitions are added to Article I. ZC 13-003 proposes pre-zoning of 940.63 acres of unincorporated areas located easterly of California Avenue, northerly of Domenigoni Parkway, westerly and southwesterly of the Hemet city limits within the City's sphere of influence. The zones that would be applicable upon annexation include SP-LDR (Specific Plan-Low Density Residential), SP-MU (Specific Plan-Mixed Use), R1-7.2 (Single-Family Residential, minimum lot size 7,200 square feet), BP (Business Park), M-1 (Limited Manufacturing), and OS (Open Space). (Citywide, including Areas I, II, Transition Area, and III of the Hemet-Ryan Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Nancy Gutierrez of the City of Hemet Planning Department, at (951) 765-2382.

APPLICATION FOR MAJOR LAND USE ACTION REVIEW
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1029 HR13

PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application _____
 Applicant Property Owner City of Hemet Phone Number 951-765-2375
 Mailing Address Deanna Elliano, Community Development Director
445 E. Florida Avenue
Hemet, CA 92543

Agent (if any) _____ Phone Number _____
 Mailing Address _____

PROJECT LOCATION (TO BE COMPLETED BY APPLICANT) See attached packet
 Attach an accurately scaled map showing the relationship of the project site to the airport boundary and runways

Street Address _____
 Assessor's Parcel No. _____ Parcel Size _____
 Subdivision Name _____ Zoning _____
 Lot Number _____ Classification _____

PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT) See attached packet
 If applicable, attach a detailed site plan showing ground elevations, the location of structures, open spaces and water bodies, and the heights of structures and trees; include additional project description data as needed

Existing Land Use (describe) _____

Proposed Land Use (describe) _____

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) _____
 For Other Land Uses Hours of Use _____
 (See Appendix C) Number of People on Site Maximum Number _____
 Method of Calculation _____

Height Data Height above Ground or Tallest Object (including antennas and trees) _____ ft.
 Highest Elevation (above sea level) of Any Object or Terrain on Site _____ ft.

Flight Hazards Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight? Yes
 No
 If yes, describe _____

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)

Date Received _____

Agency Name _____

Staff Contact _____

Phone Number _____

Agency's Project No. _____

City of Hemet
Nancy Gutierrez
951-765-2382
ZOA 13-004 ZC 13-003
ZOA 13-011

Type of Project

- General Plan Amendment
- Zoning Amendment or Variance
- Subdivision Approval
- Use Permit
- Public Facility
- Other _____

A. NOTICE: Failure of an applicant to submit complete or adequate information pursuant to Sections 65940 to 65948 inclusive, of the California Government Code, MAY constitute grounds for disapproval of actions, regulations, or permits.

B. SUBMISSION PACKAGE:

ALUC REVIEW

- 1 Completed Application Form
- 1 Project Site Plan – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 Each . 8 ½ x 11 reduced copy of the above
- 1 8 ½ x 11 reduced copy showing project in relationship to airport.
- 1 Set . Floor plans for non-residential projects
- 4 Sets . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of all property owners within a 300' radius of the project site. If more than 100 property owners are involved, please provide pre-stamped envelopes (size #10), with ALUC return address.
- 4 Sets . Gummed address labels of the referring agency (City or County).
- 1 Check for Fee (See Item "C" below)

STAFF REVIEW (Consult with ALUC staff planner as to whether project qualifies)

- 1 Completed Application Form
- 1 Project Site Plans – Folded (8-1/2 x 14 max.)
- 1 Elevations of Buildings - Folded
- 1 8 ½ x 11 Vicinity Map
- 1 Set . Gummed address labels of the Owner and representative (*See Proponent*).
- 1 Set . Gummed address labels of the referring agency.
- 1 Check for review—See Below

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

STAFF REPORT

ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. During the months of November and December, as authorized pursuant to Section 1.5.2(d) of the 2004 Riverside County Airport Land Use Compatibility Plan, ALUC Director Ed Cooper reviewed one non-legislative case in Airport Compatibility Zone E, a revised proposal expanding the size of the proposed fitness center building on the grounds of the stroke recovery center located northerly of Alejo Road and easterly of Commercial Road in Palm Springs, and determined that the revised proposal remains consistent with the Palm Springs International Airport Land Use Compatibility Plan. Copies of the approval letters and background information are attached, for the Commission's information.
- 4.2 Report from the Ad Hoc Hemet-Ryan Airport Land Use Compatibility Plan Subcommittee. The meeting of the Ad Hoc Hemet-Ryan Airport Land Use Compatibility Plan Subcommittee originally scheduled for December 18, 2013 was canceled following discussions with representatives of the Riverside County Economic Development Agency (EDA) - Aviation Division, so there is no report from the subcommittee.

A Compatibility Plan should be based on an Airport Layout Plan approved by the Federal Aviation Administration. The Master Plan approval process has paused, with the Economic Development Agency unable to complete the Environmental Impact Report due to uncertainties on California Department of Forestry (Cal Fire) basing (north or south of the runway) at the airport. The original concept was that the new Compatibility Plan would be based on the new Master Plan, with the agreed-upon northeasterly runway extension with a displaced threshold. However, in the absence of a Master Plan with accompanying Environmental Impact Report addressing the runway extension, it is not clear whether to base new Compatibility Zones on the preferred alternative or on the existing facility. Furthermore, EDA officials have advised that the Federal Aviation Administration has increased the complexity of the Airport Layout Plan process by requiring additional items on its checklist. EDA officials will be meeting with Cal Fire representatives later in January and will then need to study their options before proceeding.

- 4.3 Compatibility Plan Status Update. March ARB - Work continues to progress toward the preparation of the Draft Environmental Impact Report for the March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan. The core of this work is the completion of the residential and nonresidential potential yield displacement analyses for each of the affected jurisdictions. Project consultant Mead & Hunt has completed a methodological discussion and generated analyses for areas within the cities of Riverside and Moreno Valley. Analyses for the City of Perris, unincorporated Riverside County, and areas under the jurisdiction of March Joint Powers Authority are in progress. This work must be completed before an administrative "screencheck" copy of the Draft Environmental Impact Report is submitted to ALUC staff for review. At this point, we believe that the initial schedule unveiled at the Plan workshop this past summer has slipped about 60 days, such that the Commission's first hearing on this matter probably will not occur before April.

Banning Municipal Airport Land Use Compatibility Plan – An agreement has been sent to the City of Banning to fund an amendment to nonresidential compatibility criteria applicable within Airport Compatibility Zone D of the Banning Municipal Airport Land Use Compatibility Plan. It is hoped that work on this amendment will be able to commence in February as soon as the agreement is signed by representatives of the City of Banning and approved by the Board of Supervisors.

Y:\ALUC\ALUC Administrative Items\Admin Item 01-09-14.doc

H.1

AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



December 9, 2013

CHAIR
Simon Housman
Rancho Mirage

VICE CHAIRMAN
Rod Ballance
Riverside

COMMISSIONERS

Arthur Butler
Riverside

John Lyon
Riverside

Glen Holmes
Hemet

Greg Pettis
Cathedral City

Richard Stewart
Moreno Valley

STAFF

Director
Ed Cooper

John Guerin
Russell Brady
Barbara Santos

County Administrative Center
4060 Lemon St., 14th Floor.
Riverside, CA 92501
(951) 955-5132

www.rcaluc.org

Mr. David Newell, Associate Planner
City of Palm Springs Department of Planning Services
3200 E. Tahquitz Canyon Way
Palm Springs, CA 92262

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW
File No.: ZAP1016PS13
Related File No.: Design Review 3.2853 (**REVISED PROPOSAL**)
APN: 507-380-026, 507-380-027

Dear Mr. Newell:

Under the delegation of the Riverside County Airport Land Use Commission (ALUC), staff reviewed the above- referenced revised proposal to develop a fitness center associated with the existing stroke recovery center located on the 4.74 acres located northerly of Alejo Road, easterly of Commercial Road, in the City of Palm Springs. The amended project proposes to increase the floor area of the recently approved fitness center (previously reviewed by this office as ZAP1015PS13 and found consistent) by 963 square feet and increase the maximum building height by 4 inches. Although other future project components were noted on the original site plan, the City's current permit and ALUC's review is solely for the current proposed fitness center. Other future project components as shown on the original site plan would require ALUC review once formal application for these structures is submitted to the City. Specifically, development within the portion of the property located within Compatibility Zone B2 would be subject to review by the Commission.

The portion of the property including the proposed specific site of the fitness center is located in Airport Compatibility Zone E of the 2005 Palm Springs Airport Land Use Compatibility Plan. The existing and proposed maximum grade is approximately 447 feet above mean sea level (AMSL), with the proposed building at a revised height of 11 feet 6 inches for a maximum elevation of 458.5 feet AMSL. Based on the distance from the parcel property line to the nearest point of the runway (1,050 feet) and the elevation of the runway at the displaced threshold (448.6 feet AMSL), FAA Obstruction Evaluation review would be required for any structure at the property line exceeding 459.1 feet AMSL. (The distance from the centerline of the runway to the actual building location has been given as 1,554 feet.) However, since the proposed building would not exceed an elevation of 459.1 feet at its uppermost point, FAA Obstruction Evaluation review is not required.

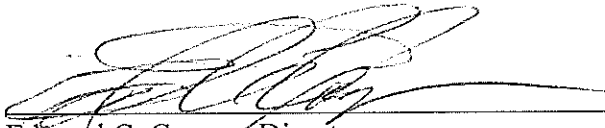
As ALUC Director, I hereby find the above-referenced revised project **CONSISTENT** with the 2005 Palm Springs Airport Land Use Compatibility Plan, subject to the following conditions:

CONDITIONS:

1. 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.
2. 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, production of cereal grains, sunflower, and row crops, artificial marshes, recycling centers containing putrescible wastes, and construction and demolition debris facilities.)
 - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The attached "Notice of Airport in Vicinity" shall be provided to all potential tenants and purchasers.
4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. The maximum elevation of the proposed fitness center building shall not exceed 459.1 feet above mean sea level. If the above provision cannot be met, the building shall not be constructed until the Federal Aviation Administration Obstruction Evaluation Service has issued a "Determination of No Hazard to Air Navigation" for the building pursuant to the Form 7460-1 process.

If you have any questions, please contact Russell Brady, Contract Planner, at (951) 955-0549, or John Guerin, Principal Planner, at (951) 955-0982.

Sincerely,
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

Attachment: Notice of Airport in Vicinity

cc: Stroke Recovery Center – Attn.: Beverly Greer
Sean Lockyer, AR+D – Attn.: Amanda Woo
Thomas Nolan, Executive Director, Palm Springs International Airport
ALUC Staff

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1016PS13\ZAP1016PS13.LTR.doc

NOTICE OF AIRPORT IN VICINITY

This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you. Business & Professions Code Section 11010 (b) (13)(A)

