



# 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., February 13, 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, 14<sup>th</sup> 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](mailto: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 PUBLIC HEARING: CONTINUED CASE

### **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 40<sup>th</sup> 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](mailto:rbrady@rctlma.org).

Staff Recommendation: INCONSISTENT

County Administrative Center  
4080 Lemon St., 14<sup>th</sup> Floor  
Riverside, CA 92501  
(951) 955-5132

[www.rcaluc.org](http://www.rcaluc.org)

3.0 PUBLIC HEARING: NEW CASES**MARCH AIR RESERVE BASE**

- 3.1 ZAP1094MA13 – Fayez Sedrak/Parcel 33 Trust (Representative: W. Tan Engineering) - County Case Nos. GPA 01058 (General Plan Amendment), CZ 07672 (Change of Zone), and CUP 03599 (Conditional Use Permit). GPA 01058 is a proposal to amend the Mead Valley Area Plan land use designation of a 3.24-acre property located on the northeasterly side of Harvill Avenue, southeasterly of Dree Circle and Cajalco Expressway, northerly of (old) Cajalco Road, and westerly of Interstate 10 from Community Development: Light Industrial (CD:LI) to Community Development: Commercial Office (CD:CO). CZ 07672 is a proposal to change the zoning of the same property from M-SC (Manufacturing – Service Commercial) to C-O (Commercial Office). CUP 03599 is a proposal to construct a three-story, 51,994 square foot hotel with 103 rooms, with a detached one-story 5,656 square foot banquet hall/restaurant, on the property. (Area II of the March Air Reserve Base Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

- 3.2 ZAP1093MA13 – Emri-Newkirk Properties, LLC (Representative: The Planning Associates) – City of Riverside Case Nos. P13-0553 (General Plan Amendment), P13-0583 (Design Review), P13-0554 (Specific Plan Amendment), and P14-0065 (Rezone). P13-0583 is a proposal to develop a 275-unit apartment complex (13 multi-unit buildings and 7 two-unit buildings) on 10.26 acres located easterly of Sycamore Canyon Boulevard, southerly of its intersection with Fair Isle Drive/Box Springs Road, northerly of its intersection with Crest Ridge Drive, and westerly of Interstate 215 and the rail line. P13-0553 is a proposal to amend the General Plan designation of the site from C-Commercial to HDR-High Density Residential. P14-0065 is a proposal to rezone the site from CG-WC-SP (Commercial General, with Specific Plan and Watercourse overlays) to R-4 (Multiple-Family Residential). P13-0554 is a proposal to amend the site's designation on the Sycamore Highlands Specific Plan from Commercial and Auto Center to Multiple-Family Residential (apartments). (Areas I and II of the March Air Reserve Base Airport Influence Area-proposed Zone D). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: INCONSISTENT



**REGIONAL**

- 3.3 ZAP1010RG14 – Lamar Advertising and the City of Perris – City Case Nos. ZTA 13-11-0005 (Zone Text Amendment) and CUP 13-11-0004 (Conditional Use Permit). ZTA 13-11-0005 is a proposal to amend the Sign Regulations and Definitions chapters of the City of Perris Zoning Code to allow for the establishment and operation of Digital Outdoor Advertising Displays (electronic message billboards) within the city limits, in conjunction with a relocation agreement. If approved in conjunction with a Relocation Agreement, the Digital Outdoor Advertising Display could exceed the square footage and height limits otherwise applicable to off-site signage. CUP 13-11-0004 is a proposal to allow for the establishment and operation of six new double-sided digital billboards along Interstate 215. Three of these would be located within Airport Influence Areas. The most northerly billboard would be located easterly of Interstate 215, northerly of Nandina Avenue, and southerly of March Air Reserve Base, approximately 2,000 feet southwesterly of the runway. Billboard No. 2 would be located easterly of Interstate 215, westerly of I-215 Frontage Road East, and northerly of Orange Avenue. Billboard No. 3 would be located westerly of Interstate 215, southerly of an easterly straight line extension of 7<sup>th</sup> Street. The applicant is requesting a 50-foot height and 672 square feet of sign area per billboard face, and to allow the advertisement/display to change as frequently as once every four seconds. (Area II of the March Air Reserve Base Airport Influence Area and Zone E of the Perris Valley Airport Influence Area). ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org).

Staff Recommendation: CONSISTENT

**RIVERSIDE MUNICIPAL AIRPORT**

- 3.4 ZAP1062RI13 – Welbrook-Arlington, Ken Magargee (Representative: Rengel + Co. Architects, Terry Smith) - City of Riverside Case Nos. P13-0885 (Conditional Use Permit) and P13-0886 (Design Review). The Conditional Use Permit and Design Review propose to convert an existing two-story, 40,615 square foot senior apartment building ("Plaza") located on a 3.5 net acre (4.19 gross acre) parcel at the southeasterly corner of California Avenue and Jefferson Street, southwesterly of Euclid Street, and northwesterly of Willow Avenue, into a licensed senior facility with 82 assisted living units and 23 memory care units, and an expanded common area including dining area, lounge, and kitchen. (Zone D of Riverside Municipal Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: CONSISTENT

**FRENCH VALLEY AIRPORT**

- 3.5 ZAP1056FV13 – CV Communities, LLC (Representative: Ryan Thomas) - County of Riverside Case No. TR36536 (Tentative Tract Map). The Tentative Tract Map proposes to subdivide 29.2 - 29.55 gross acres located easterly of Winchester Road, northerly of Benton Road, westerly of Cognac Street, southerly of Brussels Street, and primarily easterly of Leon Road into 84 single-family residential lots, 1 water quality basin lot, 4 open space lots, and one 7.58 remainder lot for a future dog park and detention basin (Zones C and D of French Valley Airport Influence Area). ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org).

Staff Recommendation: INCONSISTENT

**FRENCH VALLEY AIRPORT**

- 3.6 ZAP1054FV13 – Universal Health Services (Representative: Jeff Wright, Heliplanners)  
– City Case No. PA 13-0141 (Modified Conditional Use Permit) – A proposal to establish a temporary heliport (specifically, a hospital helistop) for the Temecula Valley Hospital, located at 31700 Temecula Parkway along the northerly side of Temecula Parkway, opposite Country Glen Way, and southerly of De Portola Road, in the City of Temecula. The facility will consist of a 48-foot diameter (1,808 square feet) Touchdown and Liftoff Area (TLOF) on a ground mounted concrete landing pad with perimeter lighting and painted markings, within an 87-foot diameter final approach and takeoff area, plus a 16 foot tall ground mounted illuminated wind cone. ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONSISTENT

4.0 **ADMINISTRATIVE ITEMS**

- 4.1 Compatibility Plan Status Update

5.0 **APPROVAL OF MINUTES**

December 12, 2013 and January 9, 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:** 2.13.1

**HEARING DATE:** *February 13, 2014 (continued from December 12, 2013 and January 9, 2014)*

**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~~ *initially requested* 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.

*At the December ALUC meeting, attention was focused on the Coachella Valley Water District flood control easement traversing the northeasterly portion of the property as a potential open area. However, it was subsequently determined that the flood control facility at this location would be an underground culvert, not an open channel.*

*The applicant is proposing that the open area requirement be based on the net area of the project – 17.27 acres, excluding right-of-way dedications for adjacent roadway half-widths. This would reduce the required open space area to 1.727 acres. The applicant proposes to meet part of the requirement (0.715 acre) on-site with a strip of open area that is 75 feet wide (north-to-south) and 415.33 feet long (east-to-west) that would be located partially on the site of the proposed assisted living facility (at its southerly margin) and partially on the property to the south.*

*The applicant is requesting that the full planned width of the adjacent right-of-way of Avenue 40 (excluding the 5-foot parkways beyond the sidewalks) be credited toward meeting the project's open area requirement. This area (76 feet wide by 581 feet long) consists of 44,156 square feet, or 1.014 acres. Thus, the total open area would be  $.715 + 1.014 = 1.729$  acres. However, this*

*includes both the north and south sides of Avenue 40. The north side of Avenue 40 is neither included in the net parcel area nor a required dedication from this applicant. Traditionally, staff has not permitted credit for roadway segments that are on the opposite side of the roadway, unless the property on the opposite side is under the same ownership or the applicant otherwise obtains permission from that property owner.*

*Together, these areas would meet the 10% open area requirement based on the 17.27 acres, although the Avenue 40 area would be characterized as off-site since it is outside the 17.27 acres, and the northerly half of the Avenue 40 open area is not part of the project's right-of-way dedication.*

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 *on-site*. However, if the Commission is willing to *support further consider* the applicant's request regarding offsite open area as noted above, the Commission may *find the project* CONDITIONALLY CONSISTENT, CONTINUE ~~this matter to its January hearing, pending notification and acceptance for FAA review. subject to FAA determination of no hazard to air navigation and the conditions included herein.~~

**PROJECT DESCRIPTION:** The Tentative Parcel Map is a proposal to subdivide the overall 18.66 net acres (20.12 gross acres) into four parcels with lot sizes ranging from 2.67 acres to 9.95 acres gross, including one parcel for the proposed Conditional Use Permit. The Conditional Use Permit is a proposal to develop a senior assisted living care facility on 9.95 net acres.

The Conditional Use Permit proposes four separate buildings consisting of one single-story main building and three other single-story buildings. The main building (Building 1) would include 101 Assisted Living units, dining facilities, offices, fitness facility, and other areas for activities and other support facilities. The other three buildings (Buildings 2, 3, and 4) would include 14 Memory Care units each, kitchen and dining area, activity area, and other support facilities.

**PROJECT LOCATION:** The project site is located westerly of Jefferson Avenue, southerly of 40<sup>th</sup> Avenue, and northerly of Varner Road, within the City of Indio, approximately 2,840 feet northeasterly of the midpoint of Runway 10-28 at Bermuda Dunes Airport.

**LAND USE PLAN:** 2004 Bermuda Dunes Airport Land Use Compatibility Plan

- a. Airport Influence Area: Bermuda Dunes Airport
- b. Land Use Policy: Airport Compatibility Zone D
- c. Noise Levels: Aircraft noise levels are below 55 CNEL



**BACKGROUND:**

Non-Residential Average Intensity: The project is located within Airport Compatibility Zone D. Non-Residential intensity in Airport Compatibility Zone D is restricted to 100 people per average acre. The Conditional Use Permit site has a gross area of 9.95 acres.

While the proposed Tentative Parcel Map does not propose any specific use of land, the proposed Conditional Use Permit does propose specific building and use of the central 9.95 gross acre site. The “Building Code Method” for calculating intensity utilizes “minimum floor area per occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the following intensities were utilized for the project pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan:

- office areas – 1 person/100 square feet with potential for 50% reduction;
- conference room, dining room, lounge areas – 1 person/15 square feet;
- storage, mechanical equipment areas – 1 person/300 square feet;
- commercial kitchen – 1 person/200 square feet;
- classroom areas – 1 person/20 square feet; and
- exercising room, library reading room areas – 1 person/50 square feet;
- Dwelling units – 1 person/bed;

Building 1 has a total of 105 beds, 950 square feet of office area, 5,250 square feet of dining area, 1,050 square feet of conference room area, 2,400 square feet of lounge area, 1,375 square feet of storage area, 1,950 square feet of kitchen area; 1,625 square feet of classroom area; 2,425 square feet of exercising area, and 875 square feet of library area. Each of Buildings 2, 3, and 4 has a total of 51 beds, 1,000 square feet of dining area, 200 square feet of kitchen area; and 100 square feet of office area. Pursuant to these areas and the intensities as listed above, the total intensity of the site would be 1,212 people. This would equate to an average intensity of 122 people per gross acre, which would be inconsistent with the Compatibility Zone D average acre criterion.

However, since most of these facilities would be utilized by residents of the development, strict application of the building code method essentially double counts occupancy for residents in certain uses. Assuming the dining room, lounge areas, classroom areas, exercising room, and library reading room areas would be used exclusively by the estimated 258 residents while the remaining areas would be utilized by employees, this would result in 354 number of people total, for an intensity of 36 people per gross acre. Even if it is assumed that an additional 156 non-residents (employees and guests) were present (two per parking space) in the dining room, this would result in 510 people total, for an intensity of 51 people per gross acre. Both of these would be consistent with the Compatibility Zone D average acre criterion.

An alternative calculation for intensity is based on the number of parking spaces provided for a

project. While this method is generally not applicable for this type of project assuming a high number of residents of the facility would not have a vehicle that would use parking on the site, this method does assist in indicating the number of non-residents (i.e. employees and guests) that could be anticipated as noted previously. A total of 78 parking spaces are provided on the Conditional Use Permit site. Assuming an occupancy of 2.0 persons per vehicle, this would equate to a total of 156 people that can be assumed as non-residents.

Non-Residential Single-Acre Intensity: Non-Residential intensity in Airport Compatibility Zone D is restricted to 300 people per single-acre. Single-acre areas on the site would include one of the Memory Care buildings (Buildings 2, 3, or 4) or approximately one-third of Building 1. Of the potential one-third areas of Building 1; the northern third would include 46 of the dwelling units (48 beds), the conference room, kitchen, half of the dining room, and half of the office area; the central third would include 14 of the dwelling units (14 beds) and all of the non-dwelling unit areas excluding some storage and mechanical room areas; and the southern third area would include 55 of the dwelling units (57 beds), the exercising room, some of the classrooms and storage areas. Of all of these single-acre areas, the most intense single-acre of the site would be the central third of Building 1 due to the high occupancy rates of the non-dwelling unit facilities. This central area would include a total of 758 people approximately, which would not be consistent with the Zone D single-acre criterion. Although it is unlikely that all of these uses would be occupied at their maximums all at a single time, the dining area alone at approximately 4,500 square feet would have a maximum occupancy of 300 people. However, despite the building code method, based on the 258 total number of beds proposed in the entire facility and an assumed number of 30 employees at a given time, if all of these residents and employees occupied this or any other single-acre, it would be below the 300 people single-acre criterion of Compatibility Zone D.

Residential Density: The project is located within Airport Compatibility Zone D. Zone D limits residential density to no more than 0.2 dwelling units per acre or a minimum of 5.0 dwelling units per acre. The project proposes a total of 143 dwelling units on 9.95 gross acres for a density of 14.37 dwelling units per acre. This density is consistent with the Zone D upper criteria.

Prohibited and Discouraged Uses: Nursing homes are discouraged uses within Compatibility Zone D. The proposed senior assisted living facility is similar to a nursing home in that it is characterized by vulnerable occupants (although not technically a skilled nursing facility). Discouraged uses should generally not be permitted unless no feasible alternative is available. The applicant does not propose any other uses prohibited or discouraged in Zone D.

Noise: The site is located within an area subject to average aircraft noise levels below 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The Conditional Use Permit site is located approximately 2,850 feet from the middle of Runway 10-28 at Bermuda Dunes Airport. The elevation at the westerly end of the runway is 73.4 feet above mean sea level (AMSL) and the elevation at the easterly end of the runway is 49.1 feet AMSL, for a midpoint elevation of approximately 61.25 feet AMSL. At a distance of 2,850 feet



from the runway, any building with an elevation at top of roof exceeding 89.75 feet AMSL would require FAA notice and review through the Form 7460-1 process. Building 1 is the tallest building proposed at approximately 44 feet in height and a pad elevation of 59.0 feet AMSL for a total elevation of 103 feet AMSL. (The other three buildings are 22 feet in height and would not exceed an elevation of 89 feet AMSL at top of roof.) Therefore, review pursuant to the Federal Aviation Administration Obstruction Evaluation Service Form 7460-1 process is required for Building 1. At the time of writing of this staff report, ~~no evidence of submittal to FAA has been provided~~ **evidence of submittal for Obstruction Evaluation as Aeronautical Study Number (ASN) 2014-AWP-188-OE has been provided and the project is in a “work in progress” status with a determination pending.**

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open land that could potentially serve as emergency landing areas. Although the Conditional Use Permit area is less than 10 acres, the proposed Tentative Parcel Map is greater than 10 acres, thus the requirement for provision of open area is applicable. Staff has requested that a combination of provision of open area on the Conditional Use Permit site and on the remaining parcels created by the subdivision through recordation of easements may be appropriate to meet the 10% open area requirement. An exhibit was provided initially by the applicant indicating open areas on the Conditional Use Permit site; however, the areas shown on ~~the that~~ exhibit ~~do~~ **did** not meet the criteria to qualify as open area, in particular the minimum dimensions of 75' by 300' and to be free of obstructions greater than 4' in height and 4" in thickness. ~~At the time of writing of this staff report, no additional exhibit or other information has been provided to indicate how the project would accommodate open area on the overall site.~~

In lieu of provision of open area on the project site, the applicant has proposed consideration of nearby open area, in particular a golf course area to the east that is part of a residential community and is also primarily located within Zone D, as a special consideration pursuant to Countywide Policy 3.3.6. An exhibit was prepared and provided to staff noting the size of the golf course area as 121 acres of the entire 404 acre area for an approximate provision of 30% open area. However, again this exhibit does not indicate actual qualifying open area areas meeting the dimension and obstruction free requirements for qualification. ~~At the time of writing of this staff report, no additional exhibit or other information has been provided to confirm how much of the golf course qualifies as open space.~~

**At the prior December 2013 hearing, the Commission requested that additional detail regarding the onsite flood control channel be provided in addition to other options for provision of open area. The applicant has provided additional information and exhibits regarding provision of open area. The information provided asserts that after street dedication, the project area would be 17.27 net acres, rather than the 18.66 net acres that the existing parcel currently consists of. Based on the 17.27 proposed net acres (752,207 square feet), the project would require 1.727 acres of open area (75,221 square feet).**

**Avenue 40 to the north of the project site is anticipated to have a future full right-of-way width**



of 86 feet. Within the 86 foot right-of-way, there would be an area 76 feet wide between the outside edges of the sidewalks on either side of the street. The area between the outside edges of each sidewalk would be free of any object greater than 4 feet in height, including poles and trees, with the street lights to be installed beyond the sidewalks, although likely extending into the 76 foot wide area at the top of the street light. The frontage of the property is approximately 581 feet long, which would make the area within Avenue 40 consist of approximately 44,156 square feet. Staff had indicated to the applicant that typically a project could only take credit for the southern half of the right-of-way. However, the property to the north is less than 10 acres in size and therefore wouldn't be subject to or require provision of open area that would potentially utilize area within Avenue 40. Thus, the applicant proposes to include the full width rather than the typical half width of the larger Avenue 40 open area.

The applicant is also proposing a second open area along the southern boundary of the Conditional Use Permit central parcel that overlaps onto the southernmost proposed parcel. This second open area would be 75 feet wide and 415.33 feet long, for a total area of 31,150 square feet. No specific proposal has been offered as a method of conserving this area, given that the majority of the area is on the southern parcel not currently proposed for development. Staff is recommending a condition requiring recordation of an easement identifying this area (which overlaps the boundaries of the proposed parcels) as permanent open space in conjunction with the recordation of the proposed parcel map.

The two proposed open areas together total 75,306 square feet, which would meet the 10% open area requirement with the assumption that the project consists of 17.27 acres as asserted by the applicant and that the applicant may take credit for the northern half open area of Avenue 40. However, it is standard policy for the project area to be defined by the current net area at a minimum and that projects may not take credit for open area not within their half-width dedication. If the northern half open area within Avenue 40 were to be determined to contribute to the project's open area requirement, it would be as off-site open area rather than on-site. In addition, since the applicant is proposing to define the project area that does not include any proposed dedicated areas, technically all Avenue 40 open area proposed would be off-site.

At the time of writing of the staff report, no additional detailed information on the flood control channel design has been provided to determine its qualification as open area. However, the applicant has indicated that the area above the below ground box culvert on the site (which the flood control channel feeds into) likely wouldn't meet the open area requirement since the area at the corner of the site would be desired to include trees and other features at the prominent street corner that would disqualify the area as open area.

**CONDITIONS** (in the event that the Commission chooses to determine the project *Conditionally* Consistent):

1. 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, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
2. The attached notice shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
3. 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, and shall comply with Riverside County Ordinance No. 655. All outdoor lighting shall be downward facing.
4. No aboveground retention basins are depicted on the site plan. 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) (if any) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.
5. Prior to issuance of building permits, the applicant shall have received a determination of "Not a Hazard to Air Navigation" from the Federal Aviation Administration (FAA) Obstruction Evaluation Service. Copies of the FAA determination shall be provided to the City of Indio Planning Department and the Riverside County Airport Land Use Commission.

6. **The open area as shown on the exhibit titled Open Land Exhibit, dated February 3, 2014 consisting of an area 75 feet by 415.33 feet shall be recorded as an easement and/or as an item on an Environmental Constraint Sheet to limit development in the area to develop and maintain it as open area consistent with Riverside County Airport Land Use Compatibility Plan Countywide Policy 4.2.4.**

Y:\AIRPORT CASE FILES\Bermuda Dunes\ZAP1052BD13\ZAP1052BD13febsr.doc



## Guerin, John

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**From:** Chris Hopper <chopper@pclc-hjk.net>  
**Sent:** Monday, February 03, 2014 11:42 AM  
**To:** Guerin, John  
**Cc:** 'Charlene Kussner'; 'Jei Kim'; Brady, Russell; Cooper, Ed  
**Subject:** ZAP1052BD13  
**Attachments:** EXHIBIT\_ALUC.pdf

John,

Please find enclosed a revised exhibit, pursuant to our discussion of this morning. Thank you for catching the discrepancy. It was my intention to just show the 31,150 square foot area, and allow for landscaping at the east along Jefferson Street.

Please find enclosed an exhibit showing our proposed Open Land for the above project.

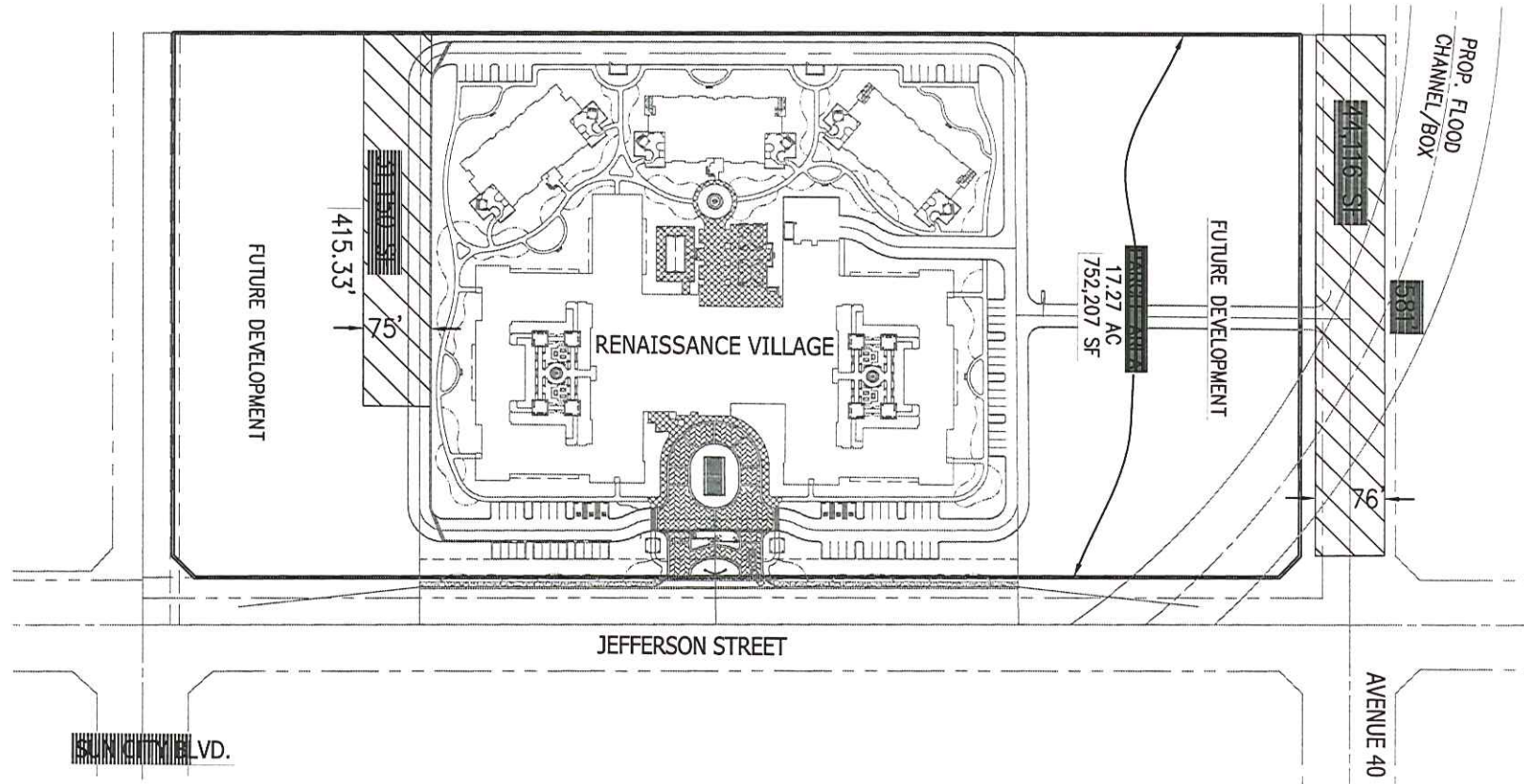
The project will consist of 17.27 acres, net of roadway dedications, or 752,207 square feet. Therefore, the Open Land requirement of 10% is 75,221 square feet. We are proposing to provide to Open Land areas, including a strip of land along the south side of our perimeter onsite drive, and Avenue 40 along our northern boundary.

The strip along the south perimeter drive will be 75' wide by 415' long, and will be from the back of curb along the north side of the drive southerly 75'. The proposed area will include the drive and level land to the south potentially with low growing landscape and/or hardscape, and will not have parking lot lights or trees.

The Avenue 40 strip includes the ultimate street width, 76' as shown by the attached typical section, for most of the length of the project, 581'. The street width is from back of sidewalk to back of sidewalk, with street lights and trees behind the sidewalk. The interim section will be sidewalk and curb to the south and level graded area to the north and will be at least 76' total width. During our e-mail discussions of the use of Avenue 40, you stated that we could only credit half the street, unless we obtained permission of the adjacent owner to use full width. However, upon review of the area, we do not believe this should be the case. The property the north is less than 10 acres, and it is my understanding they will not have to provide the open space requirement. If they don't have to provide the open space, shouldn't we be able to use the entire width. Also, the parcels adjacent to this are developed, so it won't be combined with other parcels for a larger future development. For your information, the existing trees will be removed as part of construction.

Chris D. Hopper, PE  
Project Manager  
PACIFIC COAST LAND CONSULTANTS, INC.  
25096 Jefferson Avenue, Suite D  
Murrieta, CA 92562  
(951)698-1350 Ext. 207  
Email: [chopper@pclc-hjk.net](mailto:chopper@pclc-hjk.net)

**OPEN LAND EXHIBIT**  
**RENAISSANCE VILLAGE INDIO**  
**BY CONTINENTAL EAST DEVELOPMENT**  
**ZAP1052BD13**



NET. PARCEL AREA	752,207 SF	
OPEN LAND REQUIREMENT	75,221 SF	
OPEN LAND PROVIDED	75,266 SF	



SCALE: 1"=200'



**PACIFIC COAST LAND CONSULTANTS, Inc.**

CIVIL ENGINEERING • LAND PLANNING • LAND SURVEYING

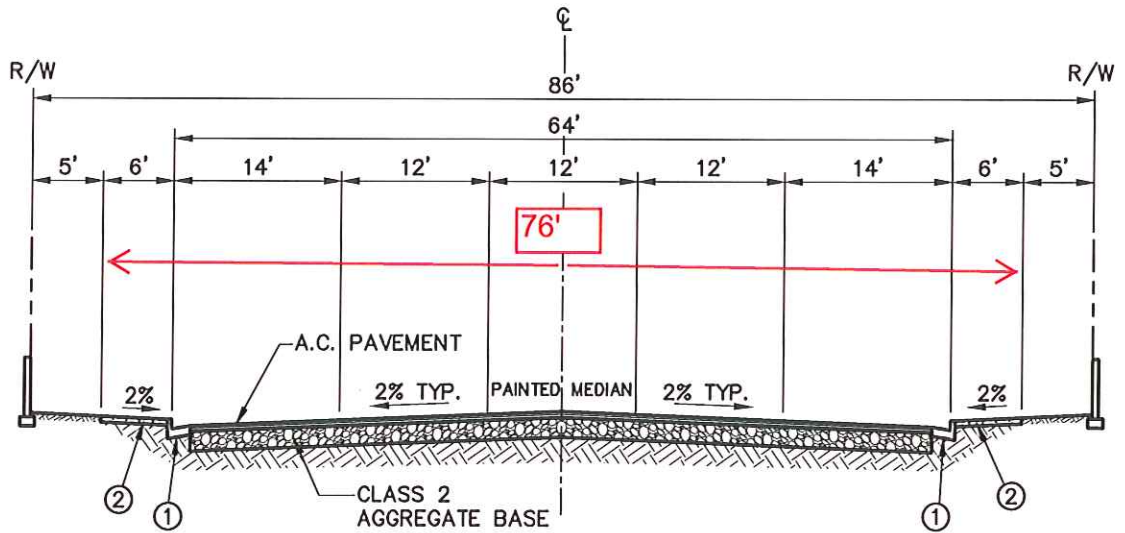
25096 JEFFERSON AVENUE, SUITE "D"

MURRIETA, CA 92562

TEL. (951) 698-1350

FAX (951) 698-8657





**4D NO SHOULDER**

- ① 6" CURB & GUTTER PER STD. 120
- ② 6' SIDEWALK PER STD. 132

**NOTES:**

1. SEE STD. 170 FOR "ROADWAY DESIGN GUIDELINES".
2. SEE STD. 171 FOR "STREET STRUCTURAL SECTION DESIGN REQUIREMENTS".  
MINIMUM SECTION = 5" AC OVER 8" CL. 2 AGGREGATE BASE.
3. SEE STD. 147 FOR "UNDERGROUND UTILITY LOCATIONS".
4. SEE STD. 175 FOR "EXPANSIVE AND/OR HIGH SULFATE SOIL".

L:\Public Works - Engineering Standards\INDIO-103 2/2/2011 4:24 PM



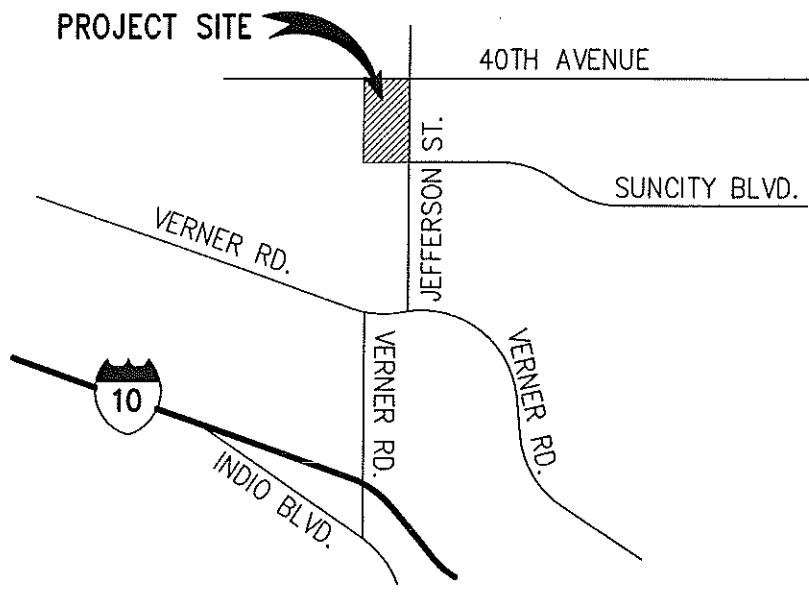
<b>CITY OF INDIO</b>	
<b>SECONDARY 86' R / W</b>	
GRANT D. EKLUND CITY ENGINEER RCE 61559	DATE JUNE 2010

STANDARD PLAN NUMBER		
<b>103</b>		
REVISION	DRAWN BY	DATE

# **NOTICE OF AIRPORT IN VICINITY**

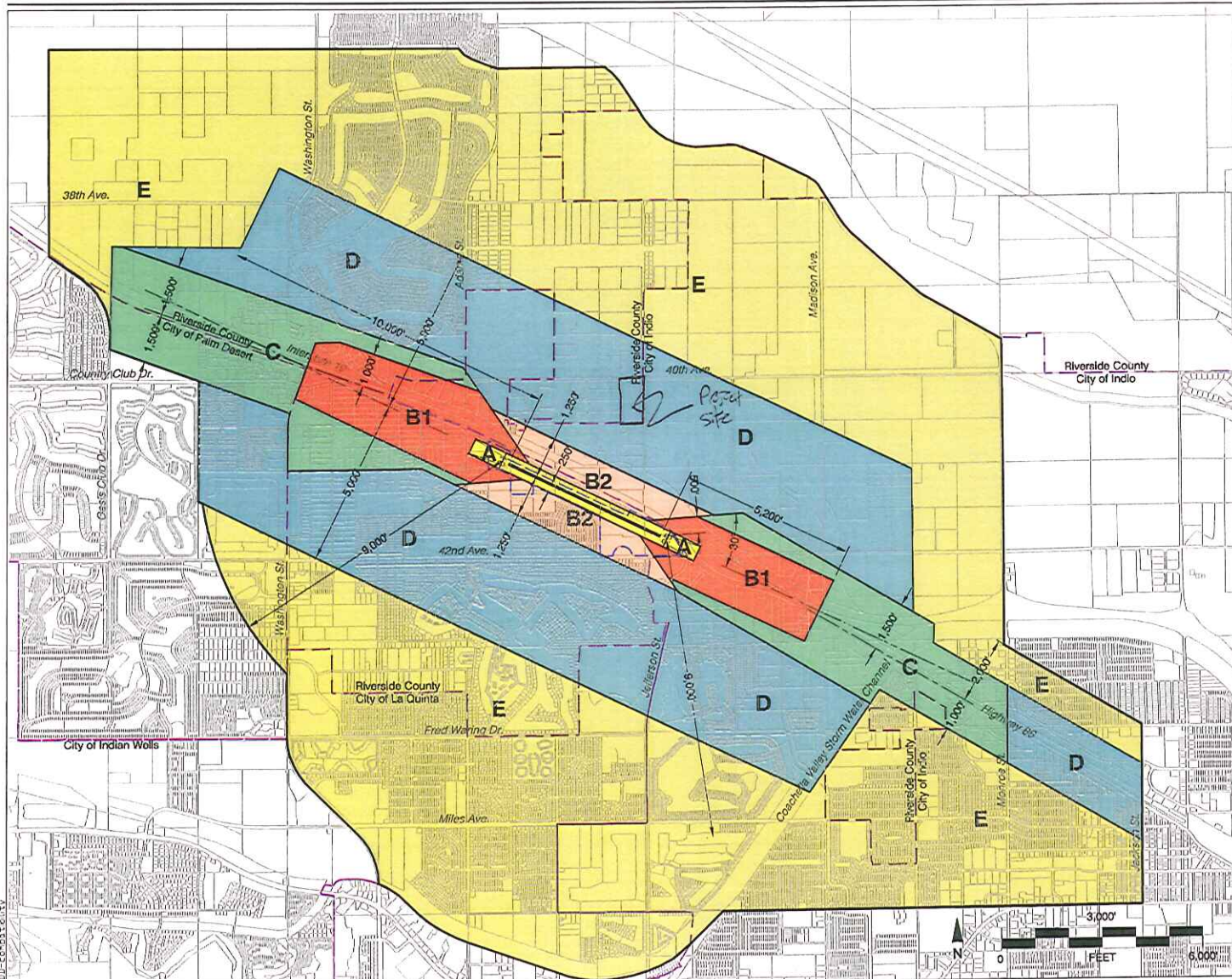
This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual 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)





**VICINITY MAP**

T5S., R7E., SEC.8  
NOT TO SCALE



**Legend**

**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits

**Note**

Southwestern edge of Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

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

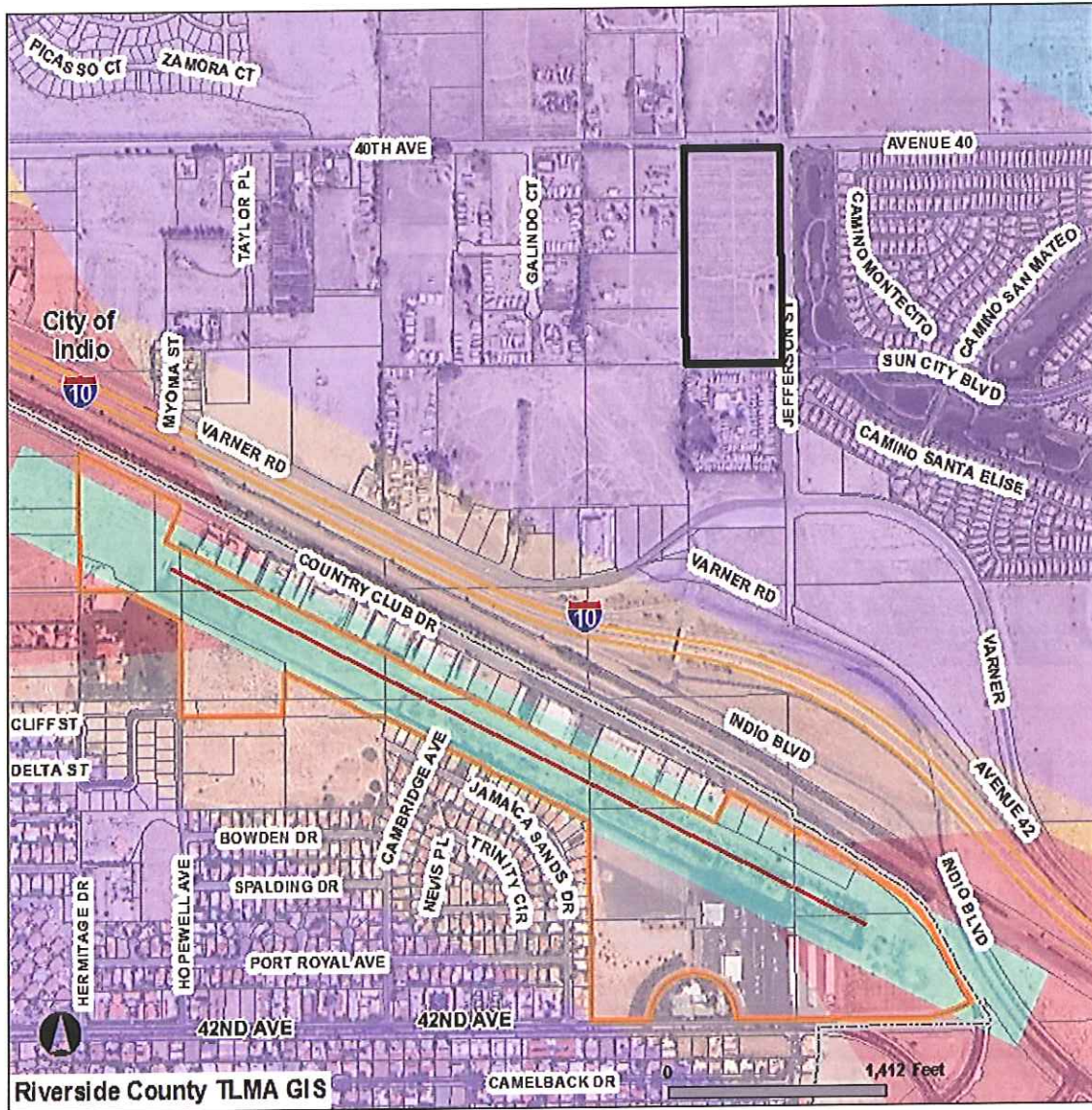
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted December 2004)

Map BD-1

**Compatibility Map**  
**Bermuda Dunes Airport**



RIVERSIDE COUNTY GIS



Selected parcel(s):  
607-240-006

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\***

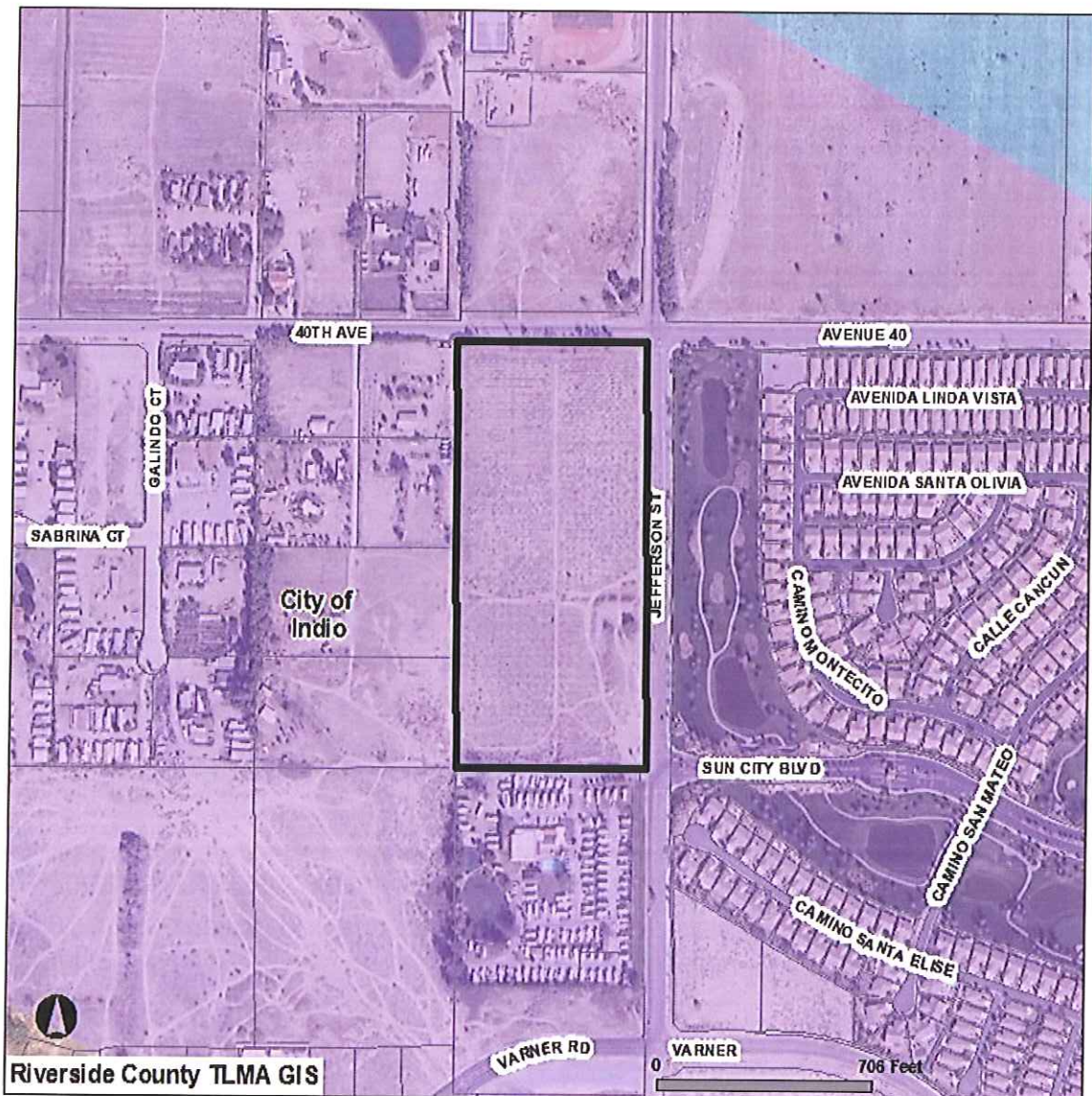
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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 Jan 29 14:52:42 PST 2014

Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
607-240-006

AIRPORTS

- |                         |                    |                   |                   |
|-------------------------|--------------------|-------------------|-------------------|
| SELECTED PARCEL         | INTERSTATES        | HIGHWAYS          | PARCELS           |
| AIRPORT INFLUENCE AREAS | COMPATIBLY ZONE B2 | COMPATIBLY ZONE D | COMPATIBLY ZONE E |

**\*IMPORTANT\***

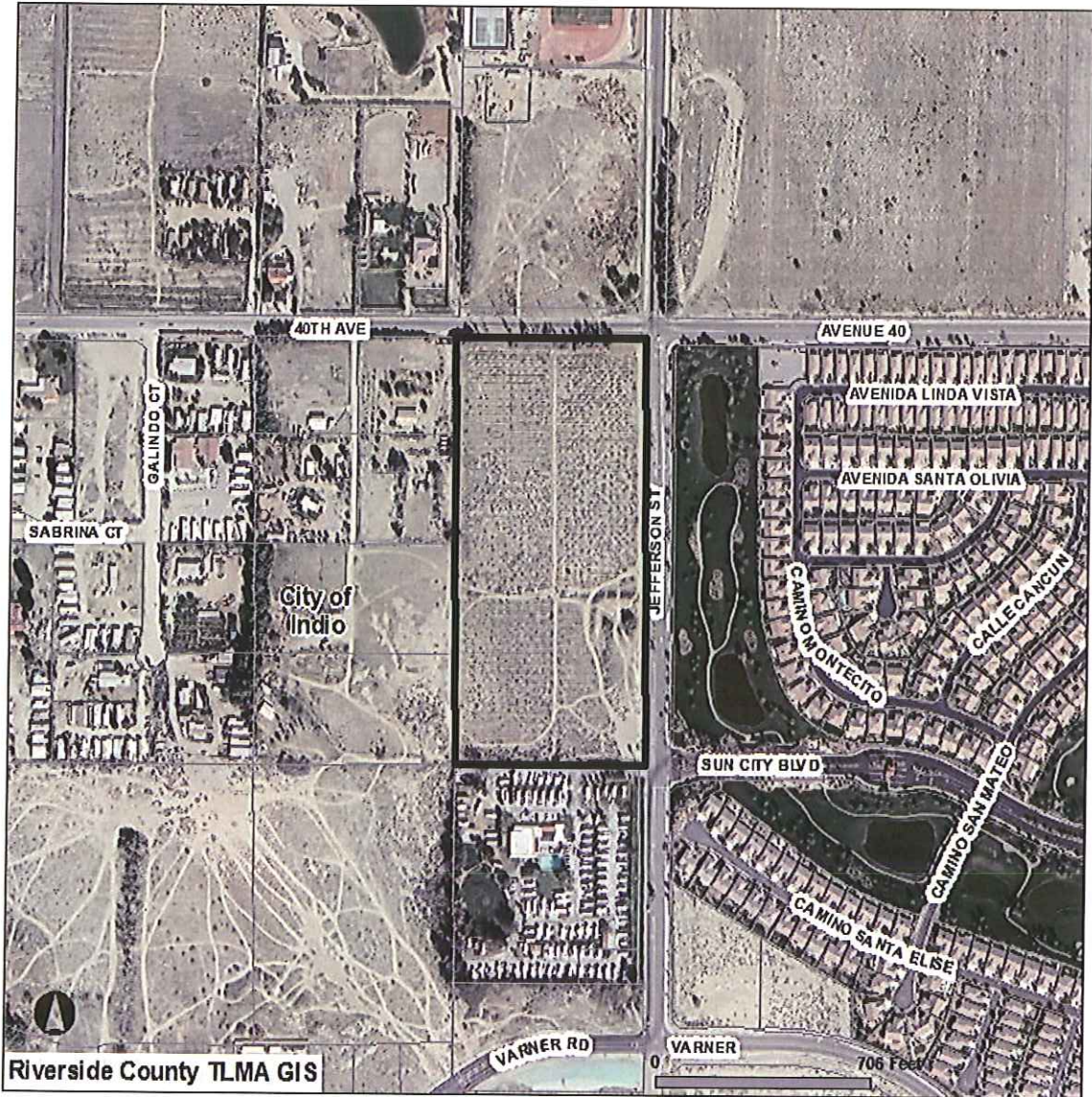
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REPORT PRINTED ON...Wed Jan 29 14:50:33 PST 2014

Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
607-240-006

LEGEND

- SELECTED PARCEL
- N INTERSTATES
- N 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.

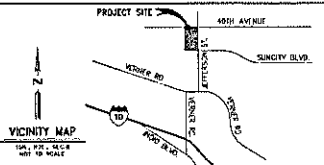
REPORT PRINTED ON...Wed Jan 29 14:50:02 PST 2014

Version 131127





# SITE PLAN CONDITIONAL USE PERMIT



**OWNER/APPLICANT:**  
COMMERCIAL EAST DEVELOPMENT, INC.  
25487 MEDICAL CENTER DR., SUITE 201  
MORRISTOWN, NJ 07958  
TEL: (908) 806-1600  
CONTACT: CHARLIE M. KISTNER  
EMAIL: ckistner@ceddevelopment.com  
TELEPHONE: (908) 227-2674

**ENGINEER:**  
PACIFIC COAST LAND CONSULTANTS, INC.  
27001 JEFFERSON AVENUE, SUITE 70  
MORRISTOWN, NJ 07958  
TELEPHONE NO: (908) 858-1300  
FAX NO: (908) 498-8683  
CONTACT: J. KW

**ASSESSOR PARCEL NUMBER:**  
807-240-006

**ARCHITECT:**  
BRUCE TERRY AND LOREN  
1774 ARCHITECT  
440 RUSH STREET, SUITE 200  
SAN FRANCISCO, CA 94104  
TELEPHONE NO: (415) 961-2345  
FAX NO: (415) 961-2345

**SOILS ENGINEER:**  
CAPRI-STRAVA, INC.  
27001 JEFFERSON AVENUE, SUITE 70  
MORRISTOWN, NJ 07958  
TELEPHONE NO: (908) 491-4028  
FAX NO: (908) 491-4028

**PROJECT INFORMATION:**

UNITS/STAGES	ASSISTED LIVING	MEMORY CARE
APPROXIMATE # OF UNITS	421	201
TYPE OF CONSTRUCTION: VA		

UNIT TYPE	PHASE 1	PHASE 2	TOTAL	APPROX. SQ. FT.
1-BED	27	27	54	12,345
2-BED	15	15	30	6,789
ALF TOTAL	42	42	84	19,134

**BUILDING AREA CALCULATION**

LEVEL	ASSISTED LIVING BUILDING	MEMORY CARE LEVEL 1	LEVEL 2
LEVEL 1	83,824 SF	BUILDING 2	8,080 SF
		BUILDING 3	8,080 SF
TOTAL	83,824 SF	BUILDING 4	8,080 SF
		TOTAL	16,160 SF
		OVERALL TOTAL:	100,000 SF

**AREA CENSITY CALCULATION**

BUILDING FOOTPRINT LEVEL	AREA	PERCENTAGE
COMMON AREA	121,054 SF	24.21%
LANDSCAPING	24,720 SF	4.94%
TOTAL AREA	145,774 SF	29.15%
SITE TOTAL	143 UNITS/4.95 AC = 14.37 BU/AC	

ASSISTED LIVING BLDG 1: 83,824 SF (24,544 SF UNITS + 43,100 SF COMMON SPACE)  
MEMORY CARE BLDG 3,3,4: 27,160 SF (13,620 SF UNITS + 13,540 SF COMMON SPACE)  
OVERALL TOTAL: 121,054 SF

**PARKING**

FACTORY	# OF UNITS	PARKING RATIO	# OF STALLS REQ.
ASSISTED LIVING	100 (24%)	1.0	41
M.C. (14 UNITS/BUILD)	14 (3.3%)	1.0	2
TOTAL	114 (27.3%)	1.0	43

**GENERAL NOTES:**

- PREPARED BY: ARJ, 2013
- THOMAS BROS. - PG. 23 & PG. 5416, AS
- EXISTING ZONING: BUSINESS PARK (BP)
- EXISTING LAND USE: BUSINESS PARK (BP)
- PROJECT ADDRESS: 1508 AC, CHERRY
- FEMA FLOOD ZONE: 1706 - 7A MAP 080302020
- PROJECT IS SUBJECT TO OVERFLOW ABANDONED OR FLOOD HAZARD
- THE SITE IS NOT WITHIN A SPECIAL STUDY ZONE AND NO QUANTIFICATION IS UNWARRANTED
- FLAMMABLE/COMBUSTIBLE LIQUIDS AND WASTE OIL STORAGE IS NOT PROPOSED

**UTILITY SURVEYS:**

- SEWER: SEWER UNIFIED SCHOOL DISTRICT
- WATER: WATER
- WASTE: WASTE
- WATER: WATER
- WASTE: WASTE
- WATER: WATER
- WASTE: WASTE
- WATER: WATER
- WASTE: WASTE

**LEGAL DESCRIPTION:**  
THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF INDIANAPOLIS, IN THE COUNTY OF MARSHALL, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:  
THE EAST PART OF THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 3 N, RANGE 7 EAST, IN THE COACHELLA VALLEY WATER DISTRICT, COUNTY OF INDIANAPOLIS, STATE OF CALIFORNIA, SAN BERNARDINO JURISDICTION, ACCORDING TO THE OFFICIAL PLAT THEREOF.

**EASEMENT NOTES:**  
AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 13, 1987 AS INSTRUMENT NO. 87-1000 OF OFFICIAL RECORDS, IN FAVOR OF GENERAL UTILITIES COMPANY OF CALIFORNIA, A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS AS DESCRIBED THEREIN.

**BENCHMARK:**  
NCS IND ON 3453  
ELEVATION = 77.45 (ELEVATION 70'0" IS BASED ON THE DD DATUM)  
(PROPOSED ELEVATION = 75.24)  
SEAL: SEE ABOVE

APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
RECOMMENDED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

CITY OF INDIANAPOLIS  
SEAL: \_\_\_\_\_

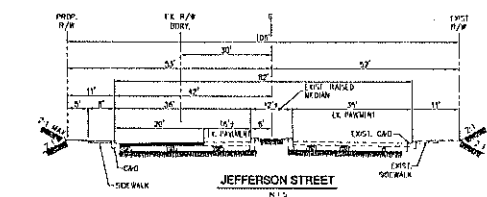
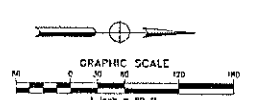
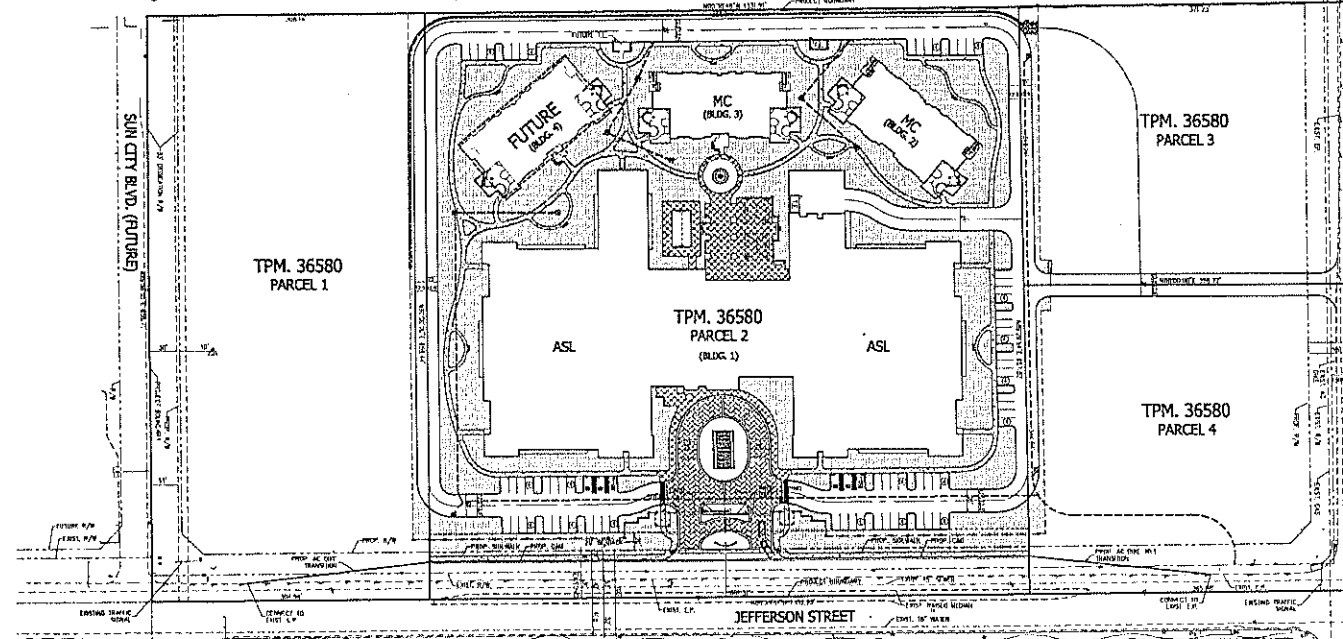
PACIFIC COAST LAND CONSULTANTS, INC.  
27001 JEFFERSON AVENUE, SUITE 70  
MORRISTOWN, NJ 07958  
TEL: (908) 858-1300  
FAX: (908) 498-8683  
CONTACT: J. KW

CITY OF INDIANAPOLIS  
DEPARTMENT OF ENGINEERING SERVICES  
SITE PLAN  
RENAISSANCE VILLAGE OF INDIANAPOLIS  
SHEET NO. 1 OF 1 SHEETS

DATE: 11/15/13  
PROJECT NO. 34921  
CITY: INDIANAPOLIS  
JOB NO. 11/15/13

PREPARED BY: CHRIS D. HOFFNER  
DATE: 11/15/13

PROJECT BOUNDARY  
PROPOSED FRONT OF WAY  
EXISTING/PROPOSED CENTERLINE  
EXISTING WATER LINE  
EXISTING SEWER LINE  
LANDSCAPE AREA  
CONCRETE PATHWAYS  
NUMBER OF PARKING STALLS  
PROPOSED GRADES  
EDGE OF FINISHER  
PAD ELEVATION  
FINISHED FLOOR  
TOP OF CURB  
FINISHED SURFACE  
FLOW LINE  
NATURAL GROUND  
RETAINING WALL  
CATCH PITCH  
SWAMP ENCLOSURE  
TOP INTERNAL  
LANDSCAPE  
PROPOSED LIVING  
EXISTING SYSTEM DRAIN MANHOLE



**LEGEND:**

- PROJECT BOUNDARY
- PROPOSED FRONT OF WAY
- EXISTING/PROPOSED CENTERLINE
- EXISTING WATER LINE
- EXISTING SEWER LINE
- LANDSCAPE AREA
- CONCRETE PATHWAYS
- NUMBER OF PARKING STALLS
- PROPOSED GRADES
- EDGE OF FINISHER
- PAD ELEVATION
- FINISHED FLOOR
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- RETAINING WALL
- CATCH PITCH
- SWAMP ENCLOSURE
- TOP INTERNAL
- LANDSCAPE
- PROPOSED LIVING
- EXISTING SYSTEM DRAIN MANHOLE

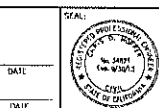
**Underground Service Alert**  
CALL 800 227-2600  
780 WORKING DAYS BEFORE YOU DIG

DATE	BY	REVISIONS

BENCHMARK:  
NCS IND ON 3453  
ELEVATION = 77.45 (ELEVATION 70'0" IS BASED ON THE DD DATUM)  
(PROPOSED ELEVATION = 75.24)  
SEAL: SEE ABOVE



APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
RECOMMENDED BY: \_\_\_\_\_ DATE: \_\_\_\_\_



PACIFIC COAST LAND CONSULTANTS, INC.  
27001 JEFFERSON AVENUE, SUITE 70  
MORRISTOWN, NJ 07958  
TEL: (908) 858-1300  
FAX: (908) 498-8683  
CONTACT: J. KW

CITY OF INDIANAPOLIS  
DEPARTMENT OF ENGINEERING SERVICES  
SITE PLAN  
RENAISSANCE VILLAGE OF INDIANAPOLIS  
SHEET NO. 1 OF 1 SHEETS

DATE: 11/15/13  
PROJECT NO. 34921  
CITY: INDIANAPOLIS  
JOB NO. 11/15/13

PREPARED BY: CHRIS D. HOFFNER  
DATE: 11/15/13

PROJECT BOUNDARY  
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EXISTING/PROPOSED CENTERLINE  
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NATURAL GROUND  
RETAINING WALL  
CATCH PITCH  
SWAMP ENCLOSURE  
TOP INTERNAL  
LANDSCAPE  
PROPOSED LIVING  
EXISTING SYSTEM DRAIN MANHOLE

DATE: 11/15/13  
PROJECT NO. 34921  
CITY: INDIANAPOLIS  
JOB NO. 11/15/13

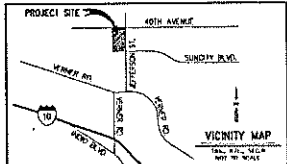
PREPARED BY: CHRIS D. HOFFNER  
DATE: 11/15/13

PROJECT BOUNDARY  
PROPOSED FRONT OF WAY  
EXISTING/PROPOSED CENTERLINE  
EXISTING WATER LINE  
EXISTING SEWER LINE  
LANDSCAPE AREA  
CONCRETE PATHWAYS  
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NATURAL GROUND  
RETAINING WALL  
CATCH PITCH  
SWAMP ENCLOSURE  
TOP INTERNAL  
LANDSCAPE  
PROPOSED LIVING  
EXISTING SYSTEM DRAIN MANHOLE

DATE: 11/15/13  
PROJECT NO. 34921  
CITY: INDIANAPOLIS  
JOB NO. 11/15/13

# PRELIMINARY GRADING CONDITIONAL USE PERMIT

1213-7-363



**OWNER/APPLICANT**  
**CONFIDENTIAL EAST DEVELOPMENT, INC.**  
 2500 JEFFERSON AVENUE, SUITE 201  
 BURLINGAME, CA 94010  
 TEL: (650) 800-8000  
 CONTACT: CHARLENE M. HORTON  
 EMAIL: chorton@confidentialeast.com  
 TELEPHONE: (650) 757-2077

**ENGINEER**  
**PACIFIC COAST LAND CONSULTANTS, INC.**  
 2500 JEFFERSON AVENUE, SUITE 201  
 BURLINGAME, CA 94010  
 TELEPHONE NO: (650) 898-1300  
 FAX NO: (650) 898-1050  
 CONTACT: JI WU

**ASSESSOR PARCEL NUMBER:**  
 007-240-005

**ARCHITECT:**  
**SHREVE, SMITH & HILLMAN, LLP**  
 445 RUSH STREET, SUITE 500  
 SAN FRANCISCO, CA 94108  
 TELEPHONE NO: (415) 391-2345  
 FAX NO: (415) 691-2343

**SOILS ENGINEER:**  
**EMERSON STRATA, INC.**  
 20407 JEFFERSON AVENUE, SUITE 107  
 MERRISSELA, CA 94047  
 TELEPHONE NO: (650) 481-4028  
 FAX NO: (650) 691-4040

**LEGAL DESCRIPTION:**  
 THE LAND REFERRED TO HEREIN IS SITUATED IN THE CITY OF INDIO, IN THE COUNTY OF IMPERIAL, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS:  
 THE EAST HALF OF THE NORTHWEST QUARTER OF THE NORTHWEST QUARTER OF SECTION 16, TOWNSHIP 11, RANGE 7 EAST, IN THE CORONA RAILWAY TRACT DISTRICT, COUNTY OF IMPERIAL, STATE OF CALIFORNIA, SAN BERNARDINO MEMORIAL, ACCORDING TO THE OFFICIAL PLAT THEREOF.

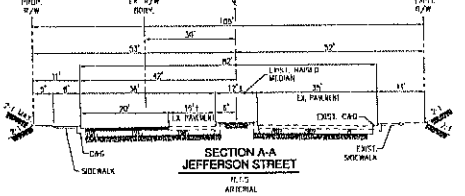
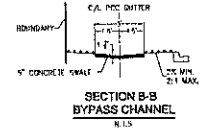
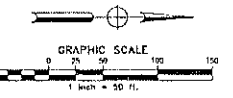
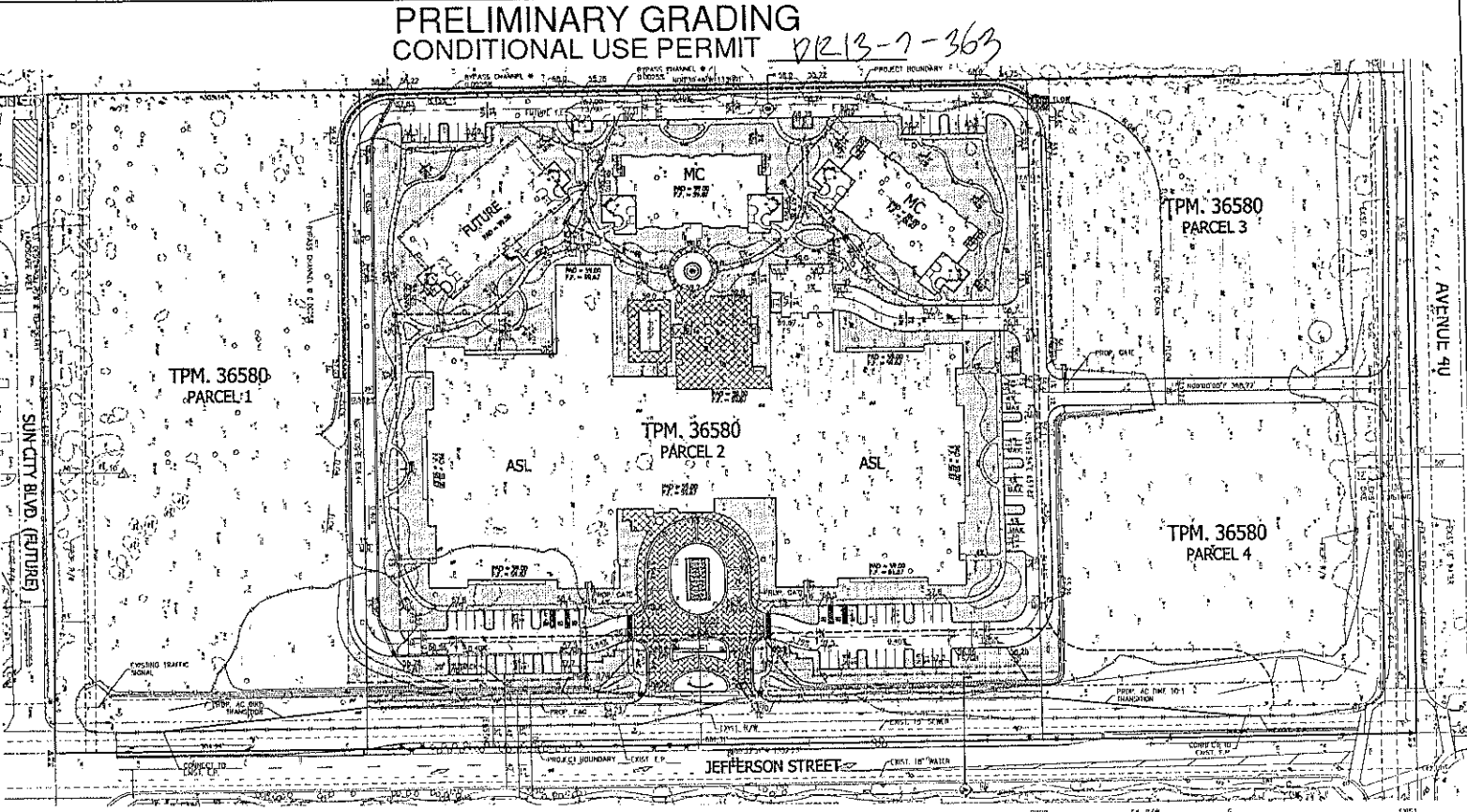
**EASEMENT NOTES:**  
 AN EASEMENT FOR PUBLIC UTILITIES AND INCIDENTAL PURPOSES, RECORDED JANUARY 13, 1987 AS INSTRUMENT NO. 87-7028 OF PUBLIC RECORDS, IN FAVOR OF GENERAL TELEPHONE COMPANY OF CALIFORNIA, A CORPORATION, ITS SUCCESSORS AND/OR ASSIGNS AS DESCRIBED THEREIN.

**LEGEND:**

	PROJECT BOUNDARY
	PROPOSED RIGHT OF WAY
	EXISTING/PROPOSED CENTERLINE
	EXISTING WATER LINE
	EXISTING SEWER LINE
	EXISTING CONDUIT
	DAYLIGHT LINE
	LANDSCAPE AREA
	CONCRETE PATHWAYS
	PROPOSED GRADINGS
	EXISTING GRADINGS
	PAV. ELEVATION
	FINISHED FLOOR
	TOP OF CURB
	FINISHED SURFACE
	FLOW LINE
	NATURAL GROUND
	RETAINING WALL
	GRADE BENCH
	TRUNK ENCLOSURE
	TOP FENCING
	MEMORY CAP
	ACCESSIBLE CURB
	EXISTING STORM DRAIN MANHOLE

**GENERAL NOTES:**

1. PREPARED: JULY, 2013
2. TYPICAL GRIDS: PG. 115, 13 & PG. 2410, AS
3. EXISTING FINISH: BUSINESS PARK (BP)
4. EXISTING LAND USE: BUSINESS PARK (BP)
5. PROJECT ADDRESS: 2500 JEFFERSON AVENUE
6. FLOOD HAZARD ZONE: 2004 "A" SAFETY INFORMATION
7. PROJECT IS SUBJECT TO OVERFLOW, MINOR SPILL ON FLOOD HAZARD
8. THE SITE IS NOT WITHIN A SPECIAL STUDY ZONE AND LIMITATION IS UNLIKELY
9. FLAMMABLE/COMBUSTIBLE LIQUIDS AND WASTE OIL STORAGE IS NOT PROPOSED.



**Underground Service Alert**

CALL 811 FIRST  
**1-800-227-2600**

90 WORKING DAYS BEFORE YOU DIG

DATE	BY	MARK	REVISIONS	APPROVAL	CITY

BENCHMARK	NGS PD BY 3455	DESIGNATION = # 1311
ELEVATION = 72.45 (NAVDAS) TOPD IS BASED ON THE BR DATUM		
(INDO) ELEVATION = 73.24		
SCALE: 1" = 50' ANGLE		



CITY OF INDIO	
APPROVED BY:	DATE:
RECOMMENDED:	DATE:



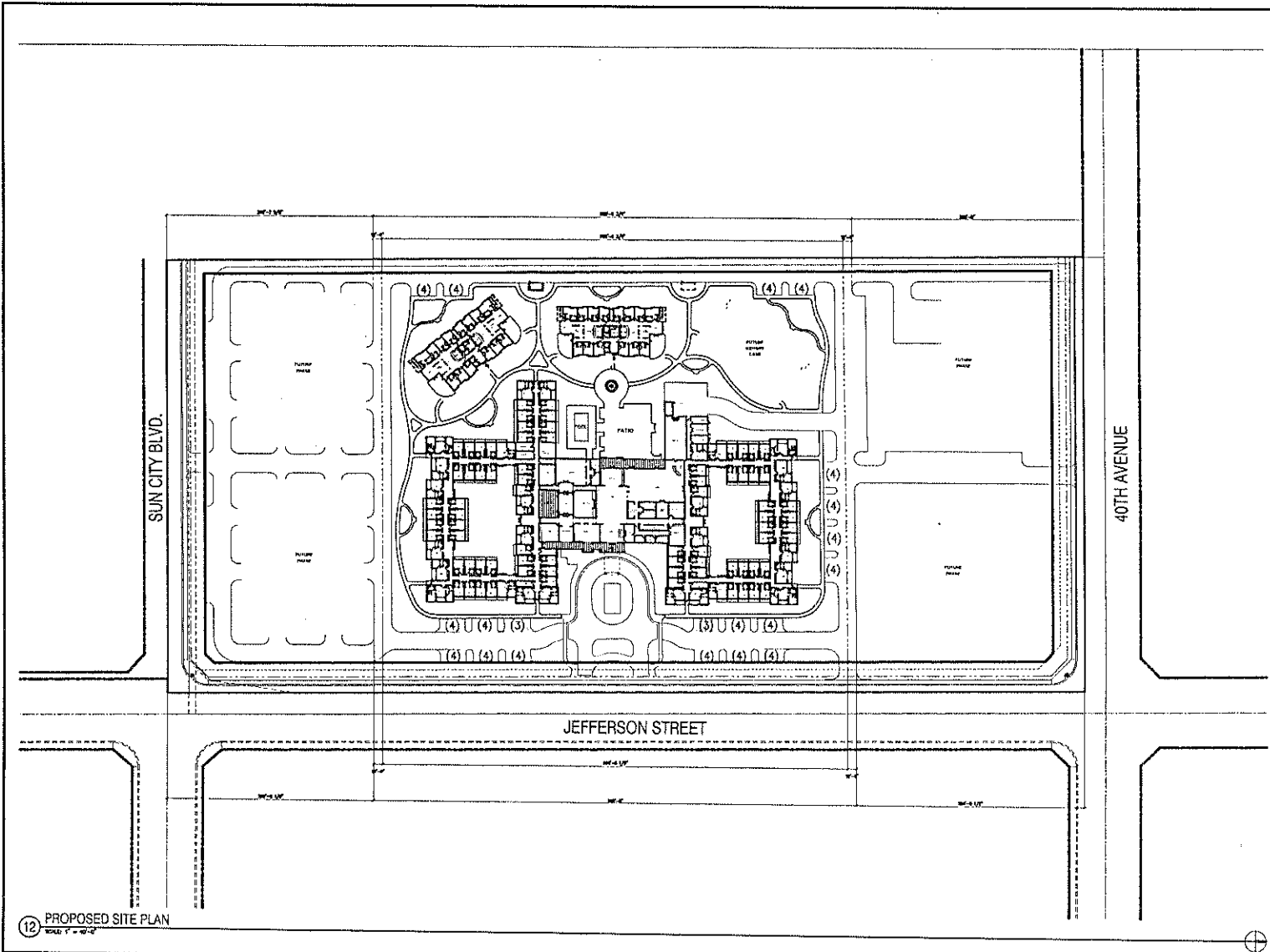
**PACIFIC COAST LAND CONSULTANTS, INC.**  
 2500 JEFFERSON AVENUE, SUITE 201  
 BURLINGAME, CALIFORNIA 94010  
 TEL: (650) 898-1300

PREPARED BY: A.C.E. NO. 34821  
 DATE: \_\_\_\_\_

CHAS. D. HORTON

CITY OF INDIO		SHEET NO.
DEPARTMENT OF ENGINEERING SERVICES	PRELIMINARY GRADING PLAN PARCEL MAP 36580 RENAISSANCE VILLAGE OF INDIO	1
DATE: _____	FILE NO. _____	OF 1 SHEETS





12 PROPOSED SITE PLAN  
SCALE: 1" = 40'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
2847 Maple Grove Dr., Suite 201  
Mission, CA 92554  
(951) 461-0000

**Architect:** Steven Foster Holland Lewis Architects  
**Site Plan:** Steven Foster Holland Lewis Architects  
245 Bank Street, Suite 100, San Francisco, California 94102  
Phone: (415) 774-2000 Fax: (415) 774-2001

**Planning Consultant:** Paul M. East Land Consultants  
Paul Ferguson  
23000 Jolly Road, San Diego, CA 92130  
Phone: (619) 451-5500

**Other Consultant:** Landscape Architecture  
1025 N. Main Street, Anaheim, CA 92701  
Phone: (714) 771-1100

**Design/Drawn:**

REVISIONS				
No.	Description	Date	By	Appr.

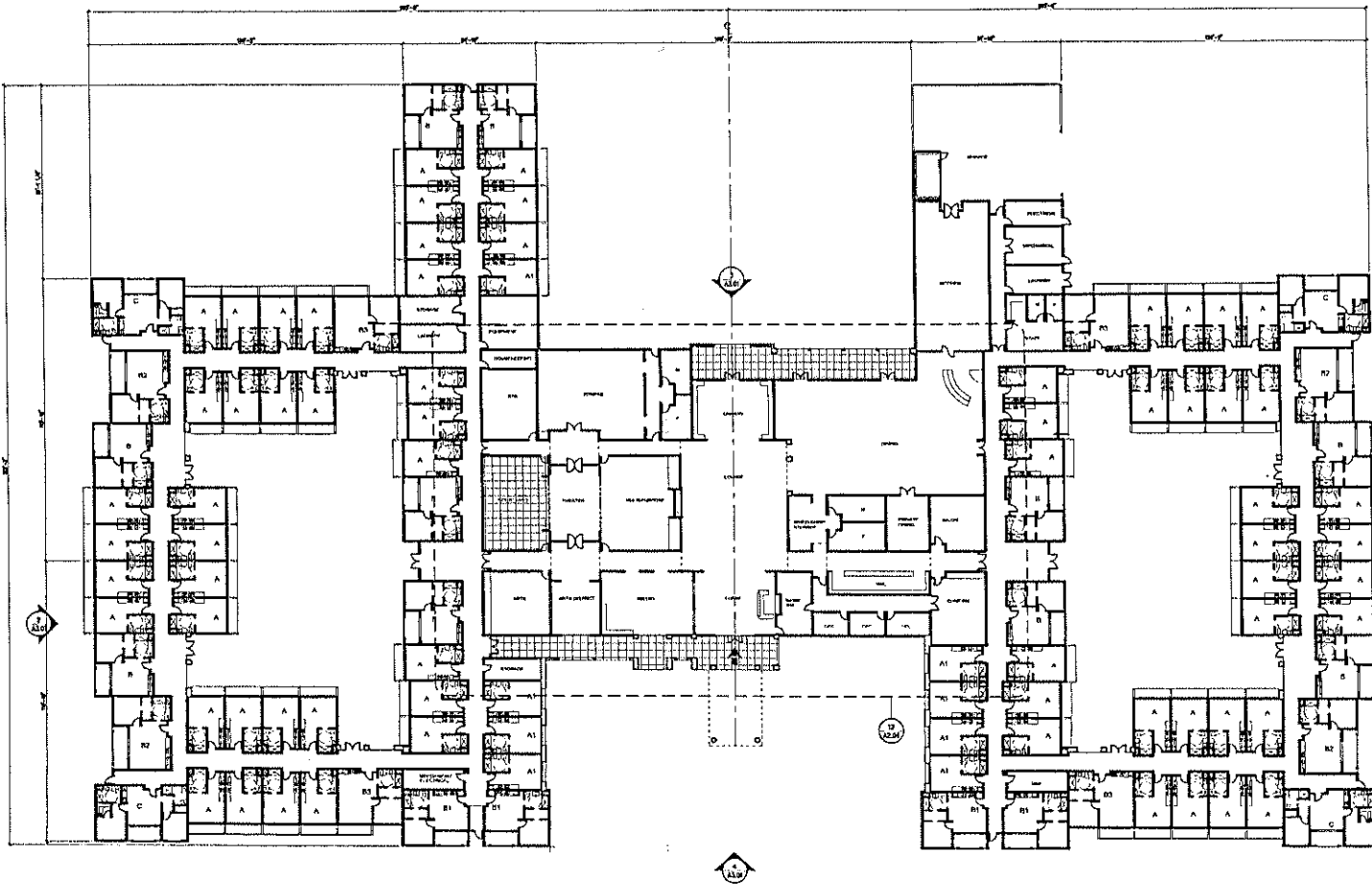
**CONDITIONAL USE PERMIT APPLICATION**  
This drawing and specifications and the uses proposed herein are those as the applicant has indicated on the site plan and are subject to the approval of the City of Indio. The applicant shall be responsible for obtaining all other necessary permits and approvals from the appropriate agencies and departments. The applicant shall be responsible for obtaining all other necessary permits and approvals from the appropriate agencies and departments.

**TITLE:** RENAISSANCE VILLAGE OF INDIOS  
APN 807-240-008  
**PROJECT TYPE:** CONDITIONAL USE PERMIT APPLICATION  
**DATE:** PROPOSED SITE PLAN

NO.	REVISION	DATE	BY	APPR.

**SCALE:** 1" = 40'-0"

**A1.01**



12 PROPOSED FLOOR PLAN - ASSISTED LIVING  
SCALE: 1" = 20'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
2540 Medical Center Dr., Suite 201  
Menlo Park, CA 94025  
(650) 321-8800

Architect: **Borowicz Traversi & Holland Limited Architects**  
**btal**  
225 South Tower  
East Tower, California  
2415 Market Street  
San Francisco, CA 94114  
Tel: (415) 774-1300

Display Landscaper:  
**Pauffic Green Landscaping**  
Landscaper:  
2000 Jefferson Ave #13  
Alhambra, CA 91802  
Tel: (627) 449-1300

Witness Associates  
Landscaper:  
1300 S. Bascom Avenue  
Redwood City, CA 94061  
Tel: (650) 754-6400

Preparer Name:

Rev.	Description	Date	By	Appr.

**CONDITIONAL USE PERMIT APPLICATION**

This drawing and specifications and the strategies indicated in this plan are the property of the applicant and shall remain the property of the applicant. No part of this drawing or specifications shall be reproduced or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or by any information storage and retrieval system, without the prior written permission of the applicant.

Project: **RENAISSANCE VILLAGE OF INDIO**  
APN 607-240-008

Project Title: **CONDITIONAL USE PERMIT APPLICATION**

Sheet Title: **PROPOSED FLOOR PLAN - ASSISTED LIVING**

Scale	AS BUILT	DATE	BY	APPR.

A2.01



Architect: **Brown Fraser Hilditch Lovell Architects**  
 445 Park Avenue, Suite 400  
 New York, NY 10022  
 Tel: (212) 697-1200 Fax: (212) 697-1201

Union Jurisdiction:  
 Pacific Coast Local Carpenters  
 2 Field Station  
 2500 Jefferson Ave. #10  
 Berkeley, CA 94704  
 P. (415) 864-1164

WMAA Affiliation:  
 Local 101  
 11200 Montgomery Avenue  
 Miramar, CA 91931  
 P. (619) 455-8888

Proposed Name: \_\_\_\_\_

Project Location: \_\_\_\_\_

Project Description: \_\_\_\_\_

Item	Area	Use	Type

**CONDITIONAL USE PERMIT APPLICATION**

This document and attachments and all concepts submitted herewith are the confidential and proprietary information of the Applicant and shall remain the property of the Applicant. No part of this document shall be disclosed to any third party without the express written consent of the Applicant. The Applicant warrants that the information provided herein is true and correct to the best of its knowledge and belief.

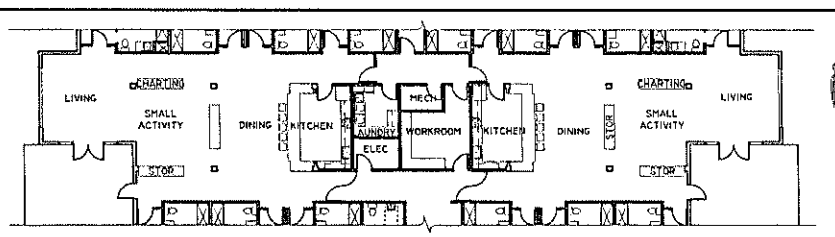
Project Name: **RENAISSANCE VILLAGE OF INDIO**  
 APN 607-240-006

Project Title: **CONDITIONAL USE PERMIT APPLICATION**

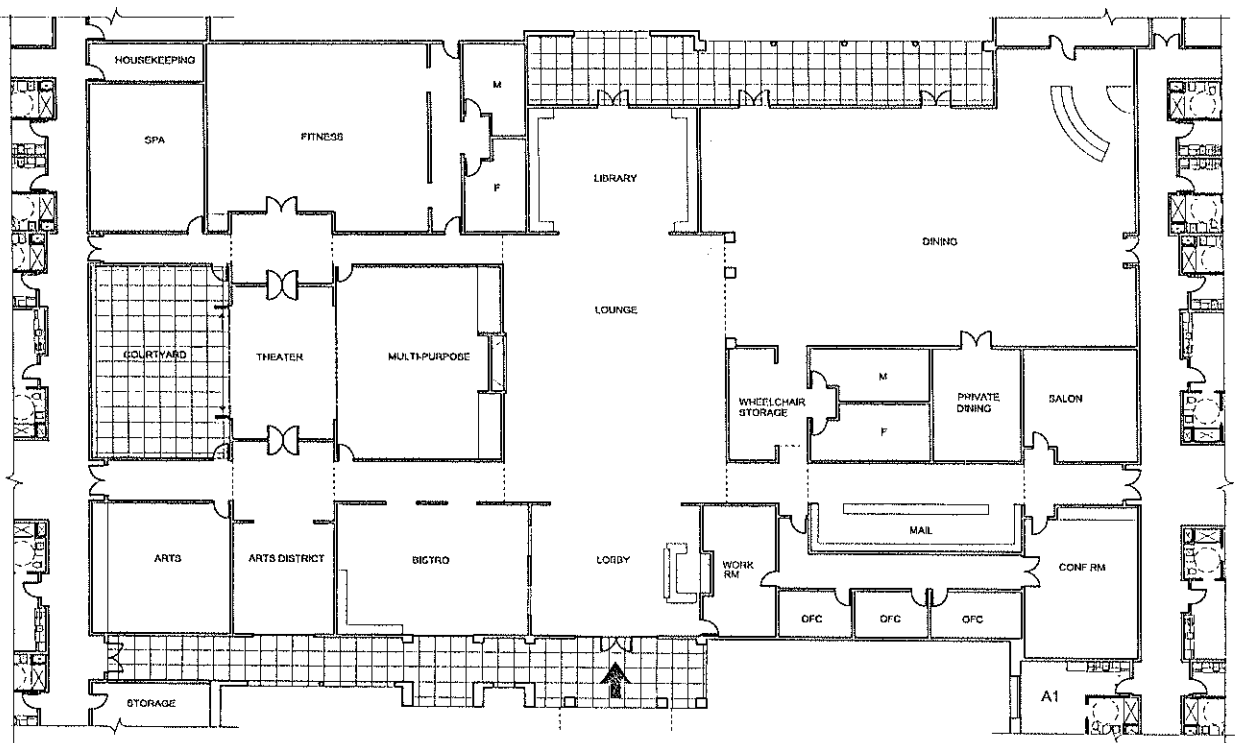
Item Title: **ENLARGED FLOOR PLAN - MEMORY CARE AND ASSISTED LIVING**

Author	Checked By	Drawn By	Date

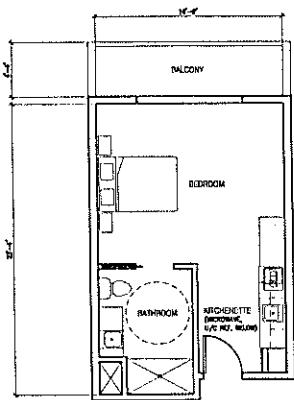
**A2.04**



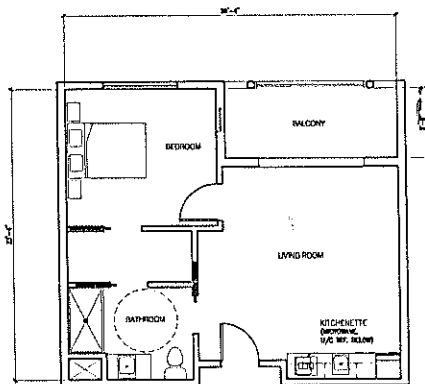
**10 ENLARGED MAIN COMMON AREAS PLAN - MEMORY CARE**  
 SCALE: 1" = 10'-0"



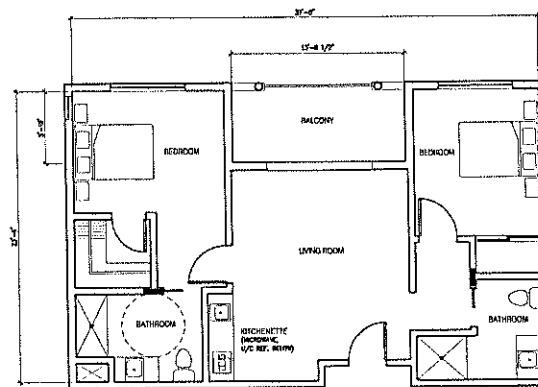
**12 ENLARGED MAIN COMMON AREAS PLAN - ASSISTED LIVING**  
 SCALE: 1" = 10'-0"



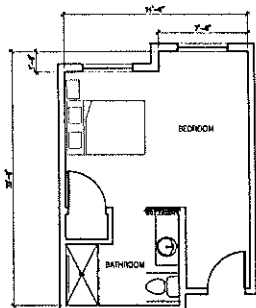
10 ASSISTED LIVING - TYP. STUDIO W/ BALCONY - 'A' UNIT, ±395 SF  
SCALE: 1/8"=1'-0"



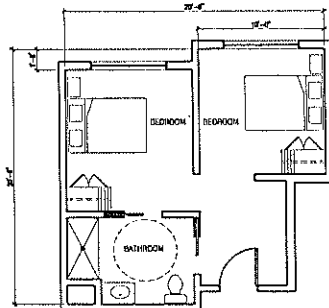
7 ASSISTED LIVING - TYP. 1 BED - 'B' UNIT, ±595 SF  
SCALE: 1/8"=1'-0"



4 ASSISTED LIVING - TYP. 2 BED - 'C' UNIT, ±645 SF  
SCALE: 1/8"=1'-0"



12 MEMORY CARE - TYPICAL UNIT, ±280 SF  
SCALE: 1/8"=1'-0"



9 MEMORY CARE - TYP COMPANION CARE UNIT, ±350 SF  
SCALE: 1/8"=1'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
18467 North of Center Dr., Suite 201  
Marina, CA 94028  
(415) 454-0000

**blm**  
Blum Construction  
445 Third Street, Suite 400  
San Francisco, CA 94103  
(415) 441-2200

**Project Consultant:**  
Pacific Coast Land Consultants  
1000 California Ave. #10  
Berkeley, CA 94702  
(925) 845-1300

**Related Agencies:**  
Landscape  
12345678901234567890  
Berkeley, CA 94701  
(415) 555-5555

**Developer Name:**  
  
**Project Name:**  
  
**Project Address:**  
  
**Project City:**  
  
**Project State:**  
  
**Project Zip:**

Rev.	Description	Date	By	Appr.

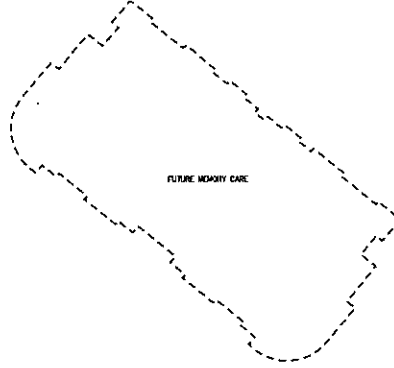
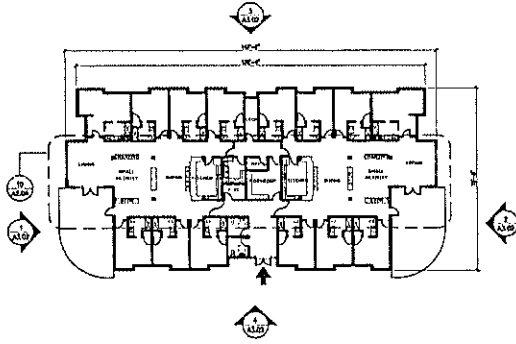
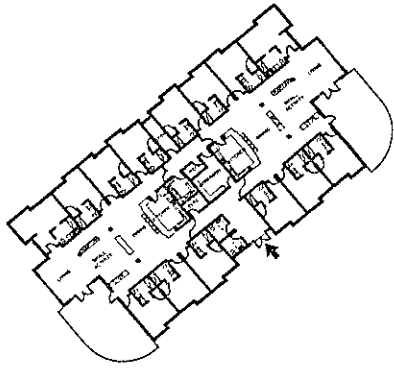
**CONDITIONAL USE PERMIT APPLICATION**  
This development and construction and the activities authorized to occur on the proposed residential units at 18467 NORTH OF CENTER DR. IN THE CITY OF MARINA, CALIFORNIA, are proposed to be used for the purposes of the project for which this permit is being applied for. The applicant hereby certifies that the project for which this permit is being applied for is a use that is listed in the City of Marina's General Ordinance, Chapter 17.02, as a Conditional Use.

**Project:** RENAISSANCE VILLAGE OF INDIRIO  
**APN:** 607-240-006  
**Project Title:** CONDITIONAL USE PERMIT APPLICATION  
**Scale:** ENLARGED UNIT PLANS

NO.	REVISION	DATE	BY	APPR.
1				
2				
3				
4				

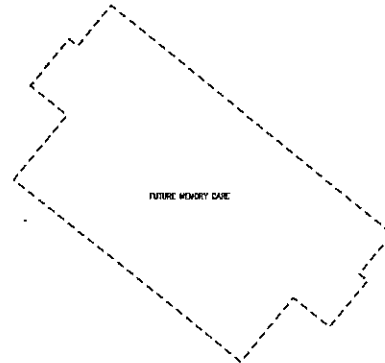
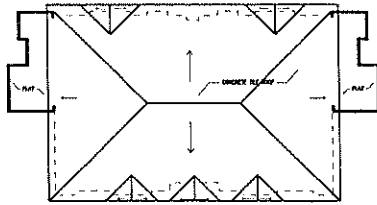
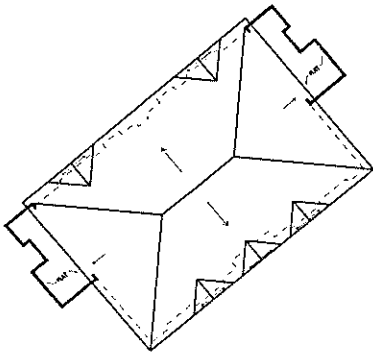
A2.05





10 PROPOSED FLOOR PLAN - MEMORY CARE

SCALE: 1" = 20'-0"  
 NOTE: DIMENSIONS SHOWN ARE CONTROL FOR THE OTHER PLANS WHEN



12 PROPOSED ROOF PLAN - MEMORY CARE

SCALE: 1" = 20'-0"

**CONTINENTAL EAST DEVELOPMENT INC**

3442 Medical Center Dr, Suite 201  
 Menlo Park, CA 94025  
 (650) 320-0000

Architect: **Steven Frank Highland Lerner Architects**

**sfhl**  
 405 Bush Street Suite 400  
 San Francisco, CA 94102  
 (415) 398-1000

Design Consultant:

**North Coast Land Consultants**  
 2200 Wilshire Ave. #10  
 Berkeley, CA 94702  
 (415) 871-1000

Witness Association:  
 1. **State of California**  
 Berkeley, CA 94702  
 (415) 871-1000

Discussion Topics:

Approval:

No.	Approval	Date	Signature	App.

CONDITIONAL USE PERMIT APPLICATION

This message and its contents and the materials attached to it are the confidential and/or proprietary information of RENAISSANCE VILLAGE OF INDIO, and are not to be used, disclosed, or distributed without the express written consent of RENAISSANCE VILLAGE OF INDIO. If you are not an intended recipient, please do not disseminate, distribute, or copy this information.

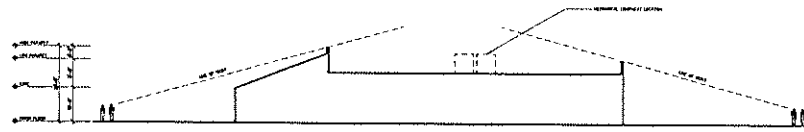
Project: **RENAISSANCE VILLAGE OF INDIO**  
 APN: 007-240-000

Form Title: **CONDITIONAL USE PERMIT APPLICATION**

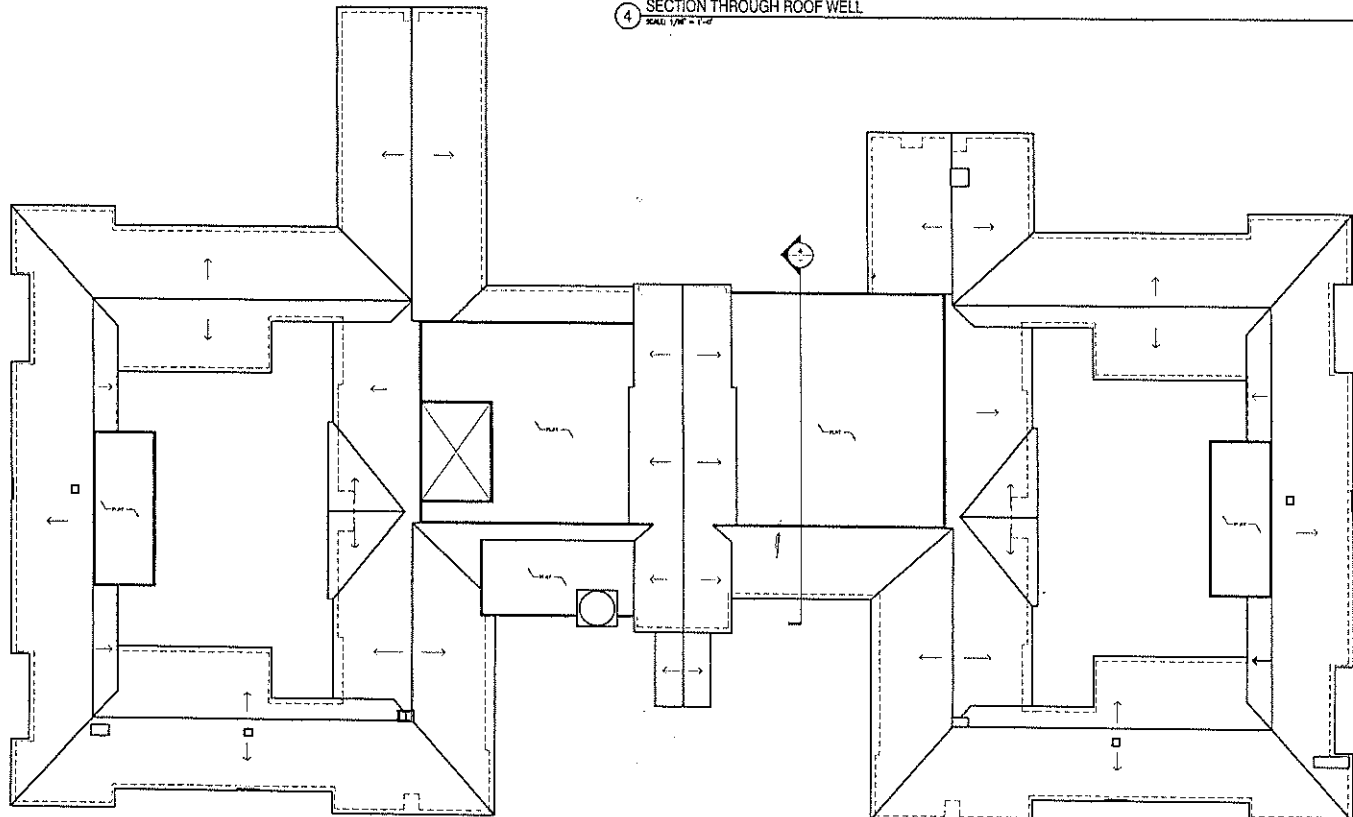
Form Title: **PROPOSED FLOOR AND ROOF PLAN - MEMORY CARE**

NO.	DATE	DESCRIPTION

**A2.03**



4 SECTION THROUGH ROOF WELL  
SCALE: 1/8" = 1'-0"



12 PROPOSED ROOF PLAN - ASSISTED LIVING  
SCALE: 1/8" = 1'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
2367 Medical Center Dr., Suite 301  
Mission Viejo, CA 92692  
(949) 461-0000

**Barry Tracy Holbrook Lester Architects**  
1475 Park Lane  
The Executive Center  
Mission Viejo, CA 92692  
Tel: 949.461.2400  
Fax: 949.461.2401

**Single Family**  
Final Construction  
Final Location  
25700 Avenida Arroyo, #10  
Mission Viejo, CA 92692  
APN: 091-001-1000

Disposal Notes

Item	Description	Unit	Quantity	Notes

**CONDITIONAL USE PERMIT APPLICATION**  
This document and specifications are the property of the City of Mission Viejo. It is to be used only for the project and site identified herein. It is not to be used for any other project or site. It is not to be used for any other project or site. It is not to be used for any other project or site.

**Project:**  
RENAISSANCE VILLAGE OF INDIO  
APN 007-240-008

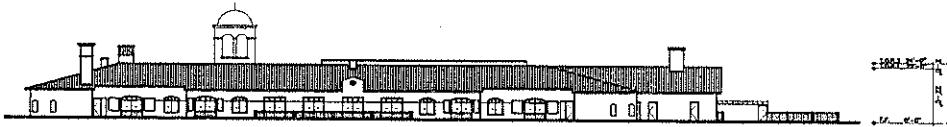
**Project Title:**  
CONDITIONAL USE PERMIT APPLICATION

**Map Title:**  
PROPOSED ROOF PLAN - ASSISTED LIVING

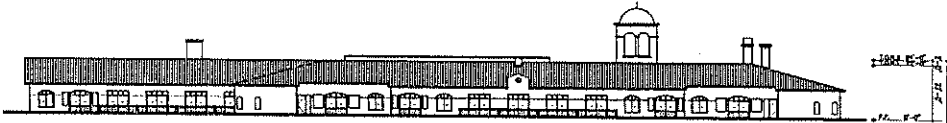
Author	Checker	Date
JANNEY	REASSEMBLY	07/02/20
08/18/19		
08/18/19		
08/18/19		

**A2.02**

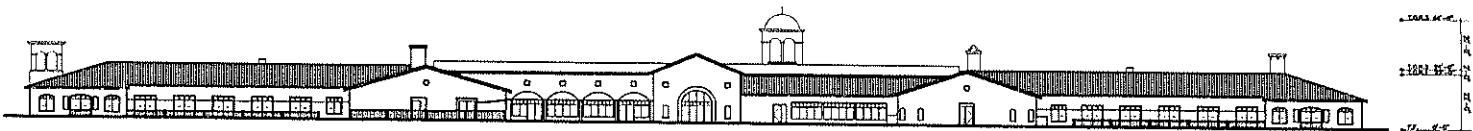




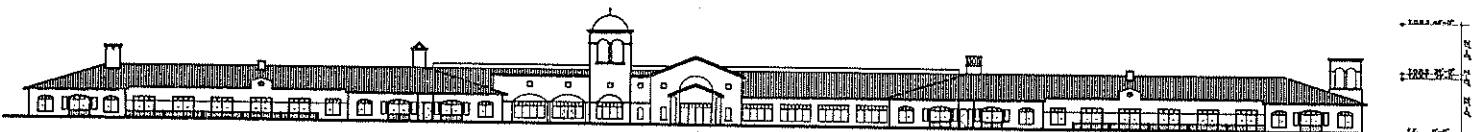
1 SIDE / NORTH (AVENUE 40) ELEVATION



2 SIDE / SOUTH (SUN CITY BOULEVARD) ELEVATION



3 REAR / WEST ELEVATION



4 FRONT / EAST (JEFFERSON STREET) ELEVATION

**CONTINENTAL EAST DEVELOPMENT INC.**  
 2100 West of Central Ex. Suite 200  
 Anaheim, CA 92702  
 (714) 941-2500

Architect: **Stewart Farrow Hillbrand Lerner Architects**  
 447 South Main, Suite 410  
 Los Angeles, California 90013  
 (213) 681-2200

Client/Consultant:  
**Pacific Coast Land Constructors**  
 Land Project:  
 7700 Jefferson Ave. #20  
 Mission Viejo, CA 92692  
 (949) 448-1000

Architect/Engineer:  
**SLC Engineering Group**  
 11111 Wilshire Blvd. Suite 1000  
 Los Angeles, CA 90025  
 (310) 556-6600

Principal Designer

Revisions

No.	Description	Date	By	Appr.

**CONDITIONAL USE PERMIT APPLICATION**

This development shall comply with the conditions set forth in this permit application and all applicable provisions of the City of Indio Ordinance 14.01.010, and shall be subject to the approval of the City of Indio Planning Commission. The applicant shall be responsible for obtaining all necessary permits from the appropriate agencies. The applicant shall be responsible for obtaining all necessary permits from the appropriate agencies.

Project:  
**RENAISSANCE VILLAGE OF INDO**  
 APN 807-240-006

Project Title:  
**CONDITIONAL USE PERMIT APPLICATION**

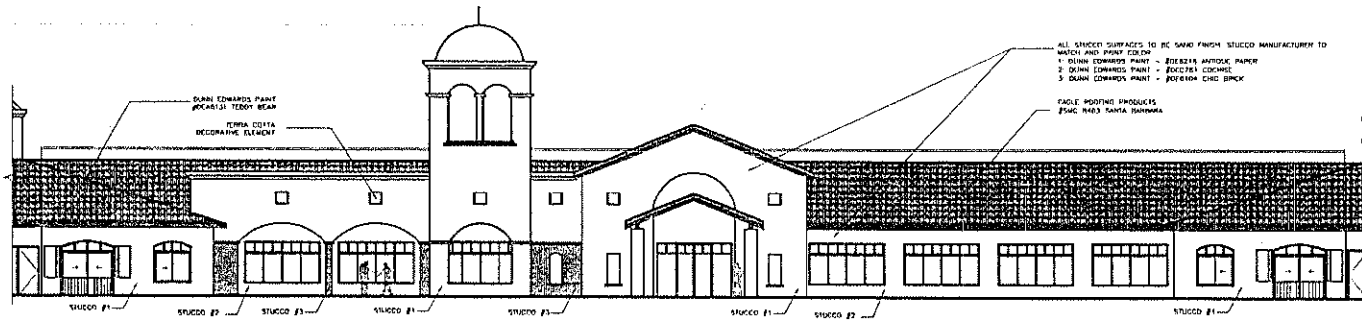
Plan Title:  
**EXTERIOR ELEVATIONS**

NO.	REVISION	DATE	BY	APP.

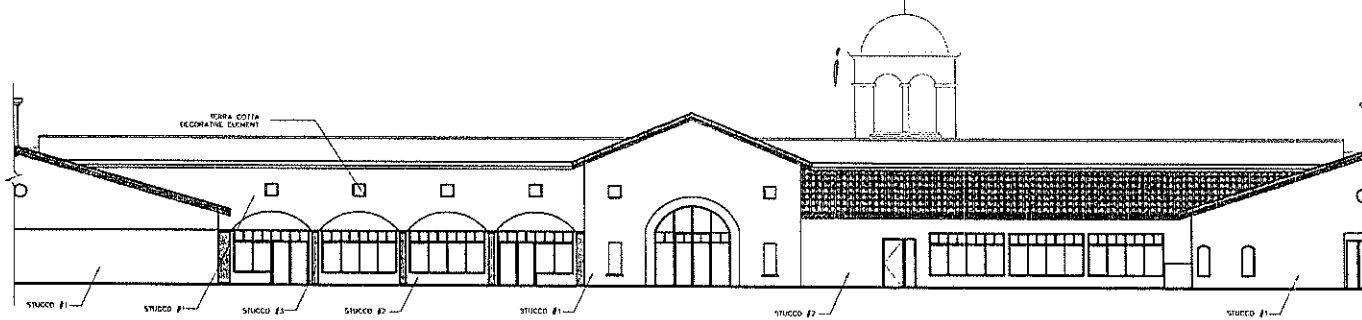
**A3.01**



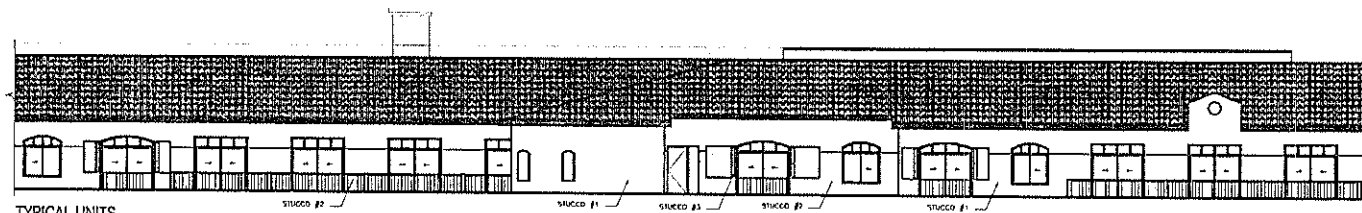




FRONT / EAST



REAR / WEST



TYPICAL UNITS

12 RENDERED ELEVATIONS  
SCALE: 1/8" = 1'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
12845 Madeline Court Dr. Suite 200  
Houston, TX 77044  
(281) 961-2000

Surface  

 Design: Flores (H-Brand Lines) Architects  
 b2fi  
 4555 Quaker Lane, Suite 400  
 San Francisco, CA 94132  
 Tel: (415) 774-1100  
 Fax: (415) 774-1101

Design Consultant  
 Pacific Coast Land Consultants  
 Paul J. Rogers  
 2700 Wilshire Blvd. #20  
 Beverly Hills, CA 90212  
 Tel: (310) 476-1100

Client Name: \_\_\_\_\_  
 Date: \_\_\_\_\_

NO.	REVISION	DATE	BY	CHKD.

CONDITIONAL USE PERMITS APPLICATION  
 These drawings and specifications and the materials indicated are for use on the project described and shall not be used for any other project without the express written consent of the architect. The architect shall not be responsible for any errors or omissions in these drawings and specifications or for any consequences arising therefrom. The contractor shall be responsible for obtaining all necessary permits and for complying with all applicable laws, codes, and regulations. The contractor shall also be responsible for obtaining all necessary approvals from the appropriate authorities. The contractor shall also be responsible for obtaining all necessary approvals from the appropriate authorities.

Project: RENAISSANCE VILLAGE OF INDIO  
 APN 607-240-006  
 Project Title: CONDITIONAL USE PERMITS APPLICATION  
 Date: \_\_\_\_\_  
 Rendered Elevations Assisted Living

Scale:	AS SHOWN	Date:	07/20/08
Drawn by:	CL/JP	Checked by:	CL/JP
Project No.:	607-240-006	Sheet No.:	A3.03
Drawn Date:	06/03/08	Scale:	1/8" = 1'-0"

Designer's Stamp

Approval	No.	Reviewer	Date	Notes	Appr.

**CONDITIONAL USE PERMIT APPLICATION**

This document and its contents shall be the property of the applicant and shall not be used for any other purpose without the written consent of the applicant. This document is not to be used for any other purpose without the written consent of the applicant.

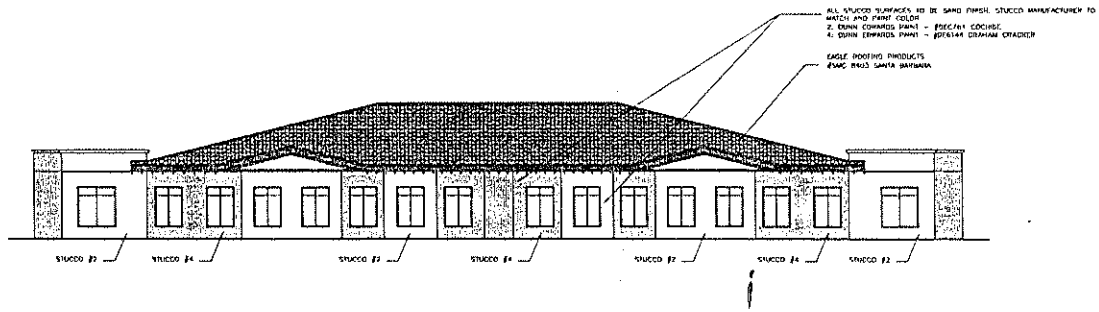
Project:  
**RENAISSANCE VILLAGE OF INDIRA**  
 APN 007-240-006

Project Title:  
**CONDITIONAL USE PERMIT APPLICATION**

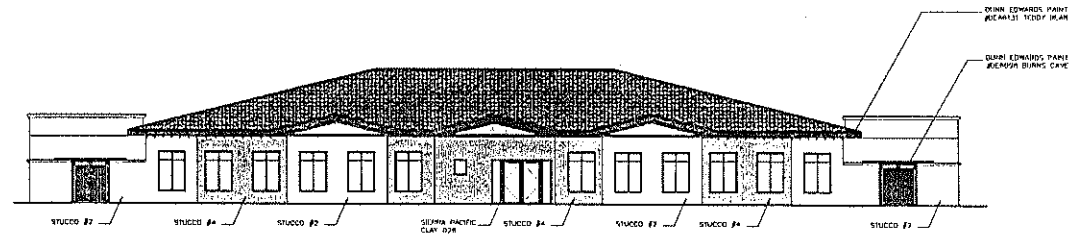
Map Title:  
**RENDERED ELEVATIONS MEMORY CARE**

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Drawn by:	DL	Checked by:	DL
Drawn Date:	08/14	Checked Date:	08/14
Drawn Title:	00113	Checked Title:	00113
Scale:	AS SHOWN	Scale:	AS SHOWN
Drawn by:	DL	Checked by:	DL
Drawn Date:	08/14	Checked Date:	08/14
Drawn Title:	00113	Checked Title:	00113

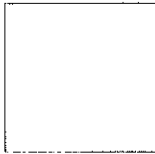
**A3.04**



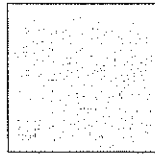
① WEST (REAR) ELEVATION  
 SCALE 1" = 32'-0"



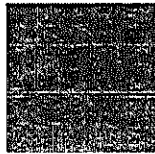
② EAST (FRONT) ELEVATION  
 SCALE 1" = 32'-0"



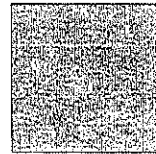
DUNNE EDWARDS PAINT  
600378  
WHITE ACRYLIC PAPER



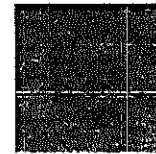
DUNNE EDWARDS PAINT  
600378  
WHITE ACRYLIC PAPER



DUNNE EDWARDS PAINT  
600304  
ZINC BRICK



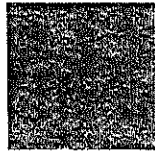
DUNNE EDWARDS PAINT  
600344  
GRAHAM CRACKER



DUNNE EDWARDS PAINT  
600378  
WHITE ACRYLIC PAPER

STUCCO (SAND FINISH)

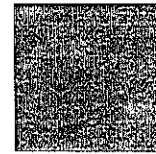
METAL RAILING / DETAILS



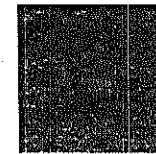
WEST PACIFIC WINDOWS  
CLAY TILE



EAGLE ROOFING PRODUCTS  
SMC SHALE  
SANTA BARBARA BLEND



DUNNE EDWARDS PAINT  
600344  
GRAHAM CRACKER



DUNNE EDWARDS PAINT  
600378  
WHITE ACRYLIC PAPER

DOORS / WINDOWS

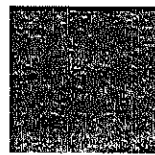
ROOF

WOOD FASCIA

FALSE CLAY TILE VENTS



J. QUISENBERRY  
SANDALWOOD LIMESTONE FINISH



DUNNE EDWARDS PAINT  
600378  
WHITE ACRYLIC PAPER

PRECAST CONCRETE

METAL LOUVERED DOORS / METAL GATES

12 COLOR/MATERIALS  
SCALE 1/4" = 1'-0"

**CONTINENTAL EAST DEVELOPMENT INC.**  
25407 Mariposa Drive, Suite 205  
Mariposa, CA 95345  
(415) 481-8000

**Architect:**  
Hervey Foster Holstad Linton  
Architects  
Hervey Foster Holstad Linton  
Architects  
201 North Street  
San Francisco, California 94101  
P: (415) 774-2343

**Design Consultant:**  
Pacific Coast Land Consultants  
Land Consultants  
21700 Jefferson Ave #411  
Mariposa, CA 95345  
P: (415) 481-1341

**Witness Agreement:**  
Landmark  
4300 Montgomery Avenue  
Mariposa, CA 95345  
P: (415) 481-4545

Project Name:

NO.	REVISION	DATE	BY	APP.

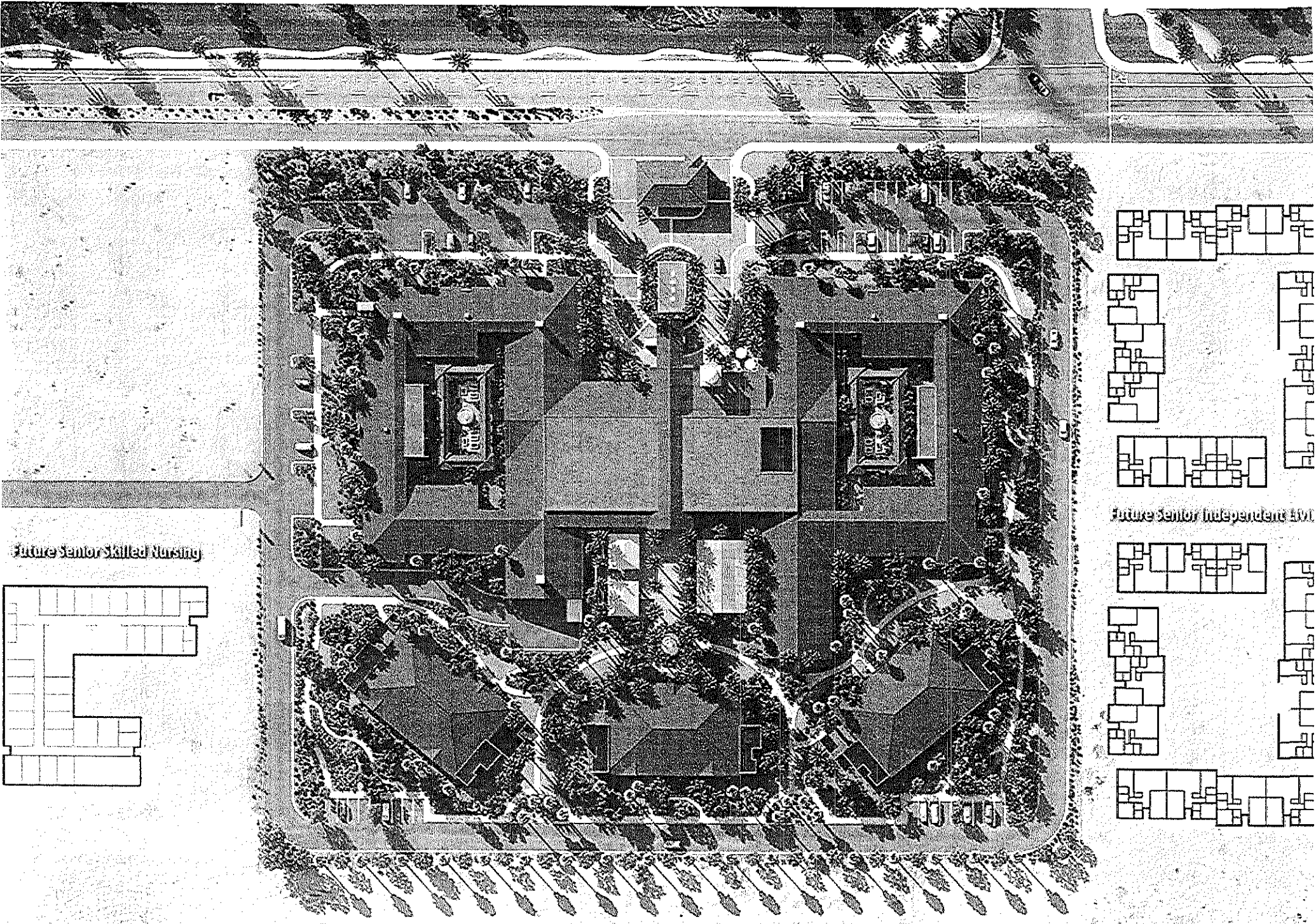
**CONDITIONAL USE PERMIT APPLICATION**  
These drawings and specifications and the contract conditions included in them are the original and complete work of HERVEY FOSTER HOLSTAD LINTON ARCHITECTS AND ASSOCIATES and shall not be used, in whole or in part, for any other project without the written consent of HERVEY FOSTER HOLSTAD LINTON ARCHITECTS AND ASSOCIATES, which for the project for which they were made is evidenced on this sheet by reference to the contract.

**Project:**  
RENAISSANCE VILLAGE  
OF INDIO  
APN 607-240-000  
**Project Title:**  
CONDITIONAL USE PERMIT  
APPLICATION  
**Issue Title:**  
MATERIALS BOARD

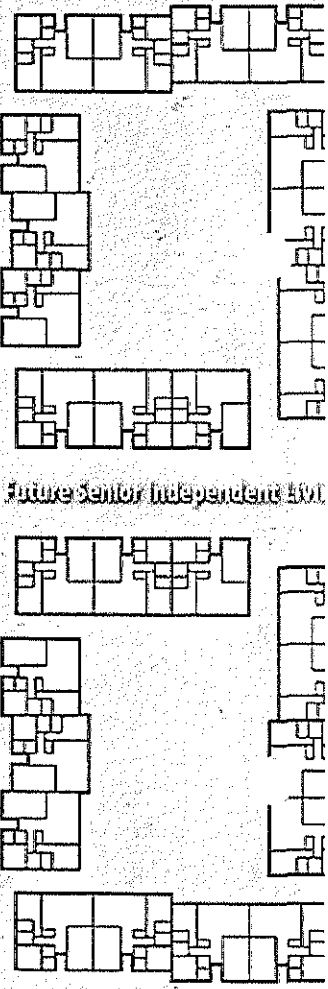
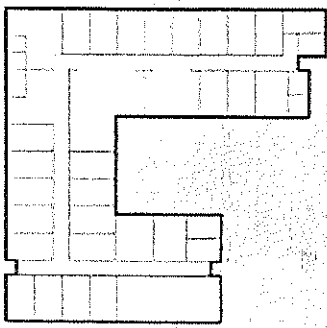
Scale: AS SHOWN  
Drawing No: 02/19  
Contract No: N/A  
Issue No: 00001  
Sheet No: 12  
A3.05







Future Senior Skilled Nursing



Future Senior Independent Living

1052BD

Guerin, John

---

**From:** Jei Kim <jkim@pclc-hjk.net>  
**Sent:** Wednesday, October 30, 2013 3:48 PM  
**To:** Guerin, John  
**Cc:** Chriss Hopper  
**Subject:** CUP 13-7-363 & TPM36580  
**Attachments:** EXHIBIT\_AIRPORT\_10-30-13.pdf

Hi, John

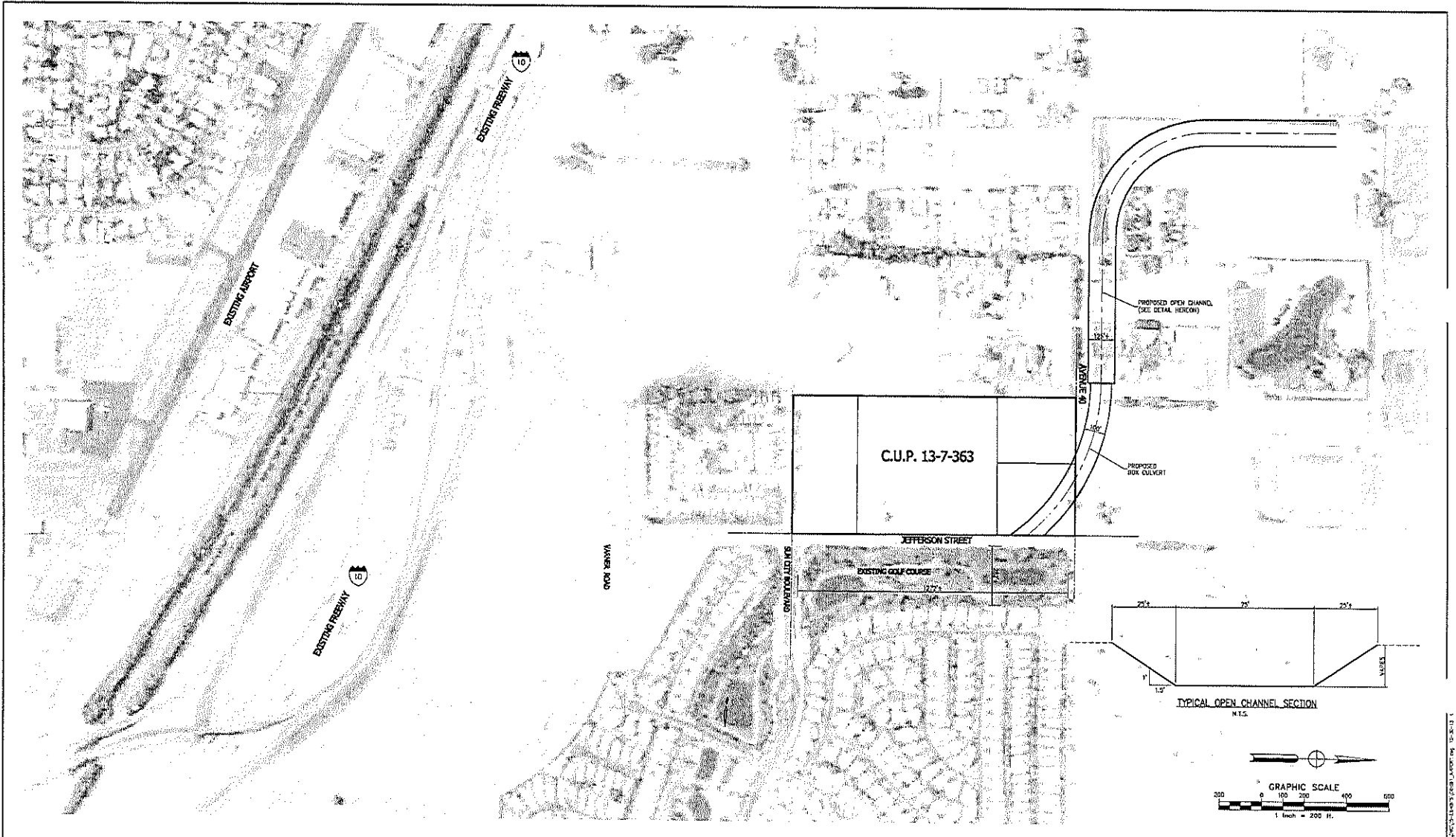
Please find attached exhibits per our meeting on 10/28/13. Per your requested, this attached exhibit included open space acreage of Shadow Hill, right east of our project, 121 ac which is about 30% of total area and also open channel at north, the bottom is 75' as shown. I think its much more than what was discussed. Hope this works your concern. Please call me if you have questions. Thanks

Jei Kim, PLS, President  
PACIFIC COAST LAND CONSULTANTS, INC.  
DBA HJK CONSULTANTS  
25096 Jefferson Avenue, Suite "D"  
Murrieta, Ca. 92562  
Tel. No.: (951) 698-1350 Ext: 204  
Fax No.: (951)698-8657  
Email: [jkim@pclc-hjk.net](mailto:jkim@pclc-hjk.net)

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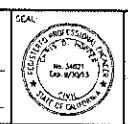
**Underground Service Alert**  
 CAP. TOLL FREE  
 1-800-227-2600  
 TWO WORKING DAYS BEFORE YOU DIG

DATE	BY	MARK	REVISIONS:	APPROV	DATE

**BENCHMARK:**  
 NGS PD 46 5453  
 DESIGNATION - W 1311  
 ELEVATION = 77.45 (NANDB) TOPD IS BASED ON  
 THE 68 BARON  
 (NANDB ELEVATION = 75.24)  
 SCALE: 1" = 100'

SCALE: \_\_\_\_\_  
 CITY: \_\_\_\_\_

**CITY OF INDIR**  
 APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_  
 RECOMMENDED: \_\_\_\_\_ DATE: \_\_\_\_\_

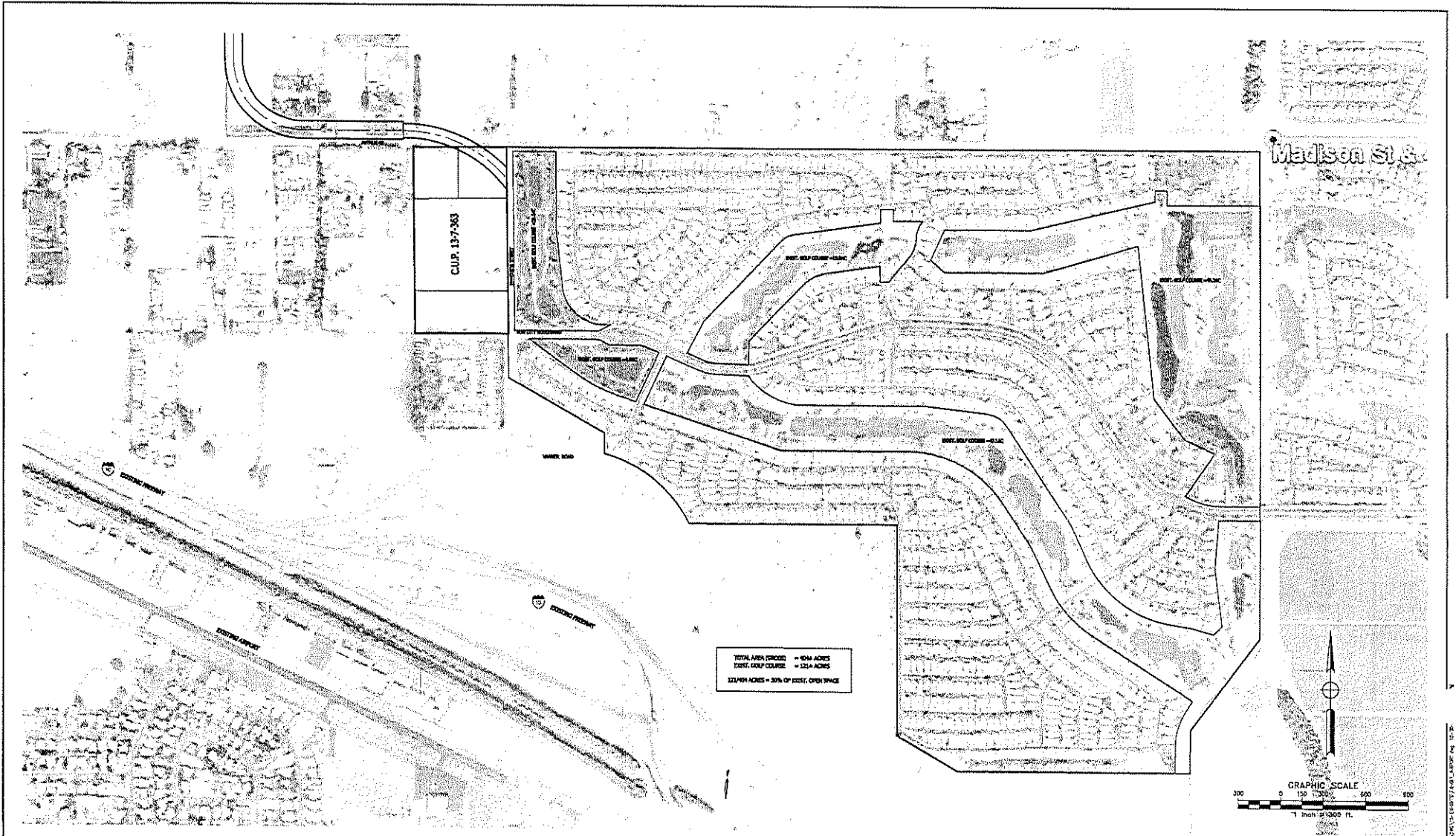


**PACIFIC COAST LAND CONSULTANTS, Inc.**  
 2000 JEFFERSON AVENUE SUITE 117  
 MARINA, CALIFORNIA 92542  
 TEL. (949) 498-1200  
 PREPARED BY: CHRIS D. HOPPER  
 DATE: \_\_\_\_\_  
 R.C.E. NO. 34821

**CITY OF INDIR**  
 DEPARTMENT OF ENGINEERING SERVICES  
**AIRPORT LAND USE**  
 C.U.P. NO. 13-7-363  
 RENAISSANCE VILLAGE OF INDIR

SHEET NO. 1  
 OF 2 SHEETS

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**Underground Service Alert**  
 Call 1-800-227-2600  
 TWO WORKING DAYS BEFORE YOU DIG

DATE	BY	MARK	REVISIONS	APPROVAL	DATE

**BENCHMARK:**  
 NGS PD 04 3453  
 DESIGNATION = W 1311  
 ELEVATION = 77.45 (NAVD83) TOPD IS BASED ON  
 THE 88 DARIUM  
 (NGVD93 ELEVATION = 75.24)  
 SCALE: 1" = 400'

SCALE: \_\_\_\_\_

**CITY OF INDIR**

APPROVED BY: \_\_\_\_\_ DATE: \_\_\_\_\_

RECOMMENDED: \_\_\_\_\_ DATE: \_\_\_\_\_

**PACIFIC COAST LAND CONSULTANTS, Inc.**  
 2004 JEFFERSON AVENUE SUITE 107  
 LAUREA, CALIFORNIA 92532  
 TEL: (951) 988-1100

PREPARED BY: CHRIS D. HOPPER  
 DATE: \_\_\_\_\_

PROJECT NO. 24921

**CITY OF INDIR**  
 DEPARTMENT OF ENGINEERING SERVICES  
**AIRPORT LAND USE**  
**C.U.P. NO. 13-7-363**  
**RENAISSANCE VILLAGE OF INDIR**

SHEET NO. **2** OF **2** SHEETS

DATE: \_\_\_\_\_ CITY: \_\_\_\_\_

1. Survey Prepared by: PACIFIC COAST LAND CONSULTANTS, Inc. (PCLC) License No. 10125





# **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 Riverside 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Thursday, November 28 (Thanksgiving), and by appointment on Fridays (except November 29) from 8:30 a.m. to 5:00 p.m.

PLACE OF HEARING:       La Quinta Council Chambers  
                                  78-495 Calle Tampico  
                                  La Quinta, California 92253

DATE OF HEARING:       December 12, 2013

TIME OF HEARING:       10:00 A.M.

### **CASE DESCRIPTION:**

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 40<sup>th</sup> 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).

**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 Mr. Mamun Faruque of the City of Indio Community Development Department, at (760) 391-4120.

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

ALUC Identification No.

2APIO2B013

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 10-16-13  
 Property Owner Continental East Fund IX, LLC Phone Number 951) 600-8600  
 Mailing Address 25467 Medical Center Dr.  
#201  
Murietta, CA 92562

Agent (if any) \_\_\_\_\_ Phone Number \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

**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 SW corner of Jefferson + Ave 40, Indio  
 Assessor's Parcel No. 607-240-006 Parcel Size 17 acres  
 Subdivision Name Renaissance Village Indio Zoning \_\_\_\_\_  
 Lot Number \_\_\_\_\_ Classification MF 2

**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) Vacant

Proposed Land Use (describe) Residential Senior Assisted Living  
care

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 173  
 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) Bl'd Hght 24' Entry 44' towers ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 7.3' 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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

50  
D

**REFERRING AGENCY (TO BE COMPLETED BY AGENCY STAFF)**

Date Received	_____	Type of Project
Agency Name	<u>City of Indio</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact	<u>Mamun Faruque</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<u>(760) 541-4252</u>	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>CUP - DK13-7-363</u>	<input type="checkbox"/> Use Permit
	<u>Pm- 36580</u>	<input type="checkbox"/> Public Facility
		<input type="checkbox"/> Other _____

**ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____							
Primary Criteria Review	Compatibility Zone(s)	<input type="checkbox"/> A	<input type="checkbox"/> B1	<input type="checkbox"/> B2	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> Ht.
	Allowable (not prohibited) Use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Density/Intensity Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Open Land Requirement Met?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Height Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Easement/Deed Notice Provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				

Special Conditions	Describe: _____
	_____

Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

**ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	
ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	
	_____	
	_____	
	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	
	_____	
	_____	



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.1

**HEARING DATE:** February 13, 2014

**CASE NUMBER:** ZAP1094MA13 – Fayeze Sedrak/Parcel 33 Trust  
(Representative: W. Tan Engineering)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** Conditional Use Permit No. 3599, General Plan Amendment No. 1058, Change of Zone No. 7672

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed project be found **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Conditional Use Permit proposes to construct a three-story 51,994 square foot hotel with 103 rooms and a detached one-story 5,656 square foot banquet hall/restaurant on 3.24 net acres. The General Plan Amendment proposes to change the General Plan (Mead Valley Area Plan) land use designation of the site from Community Development: Light Industrial (CD:LI) to Community Development: Commercial Office (CD:CO). The Change of Zone proposes to change the zoning classification of the site from Manufacturing – Service Commercial (M-SC) to Commercial Office (C-O).

**PROJECT LOCATION:** The site is located northeasterly of Harvill Avenue, southeasterly of Dree Circle and Cajalco Expressway, northerly of (old) Cajalco Road, and westerly of Interstate-215, within the unincorporated community of Mead Valley, approximately 8,800 feet southerly of Runway 14-32 at March Air Reserve Base.

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

- a. Airport Influence Area: March Air Reserve Base
- b. Land Use Policy: Area II
- c. Noise Levels: partially within 60-65 CNEL, according to the Draft F-15 Aircraft

Conversion Environmental Impact Statement, 144<sup>th</sup> Fighter Wing,  
California Air National Guard (May 2012)

**BACKGROUND:**

Non-Residential Land Use Intensity: The site is located in Area II of the current March Air Reserve Base Airport Influence Area. Non-residential intensity is not limited within Area II, based on the 1984 Riverside County Airport Land Use Plan.

Pursuant to the Draft Airport Land Use Compatibility Plan for the March Air Reserve Base/Inland Port Airport, the site would be located within Compatibility Zone C2. The draft land use intensity criteria for Compatibility Zone C2 would limit average intensity to 200 people per acre and maximum single-acre intensity to 500 people. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.)

Based on the site plan and floor plans provided for the hotel building, a total of 103 rooms at approximately 37,492 square feet of hotel rooms, 380 square feet of office, 1,120 square feet of breakfast/dining area, 558 square feet of food preparation/kitchen area, and 406 square feet of exercise/gym area are proposed. Based on these areas a total of 296 people would be anticipated within the hotel. However, 194 people would be anticipated if the breakfast/dining area and exercise/gym area were assumed to serve only hotel guests. The banquet hall proposes 3,015 square feet of dining area and 360 square feet of kitchen area. Based on these areas a total of 203 people would be anticipated within the banquet hall, for a total of 397 people for the entire site.

The site is 3.24 acres net and approximately 4.09 acres gross. Based on the gross acreage of the site, the proposed project would result in an average intensity of 97 people, which would be consistent with the draft Compatibility Zone C2 average acre criteria. The most intense single-acre of the site would include the banquet hall and approximately half of the hotel building for a total of 300 people, which would be consistent with the draft Compatibility Zone C2 single-acre criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Area II or draft Compatibility Zone C2 within the project.

Noise: Both the March Air Reserve Base/Inland Port Airport Joint Land Use Study (which relied on the noise contours included in the 2005 AICUZ study) and the F-15 Aircraft Conversion Environmental Impact Study prepared for the 144<sup>th</sup> Fighter Wing of the California Air National Guard depict the site as being partially within the 60-65 CNEL range, with the remaining portion of the site falling below 60 CNEL. At these anticipated exterior noise levels and typical anticipated building construction noise attenuation, the proposed hotel would not require special measures to mitigate aircraft-generated noise.

Part 77: The elevation of Runway 14-32 at its southerly terminus is approximately 1488 feet above mean sea level (1488 feet AMSL). At a distance of approximately 8,800 feet from the runway,

Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1576 feet AMSL. The hotel building proposed building finished floor elevation on-site is 1512.80 feet AMSL. The proposed building has a maximum height of 43.08 feet for a potential maximum elevation of 1555.88 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service is not required.

Avigation Easement: Pursuant to Policy 3 of the 1984 Riverside County Airport Land Use Plan, an avigation easement is required for land uses located within Area II.

Open Area: Area II of the 1984 Riverside County Airport Land Use Plan and Draft Compatibility Zone C2 do not have any requirements for provision of open space.

**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, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, noise sensitive outdoor nonresidential uses, and hazards to flight.



3. Prior to issuance of any building permits, the landowner shall convey and have recorded an aviation 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 given to all prospective purchasers and/or tenants of the property.
5. 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. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature. In the event that a retention basin or detention basin is established on this site, on-site landscaping shall not include trees that produce seeds, fruits, or berries.
6. This project has been evaluated as a proposal for the establishment of a hotel and restaurant. The County of Riverside shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Churches, chapels, and other places of worship; classrooms; day care centers; gymnasiums; theaters; conference or convention halls; auditoriums; fraternal lodges; bowling alleys; gaming; auction rooms.

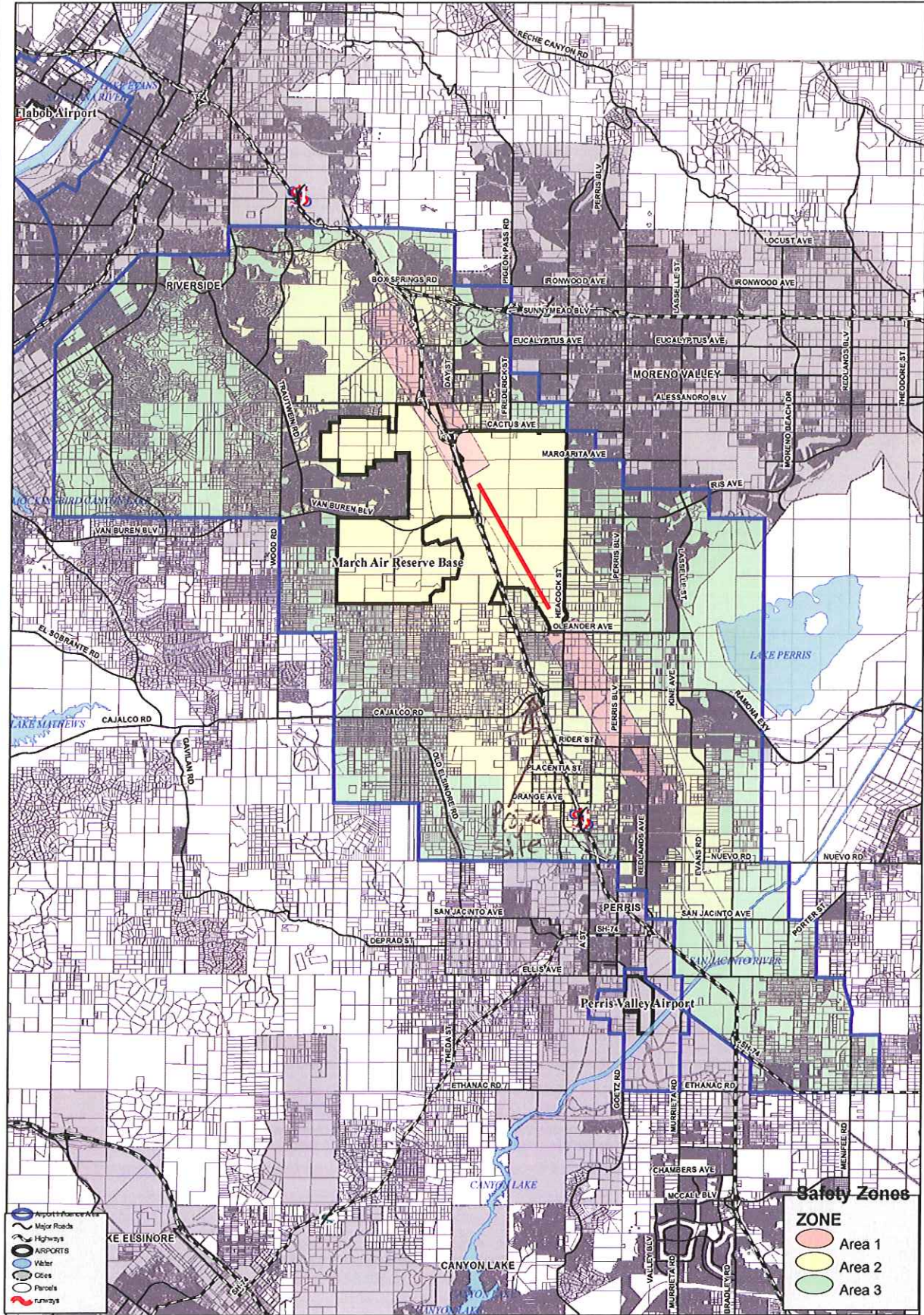
# NOTICE OF AIRPORT IN VICINITY

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)



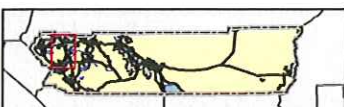
# Riverside County Airports

## March Air Reserve Base



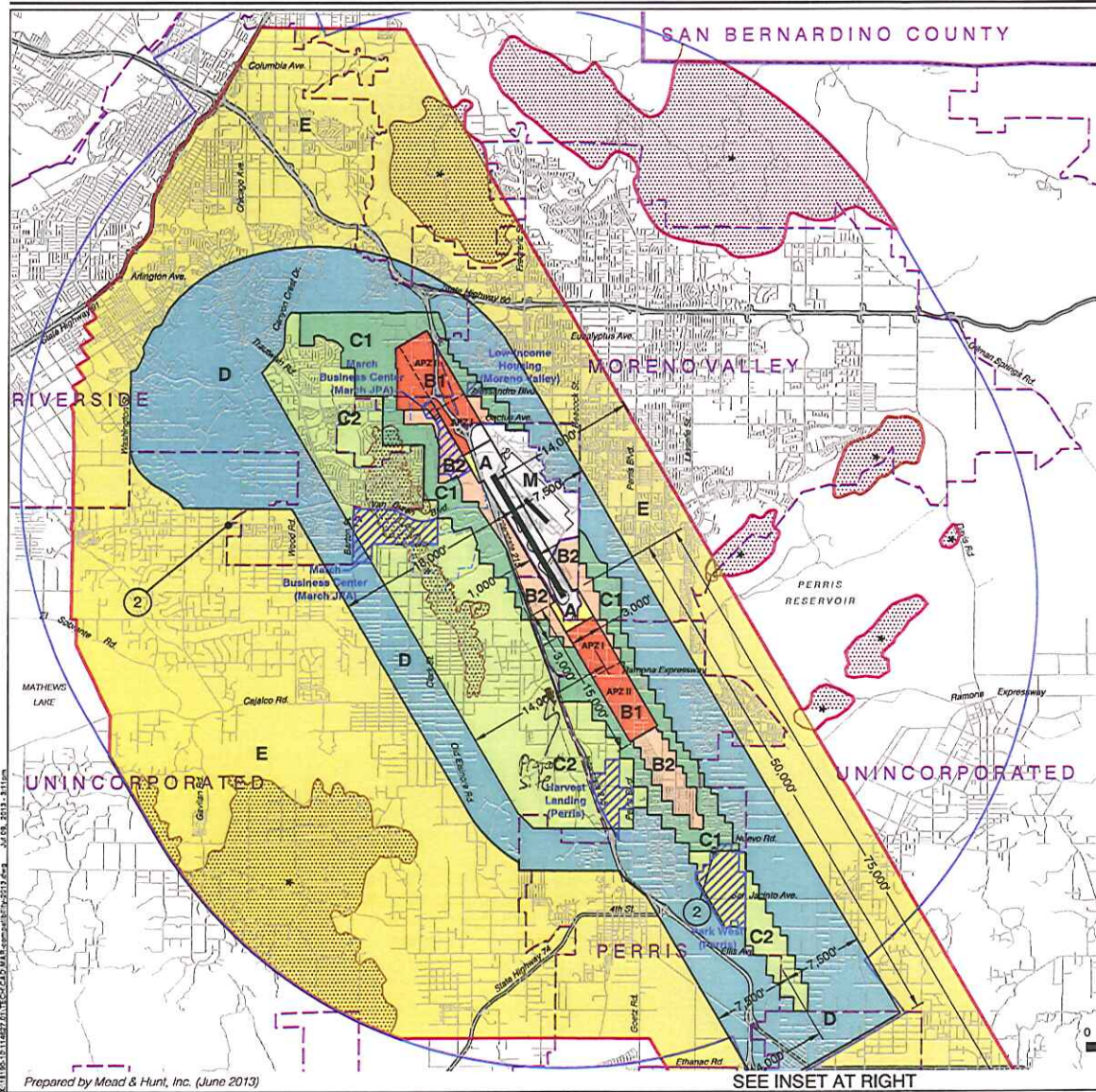
- Airports
- Major Roads
- Highways
- AIRPORTS
- Water
- Cities
- Parcels
- Runways

- Safety Zones**
- ZONE**
- Area 1
  - Area 2
  - Area 3



**E** The County of Riverside assumes no warranty or legal responsibility for the information depicted on this map. Data and information represented on this map is subject to update, modification 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 re-sell this map.





**LEGEND**

**Compatibility Zones**

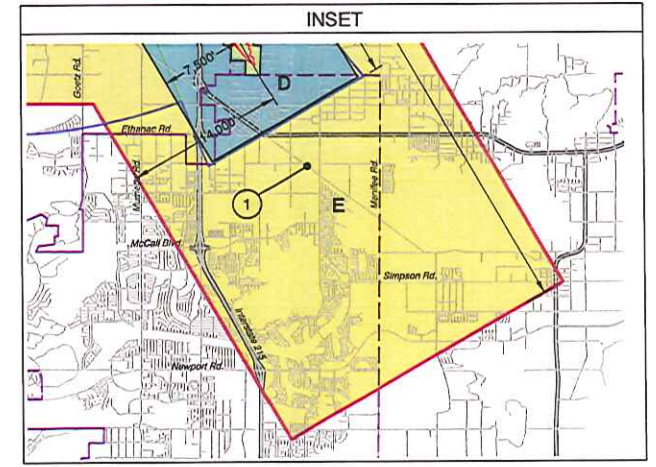
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**Boundary Lines**

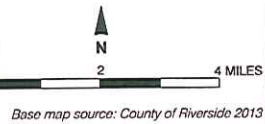
- March Air Reserve Base / Air Force Property
- March Joint Powers Authority Property Line
- County Boundary
- City Limits
- Site-Specific Exceptions (existing local agency commitments to development projects)

**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

J:\1103-2311\APZ\GIS\COMPAT\MAPS\COMPAT\78-2513.dwg JUN 18, 2013 3:11pm

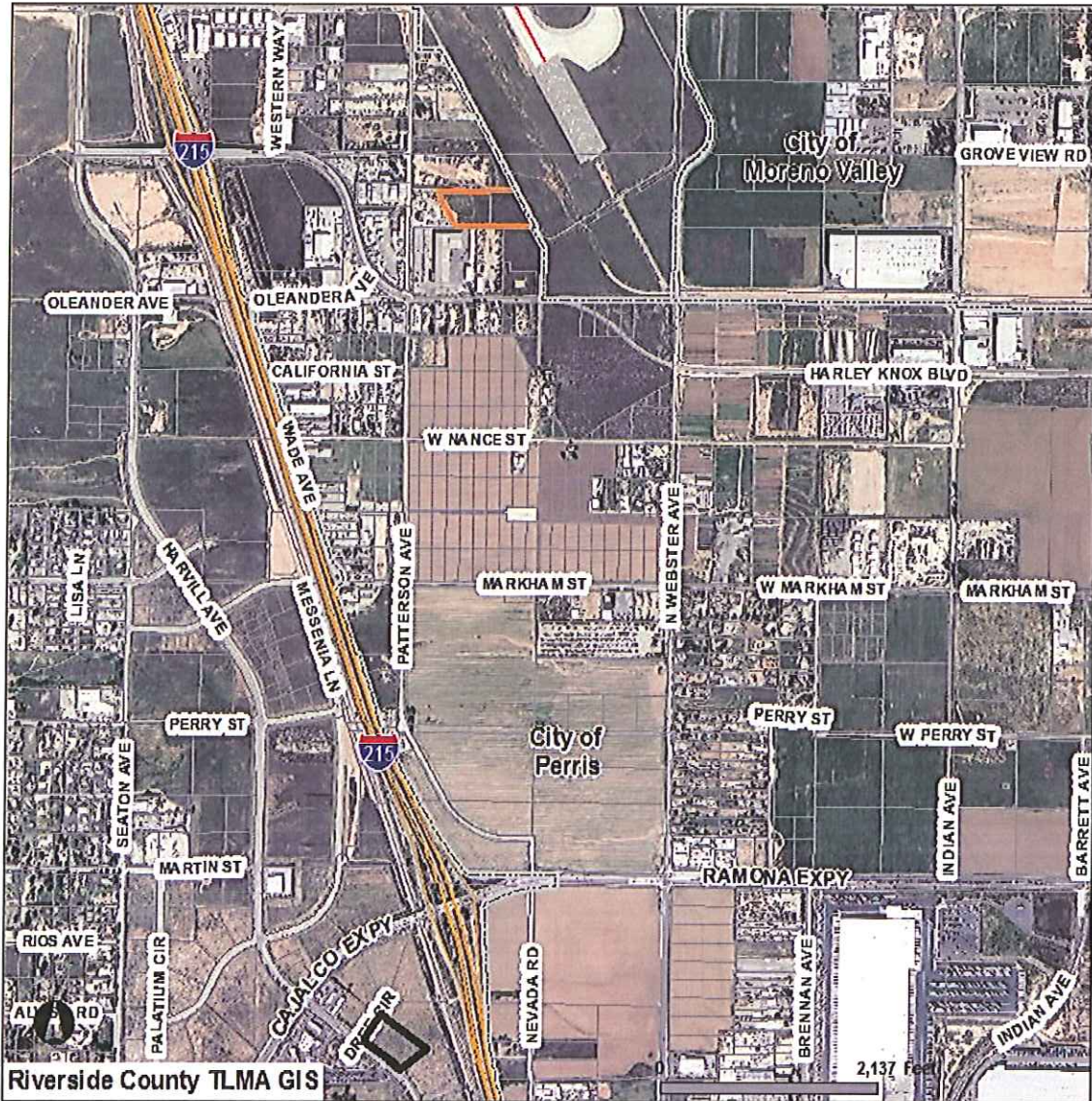
Prepared by Mead & Hunt, Inc. (June 2013)

SEE INSET AT RIGHT

Base map source: County of Riverside 2013



RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):  
317-110-039

AIRPORTS

- SELECTED PARCEL
- N AIRPORT RUNWAYS
- N INTERSTATES
- AIRPORT INFLUENCE AREAS
- N HIGHWAYS
- AIRPORT BOUNDARIES
- PARCELS

**\*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.

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Version 131127



RIVERSIDE COUNTY GIS



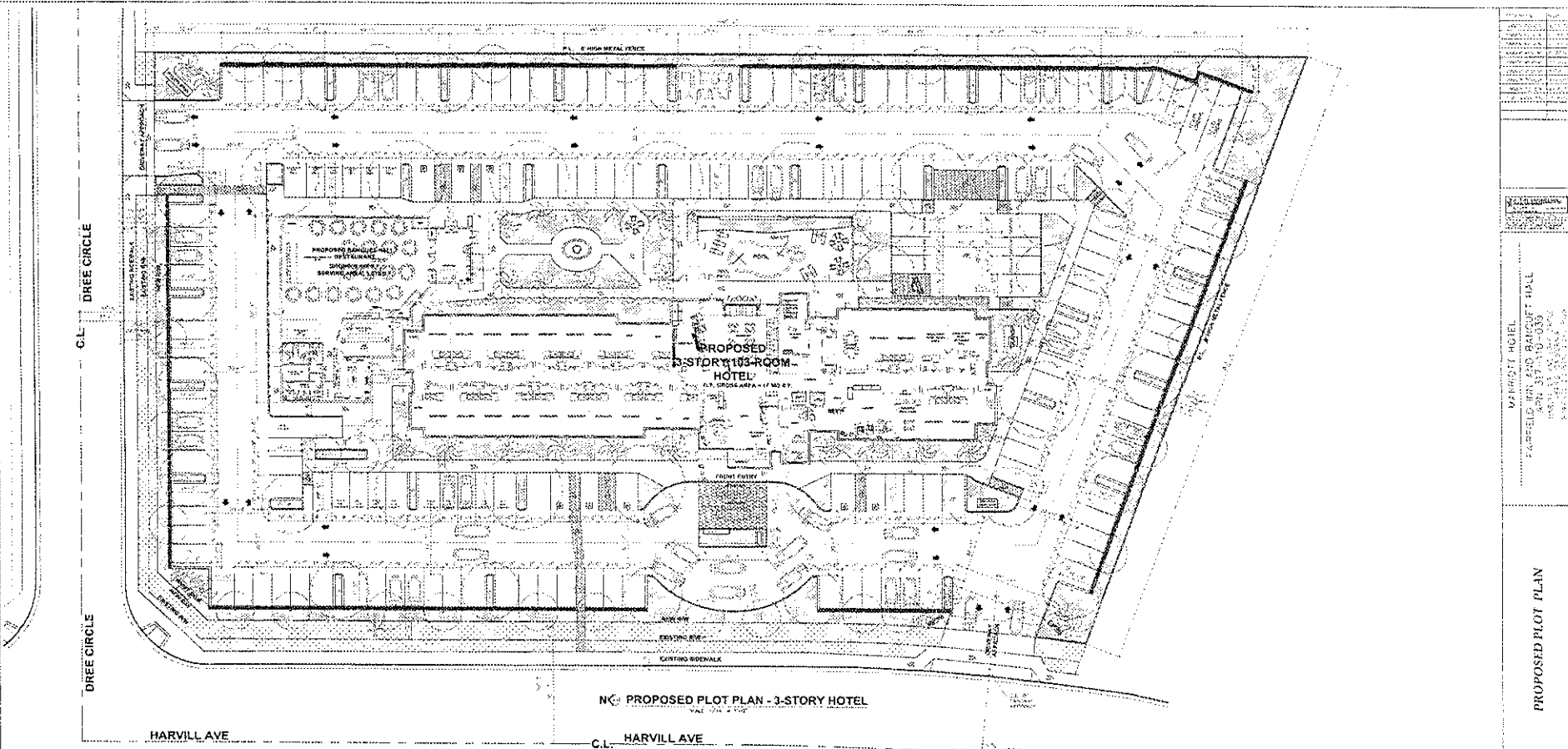
**Selected parcel(s):**  
317-110-039

**\*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 Jan 29 14:32:06 PST 2014

Version 131127



NO. PROPOSED PLOT PLAN - 3-STORY HOTEL

**PARKING ANALYSIS**  
 ANALYSIS OF THE PROPOSED PLOT PLAN FOR THE PROPOSED HOTEL PROJECT AT 411 DREE CIRCLE, HARVILL AVE, HARVILL, MO. 64501.

**PROPOSED HOTEL PROJECT:**  
 103 ROOMS, 103 GARAGE SPACES, 103 PARKING SPACES.

**EXISTING HOTEL PROJECT:**  
 103 ROOMS, 103 GARAGE SPACES, 103 PARKING SPACES.

**NET PARKING SPACES:**  
 103 PROPOSED HOTEL PROJECT - 103 GARAGE SPACES, 103 PARKING SPACES.  
 103 EXISTING HOTEL PROJECT - 103 GARAGE SPACES, 103 PARKING SPACES.  
 NET PARKING SPACES: 0.

**REMARKS:**  
 1. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.  
 2. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.  
 3. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.

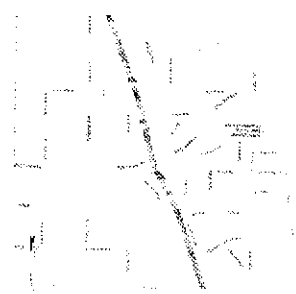
**CODE ANALYSIS**  
 ANALYSIS OF THE PROPOSED PLOT PLAN FOR THE PROPOSED HOTEL PROJECT AT 411 DREE CIRCLE, HARVILL AVE, HARVILL, MO. 64501.

**PROPOSED HOTEL PROJECT:**  
 103 ROOMS, 103 GARAGE SPACES, 103 PARKING SPACES.

**EXISTING HOTEL PROJECT:**  
 103 ROOMS, 103 GARAGE SPACES, 103 PARKING SPACES.

**NET PARKING SPACES:**  
 103 PROPOSED HOTEL PROJECT - 103 GARAGE SPACES, 103 PARKING SPACES.  
 103 EXISTING HOTEL PROJECT - 103 GARAGE SPACES, 103 PARKING SPACES.  
 NET PARKING SPACES: 0.

**REMARKS:**  
 1. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.  
 2. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.  
 3. THE PROPOSED HOTEL PROJECT IS LOCATED ON A CORNER LOT WITH A 103-ROOM HOTEL PROJECT ON THE ADJACENT LOT.



N VICINITY MAP

**PROJECT DIRECTORY**

**CLIENT:** [REDACTED]

**ARCHITECT:** [REDACTED]

**ENGINEER:** [REDACTED]

**LANDSCAPE ARCHITECT:** [REDACTED]

**PLANNING:** [REDACTED]

**LEGAL:** [REDACTED]

**UTILITY PURVEYORS:** [REDACTED]

**PROJECT DATA**

**PROJECT NAME:** PROPOSED HOTEL PROJECT

**PROJECT ADDRESS:** 411 DREE CIRCLE, HARVILL, MO. 64501

**PROJECT OWNER:** [REDACTED]

**PROJECT DATE:** [REDACTED]

**PROJECT STATUS:** [REDACTED]

**LEGAL DESCRIPTION**

**LEGAL DESCRIPTION:** [REDACTED]

**PROJECT SCOPE**

**PROJECT SCOPE:** [REDACTED]

**DRAWING INDEX**

**DRAWING INDEX:**

- 01. PROPOSED PLOT PLAN - HOTEL
- 02. PROPOSED 1ST FLOOR PLAN - HOTEL
- 03. PROPOSED 2ND FLOOR PLAN - HOTEL
- 04. PROPOSED 3RD FLOOR PLAN - HOTEL
- 05. PROPOSED NORTH AND WEST ELEVATIONS - HOTEL
- 06. PROPOSED SOUTH AND EAST ELEVATIONS - HOTEL
- 07. PROPOSED SITE PLAN
- 08. PROPOSED LANDSCAPE PLAN
- 09. PROPOSED UTILITY PLAN
- 10. PROPOSED LEGAL DESCRIPTION
- 11. PROPOSED PROJECT SCOPE

**PROPOSED PLOT PLAN**

**MARKET HOTEL**  
 411 DREE CIRCLE, HARVILL, MO. 64501  
 411 DREE CIRCLE, HARVILL, MO. 64501  
 411 DREE CIRCLE, HARVILL, MO. 64501

**UTILITY PURVEYORS**

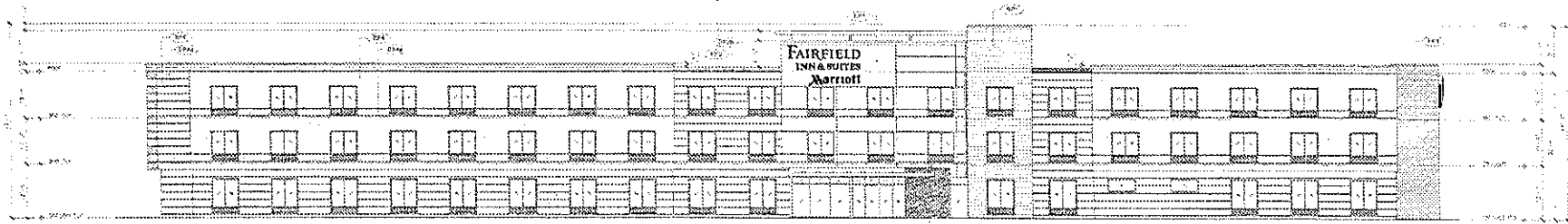
**UTILITY PURVEYORS:**

- ELECTRICITY: [REDACTED]
- WATER: [REDACTED]
- SEWER: [REDACTED]
- TELEPHONE: [REDACTED]
- WASTE & RECYCLING SERVICES: [REDACTED]

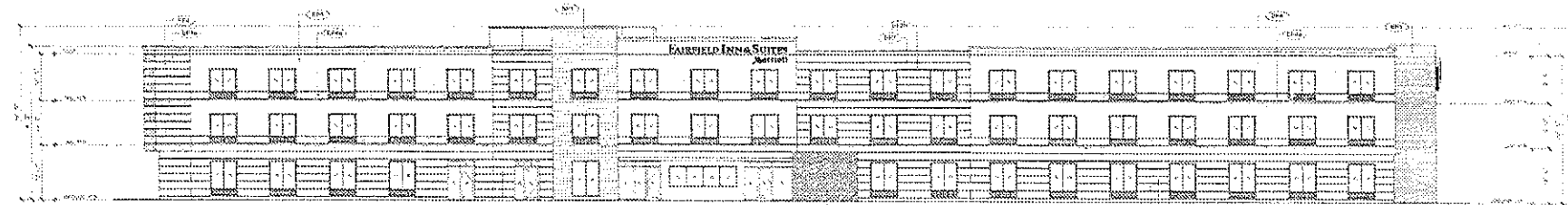
**A1.1**



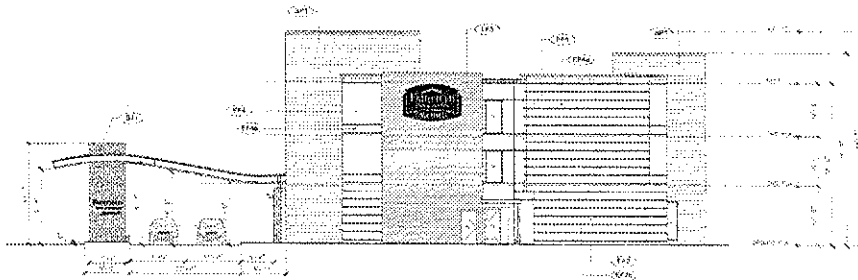




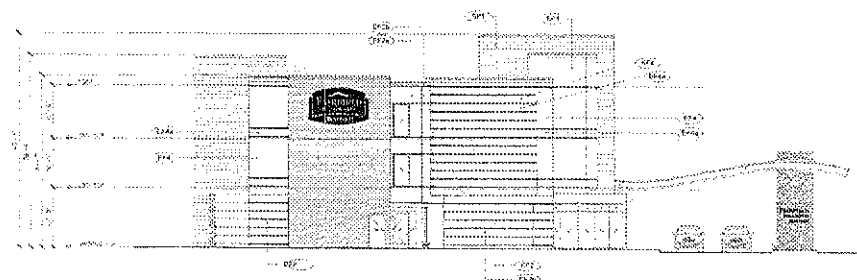
WEST (FRONT) ELEVATION



EAST (REAR) ELEVATION



SOUTH (LEFT) ELEVATION

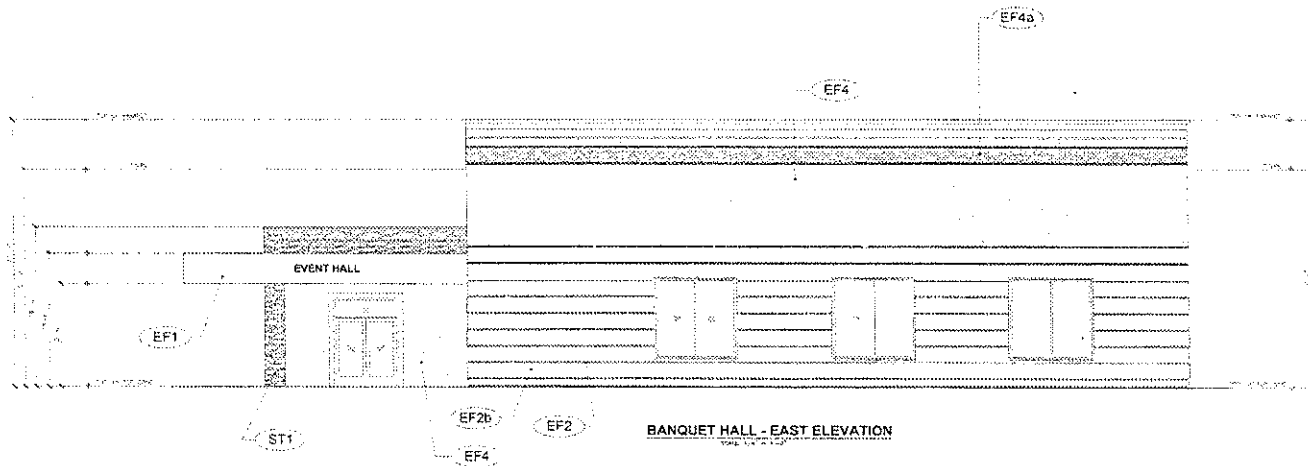
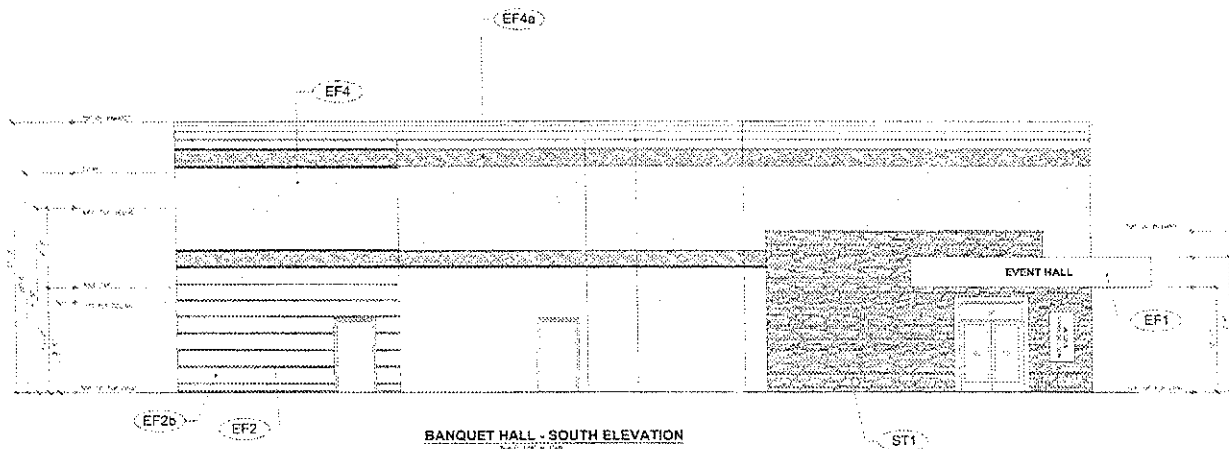


NORTH (RIGHT) ELEVATION

- ① DARK GREY GRANITE FLOOR
- ② DARK GREY GRANITE
- ③ METAL CLADDING
- ④ DARK GREY GRANITE - 10\"/>

FAIRFIELD HOTEL  
 FAIRFIELD AND BASKET HALL  
 1000 47th St - 056  
 05602  
 603.883.1111

PROPOSED ELEVATIONS -  
 HOTEL



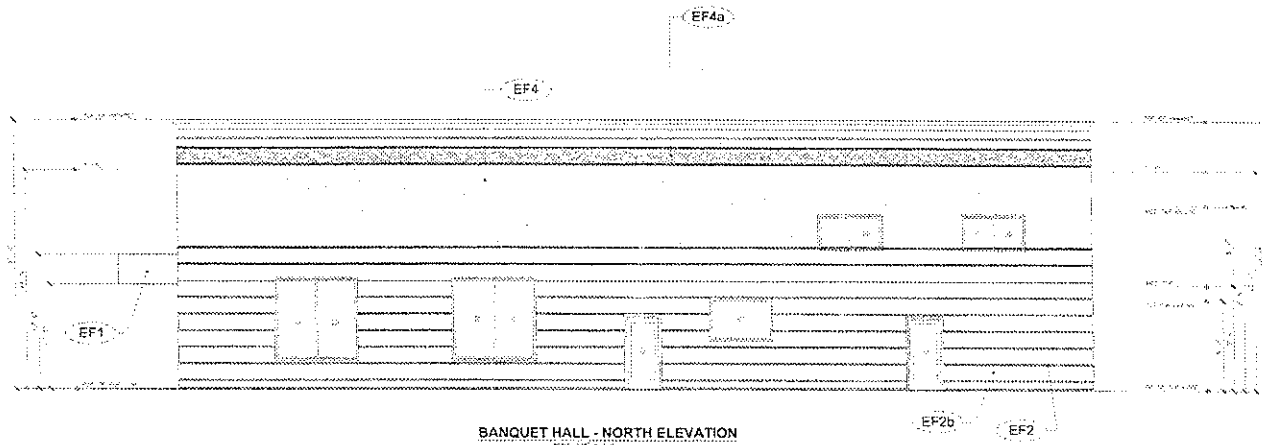
- EF1 - POLYURETHANE ACETYLENE FOAM
- EF2 - POLYURETHANE ACETYLENE FOAM
- EF2b - POLYURETHANE ACETYLENE FOAM
- EF4 - POLYURETHANE ACETYLENE FOAM
- EF4a - POLYURETHANE ACETYLENE FOAM
- ST1 - POLYURETHANE ACETYLENE FOAM

NO.	DESCRIPTION	DATE
1	ISSUED FOR PERMITTING	11/15/2011
2	ISSUED FOR PERMITTING	11/15/2011
3	ISSUED FOR PERMITTING	11/15/2011
4	ISSUED FOR PERMITTING	11/15/2011
5	ISSUED FOR PERMITTING	11/15/2011
6	ISSUED FOR PERMITTING	11/15/2011
7	ISSUED FOR PERMITTING	11/15/2011
8	ISSUED FOR PERMITTING	11/15/2011
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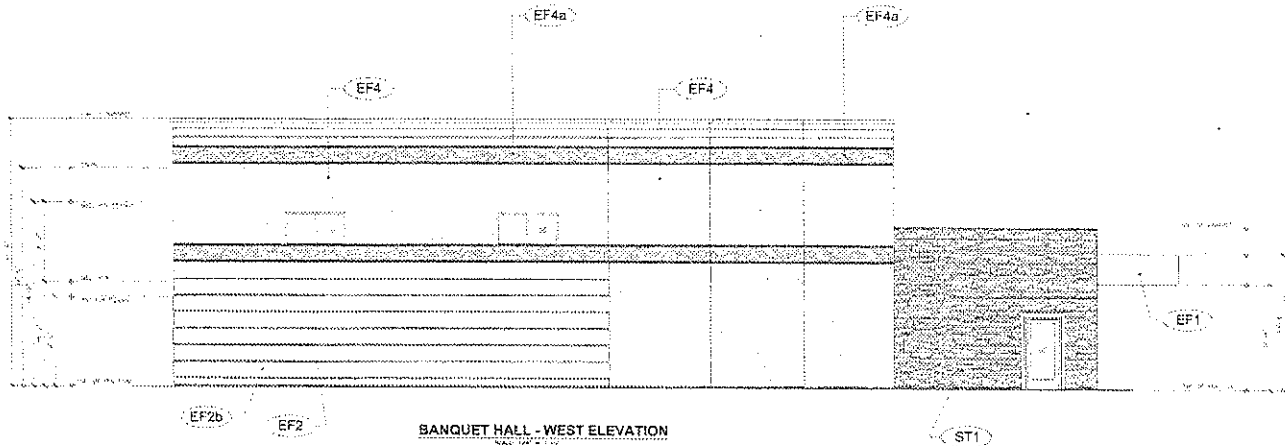
BARBORRILL HOTEL  
 BANQUET HALL AND EVENT HALL  
 11/15/2011

PROPOSED BANQUET HALL  
 SOUTH & EAST ELEVATIONS



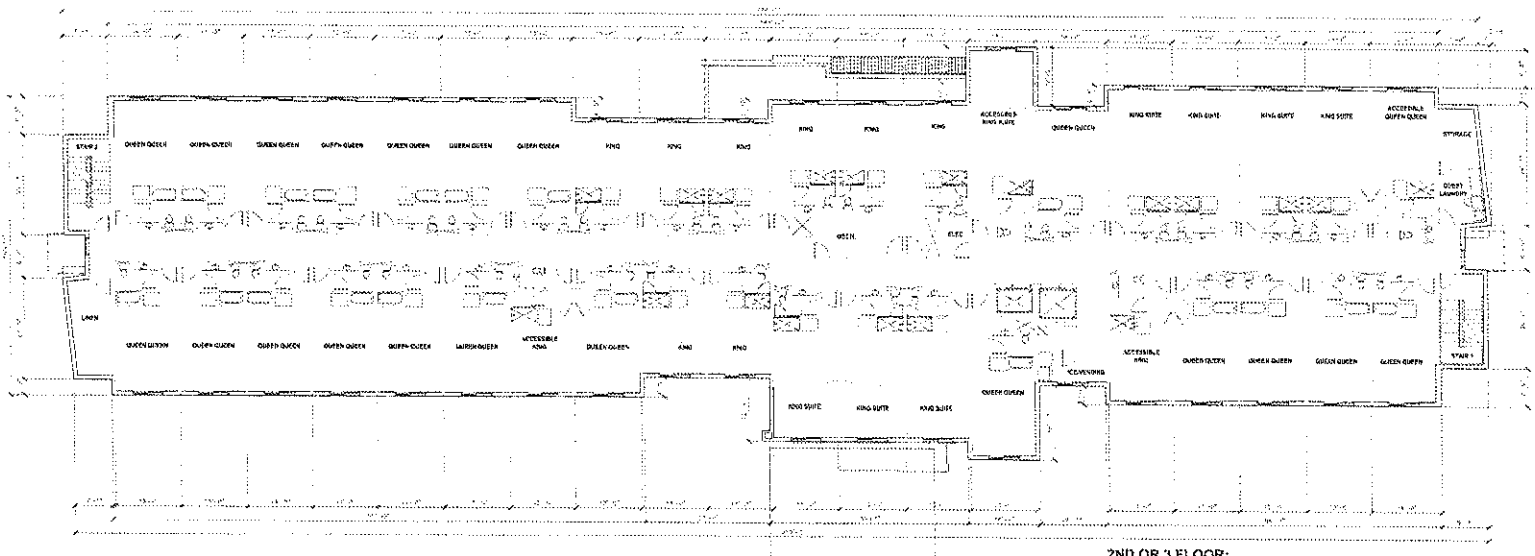


BANQUET HALL - NORTH ELEVATION



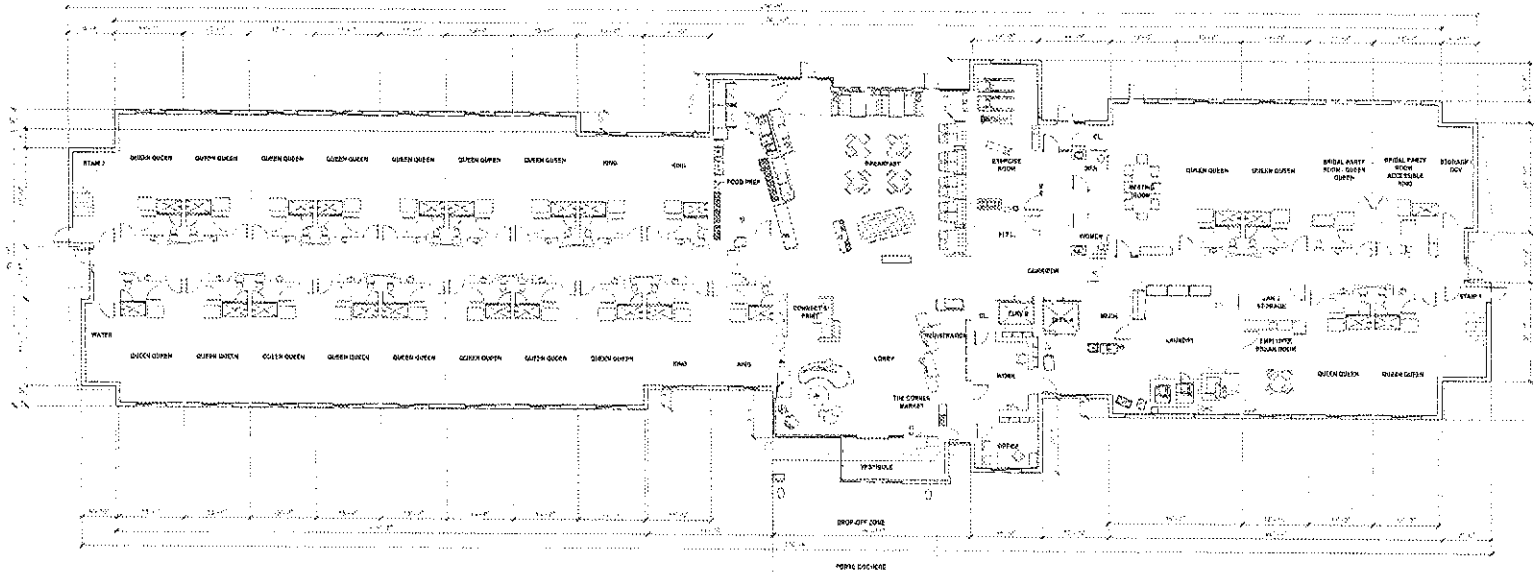
BANQUET HALL - WEST ELEVATION

- 010 GRANITE/SLATE/STONE
- 012 GRANITE/SLATE/STONE
- 014 GRANITE/SLATE/STONE
- 016 GRANITE/SLATE/STONE
- 018 GRANITE/SLATE/STONE
- 020 GRANITE/SLATE/STONE
- 022 GRANITE/SLATE/STONE
- 024 GRANITE/SLATE/STONE
- 026 GRANITE/SLATE/STONE
- 028 GRANITE/SLATE/STONE
- 030 GRANITE/SLATE/STONE
- 032 GRANITE/SLATE/STONE
- 034 GRANITE/SLATE/STONE
- 036 GRANITE/SLATE/STONE
- 038 GRANITE/SLATE/STONE
- 040 GRANITE/SLATE/STONE
- 042 GRANITE/SLATE/STONE
- 044 GRANITE/SLATE/STONE
- 046 GRANITE/SLATE/STONE
- 048 GRANITE/SLATE/STONE
- 050 GRANITE/SLATE/STONE



PROPOSED 2ND & 3RD FLOOR PLAN

2ND OR 3 FLOOR:  
 GROSS FLOOR AREA = 17216 S.F.  
 QUEEN QUEEN = 20 + 1 ACCESSIBLE QUEEN QUEEN = 21 = 54%  
 KING = 8 + 2 ACCESSIBLE KING = 10  
 KING SUITE = 7 + 1 ACCESSIBLE KING = 8  
 TOTAL ROOMS = 39



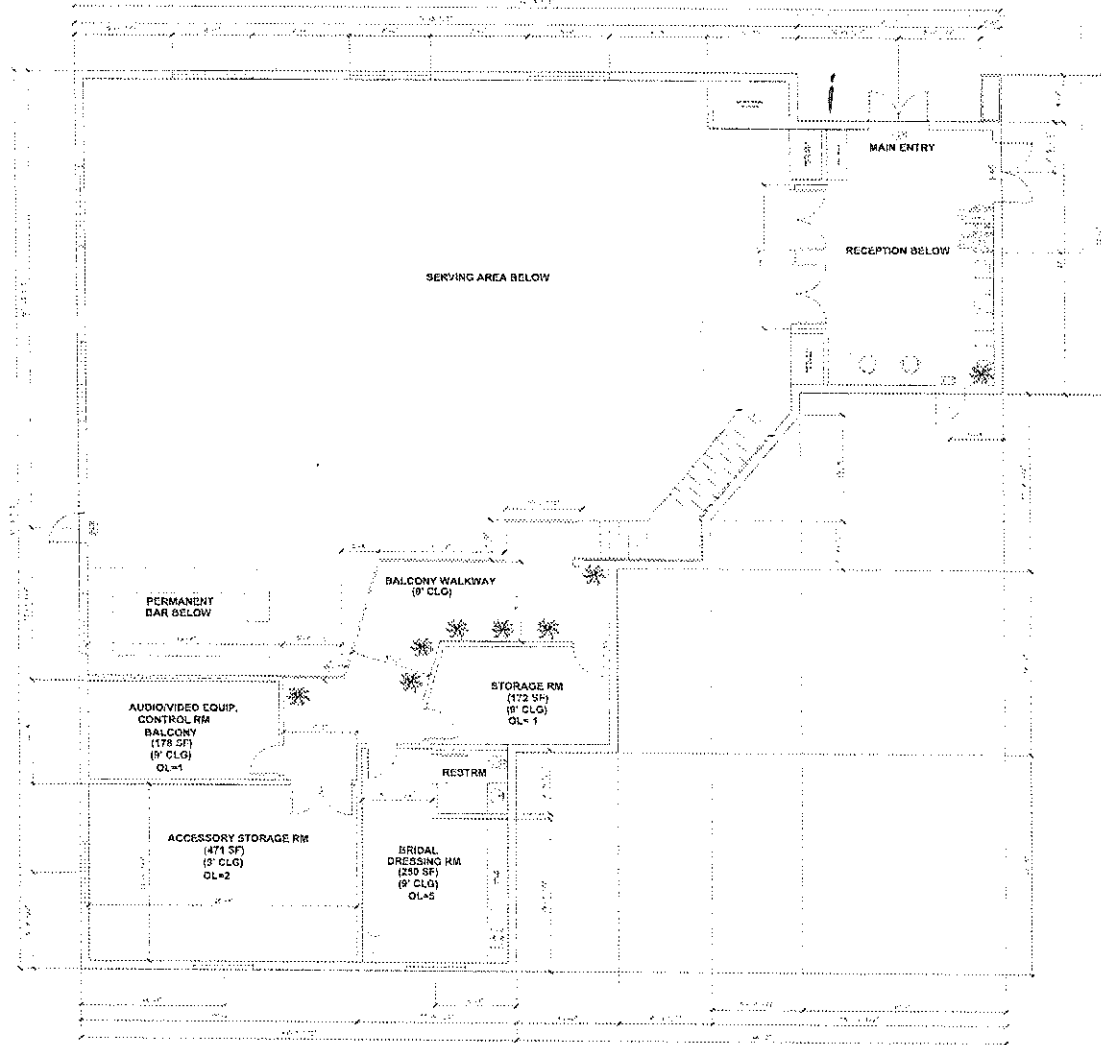
PROPOSED 1ST FLOOR PLAN

MARRIOTT HOTEL  
 FAIRFIELD INN AND SUITES HOTEL  
 1400-1400-0000  
 1400-1400-0000  
 1400-1400-0000

HOTEL  
 PROPOSED FLOOR PLANS







PROPOSED MEZZANINE FLOOR PLAN

TOTAL OCCUPANT LOAD (OL)  
OF MEZZANINE = 9 + 10  
ONE STAIR EXIT IS ADEQUATE

ARCHITECT

MARCO HIGEL  
FARMINGTON AND BANQUET HALL  
APR 2017-10-2013  
1000 W. MAIN ST. SUITE 200  
MIDDLETOWN, CT 06457

PROPOSED BANQUET HALL  
MEZZANINE FLOOR PLAN

# **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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1094MA13 – Fayez Sedrak/Parcel 33 Trust (Representative: W. Tan Engineering) - County Case Nos. GPA 01058 (General Plan Amendment), CZ 07672 (Change of Zone), and CUP 03599 (Conditional Use Permit). GPA 01058 is a proposal to amend the Mead Valley Area Plan land use designation of a 3.24-acre property located on the northeasterly side of Harvill Avenue, southeasterly of Dree Circle and Cajalco Expressway, northerly of (old) Cajalco Road, and westerly of Interstate 10 from Community Development: Light Industrial (CD:LI) to Community Development: Commercial Office (CD:CO). CZ 07672 is a proposal to change the zoning of the same property from M-SC (Manufacturing – Service Commercial) to C-O (Commercial Office). CUP 03599 is a proposal to construct a three-story, 51,994 square foot hotel with 103 rooms, with a detached one-story 5,656 square foot banquet hall/restaurant, on the property. (Area II of the March Air Reserve Base 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 Mr. Paul Rull of the County of Riverside Planning Department, at (951) 955-0972.

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

ALUC Identification No.

ZAP1094MA13

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 12/19/13  
 Property Owner PARCEL 33 TRUST Phone Number (951) 265-7354  
 Mailing Address 2337 NORCO DR  
NORCO, CA 92860

Agent (if any) W TAN ENGINEERING Phone Number (909) 383-6633  
 Mailing Address 155 W. HOSPITALITY LANE, SUITE 165  
SAN BERNARDINO, CA 92408

**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 CORNER OF DREE CIRCLE AND HARVILL AVE  
PERRIS, CA 92570  
 Assessor's Parcel No. 317-110-039-1 Parcel Size 3.24 ac  
 Subdivision Name \_\_\_\_\_ Zoning Classification M-SC  
 Lot Number \_\_\_\_\_

**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) LIGHT INDUSTRIAL (LI)

Proposed Land Use (describe) COMMERCIAL

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
 For Other Land Uses Hours of Use 24 hr/day  
 (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) 45 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 558 MSL 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	Type of Project
Agency Name <u>County of Riverside</u>	<input type="checkbox"/> General Plan Amendment
Staff Contact <u>Paul Rull</u>	<input type="checkbox"/> Zoning Amendment or Variance
Phone Number	<input type="checkbox"/> Subdivision Approval
Agency's Project No. <u>GPA 1058, C27672</u>	<input type="checkbox"/> Use Permit
<u>CUP 3599</u>	<input type="checkbox"/> Public Facility
	<input type="checkbox"/> Other

#1 3564

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 1/2 x 11 reduced copy of the above
- 1 . . . . . 8 1/2 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 1/2 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:** February 13, 2014

**CASE NUMBER:** ZAP1093MA13 – Emri-Newkirk Properties, LLC  
(Representative: The Planning Associates)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO.:** General Plan Amendment: P13-0553  
Specific Plan Amendment: P13-0554  
Rezoning: P14-0065  
Design Review: P13-0583

**MAJOR ISSUES:** Pursuant to the 1984 Riverside County Airport Land Use Plan, the site is located within an area where residential development is restricted to one dwelling unit per 2 ½ acres. However, more up-to-date information indicates that the proposed project would be permissible once the new March Air Reserve Base/March Inland Port Airport Land Use Compatibility Plan is adopted. Therefore, the Commission may wish to consider a motion to “take no action,” which would alleviate the requirement for the City to overrule a determination of inconsistency.

**RECOMMENDATION:**

Staff would prefer that this matter be continued until such time as the new Plan is in effect, but, until that occurs, staff must reluctantly recommend a finding of INCONSISTENCY with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, for each of these cases, given the provisions of the Plan currently in effect.

**PROJECT DESCRIPTION:** The project applicant proposes to develop a 275-unit apartment complex (consisting of 13 multi-unit buildings and seven two-unit buildings) on a 10.26-acre site. The site includes all of Assessor’s Parcel Numbers 263-030-075 and 263-030-076, and a portion of Assessor’s Parcel Number 263-030-073. Additional City of Riverside approvals that would be required to implement the project include an amendment to the site’s General Plan designation (from Commercial to High Density Residential), an amendment to the site’s designation on the Sycamore Highlands Specific Plan (from Commercial and Auto Center to Multiple-Family Residential (apartments)), and a rezone from Commercial General with Specific Plan and Watercourse overlays to R-4 (Multiple-Family Residential).

**PROJECT LOCATION:** The site is located on the easterly side of Sycamore Canyon Boulevard, southerly of its intersection with Fair Isle Drive/Box Springs Road, northerly of its intersection with Crest Ridge Drive, and westerly of Interstate 215 and the rail line, in the City of Riverside, approximately 18,240 feet northwesterly 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 Areas I and II
- c. Noise Levels: Less than 60 CNEL from aircraft

**ANALYSIS:**

Residential Density: The site is located in Airport Areas I and II of the current March Air Reserve Base Airport Influence Area.

The boundaries of Airport Area I are intended to encompass the imaginary approach surfaces and are centered on the straight-line extension of the runway centerline. The 1984 Plan describes these areas as carrying “the highest volume of air traffic due to the fact that all aircraft have to align with these areas to land or take-off on the runways. Aircraft have a higher tendency to have problems within these zones due to changing power settings to take-off or land. The convergence of all aircraft landing and taking-off within these narrow zones also means that the noise levels are highest in these zones. Due to these factors and the accepted Federal definition of the boundary of these surfaces, the area was deemed inappropriate for housing and high risk uses.”

Airport Area II is described as underlying “the general flight paths of the various types of aircraft using the airport.” The 1984 Plan proceeds to state that the “hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.”

Based on these factors, Airport Area I prohibits high-risk land uses, such as urban residential development, based on the unacceptably high concentrations of people. The 1984 Plan recognizes that certain “areas of approach zones may be deemed appropriate for large lot (dispersed) residential use because over this area aircraft have achieved higher altitude and may be turning out of the approach zone away from the area in question,” resulting in a lesser level of relative risk than “in other areas of the approach zone.” In light of this, Policy 1 states that residential development “will be permitted only within areas designated by the ALUC to be so far removed from the actual flight paths or to be in areas where aircraft will have gained sufficient altitude that they no longer pose a relative safety threat, should inflight problems occur.” Even at such locations, the density is to be



limited to 2½ acre and larger lot sizes. Although not specifically stated, this requirement may have been based in part on the likelihood that parcels of this size would have a low structural coverage ratio, thereby increasing the probability that an aircraft descending under control could avoid impacting residences.

Airport Area II does not restrict commercial or industrial development, but limits residential development to one dwelling unit per 2½ acres.

The map of existing airport area boundaries for this Airport Influence Area reflects the operation of March Air Force Base in the 1980s. In 1985, this site would have been located within the Base's 65 CNEL contour. In order to determine whether such a level of density restriction would still be appropriate, staff consulted additional sources.

The site is not located within an Accident Potential Zone, as depicted in the 2005 Air Installation Compatible Use Zone (AICUZ) study. The Accident Potential Zone extends up to 15,000 feet from the end of the runway; this site is an additional 3200 feet beyond such distance.

Exhibit 2-13 of the March Joint Land Use Study prepared for the March Joint Powers Authority provides information regarding areas within the 75 and 65 CNEL contours over time. By 1992, this site was no longer inside the 65 CNEL contour. Today, the predominant traffic pattern involves a left turn by departing itinerant aircraft that occurs well before reaching this latitude. The site is located outside the closed pattern utilized in training operations.

Pursuant to the Draft Compatibility Plan for the March Air Reserve Base/Inland Port Airport presently undergoing environmental study, the site would be located within Compatibility Zone D. As defined for March Air Reserve Base environs, Zone D is a flight corridor buffer zone at the periphery of the traffic pattern, an area of low risk. 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.

While the existing Plan requires a 2½ acre minimum lot size for residential development in this area, this restriction is no longer necessary at this location in order to maintain the safety and welfare of future residents. If there were no existing applicable Plan, staff would recommend approval of this project pursuant to Section 21675.1(c) of the California Public Utilities Code, based on the following findings:

- (1) The Commission is making substantial progress toward the completion of the airport land use compatibility plan.
- (2) There is a reasonable probability that the action, regulation, or permit will be consistent with the airport land use compatibility plan being prepared by the commission.
- (3) There is little or no probability of substantial detriment to or interference with the future adopted airport land use compatibility plan if the action, regulation, or permit is ultimately

inconsistent with the airport land use compatibility plan.

However, it is staff's understanding that this subsection is only applicable in situations where there is no adopted Plan in effect.

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 144<sup>th</sup> 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 18,240 feet from the northerly terminus of the runway at March Air Reserve Base. The maximum elevation on-site is 1,536 feet above mean sea level. The maximum height of the proposed buildings is 41.5 feet, bringing the top point elevation to a maximum of 1,578 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 18,240 feet from the runway, objects at an elevation of 1,717 feet and above would require Federal Aviation Administration (FAA) obstruction evaluation review. Such review for height reasons is not required in this case.

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 (in the event that this project is found consistent):**

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 aviation 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.



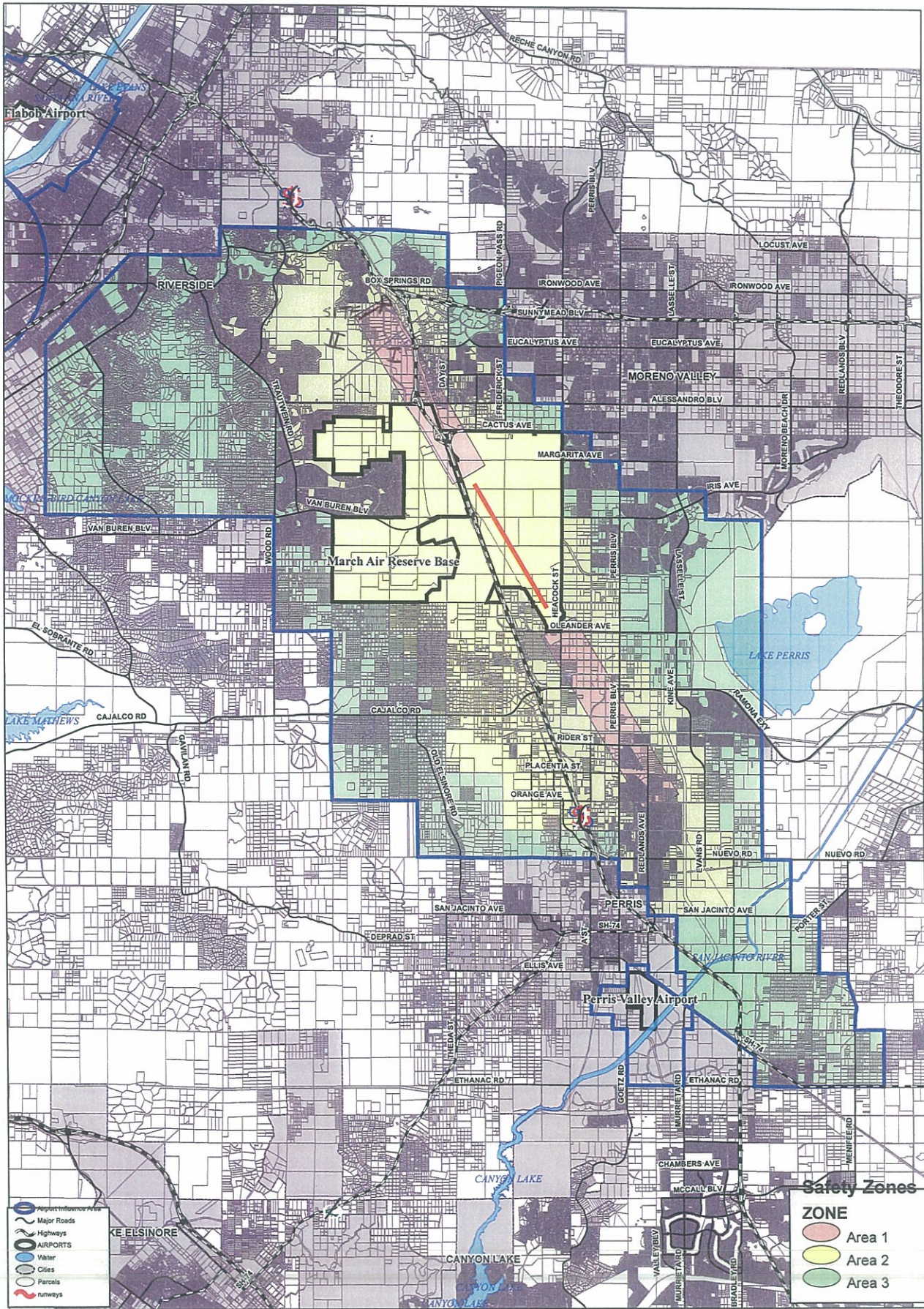
# NOTICE OF AIRPORT IN VICINITY

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

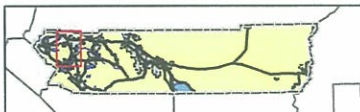
## March Air Reserve Base



- Airport Influence Area
- Major Roads
- Highways
- AIRPORTS
- Water
- Cities
- Parcels
- runways

### Safety Zones

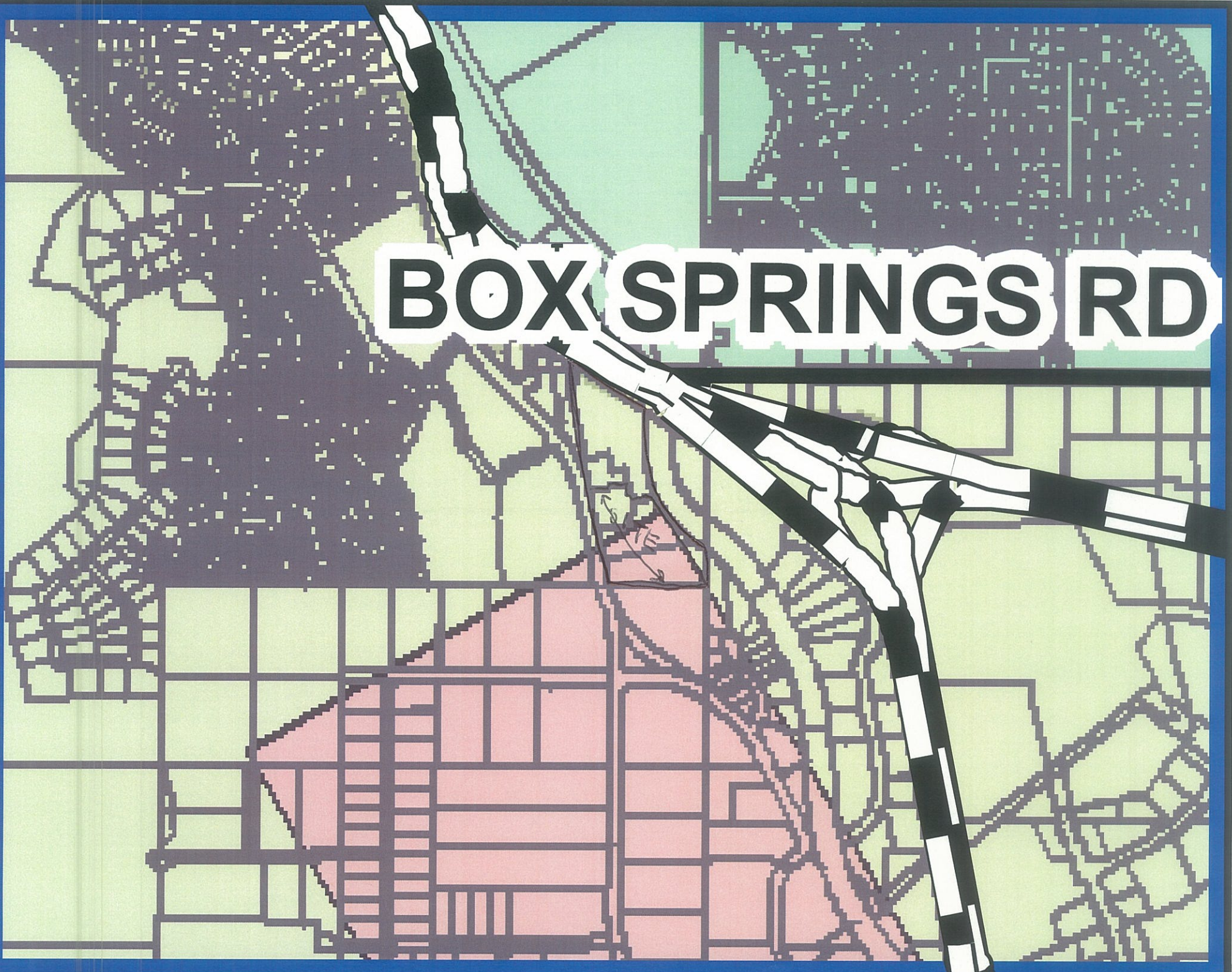
- ZONE**
- Area 1
  - Area 2
  - Area 3



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 updates, 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 resell this map.

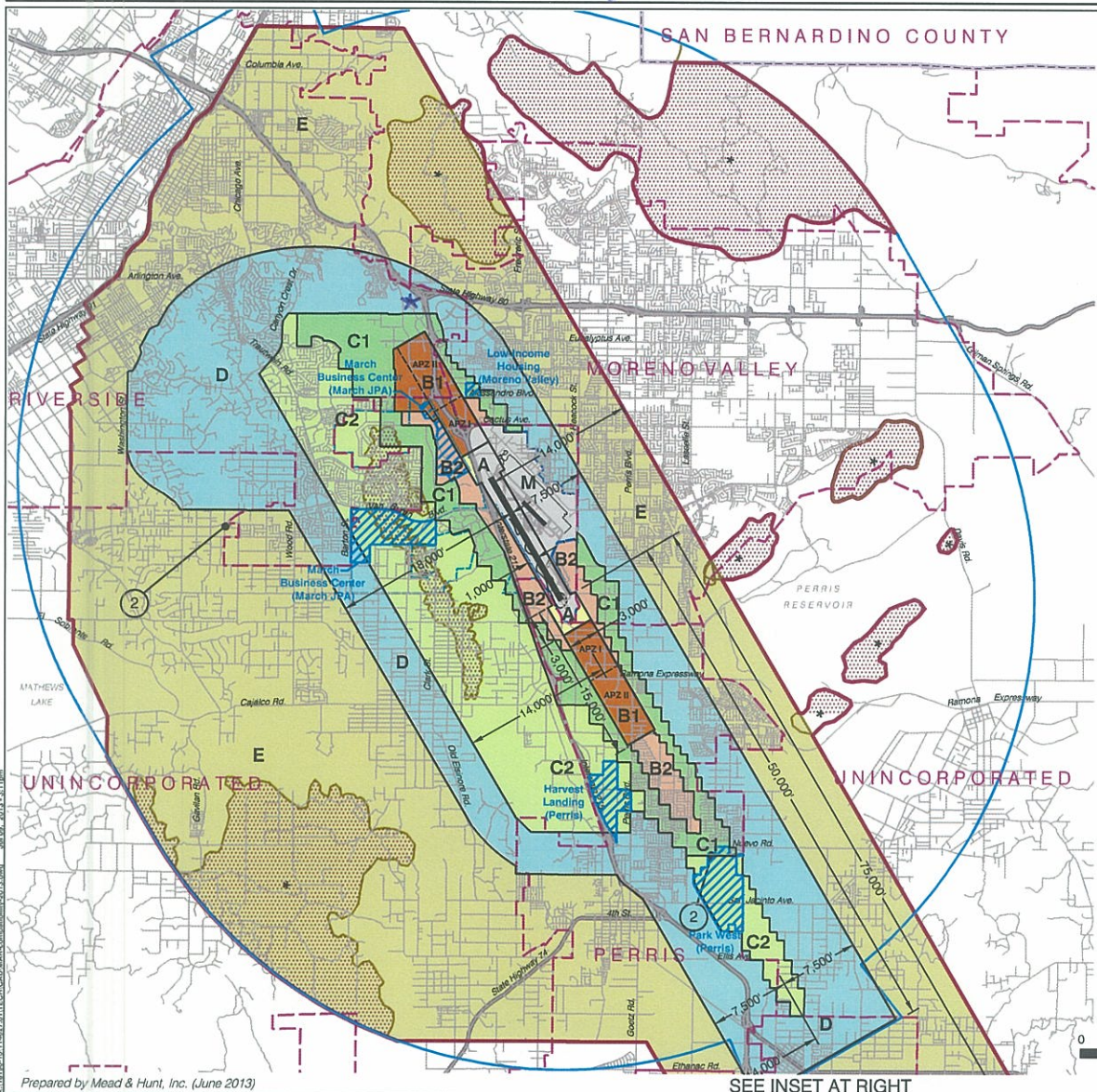


# BOX SPRINGS RD





★ Sycamore Canyon Apts.



**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

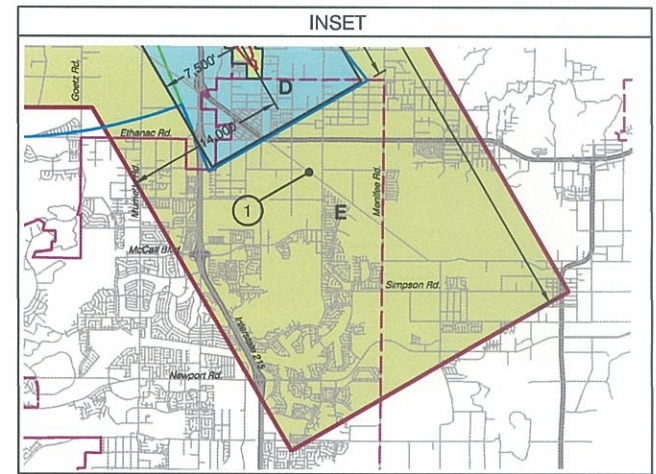
**Boundary Lines**

- 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.

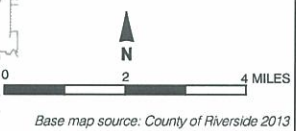
② Point at which departing aircraft typically reach 3,000 feet above runway end.



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:\BIB\08-10-114677\BIB\TECH\CAD\MAIL\complan\08-10-114677.dwg Jul 09, 2013 3:11pm

Prepared by Mead & Hunt, Inc. (June 2013)

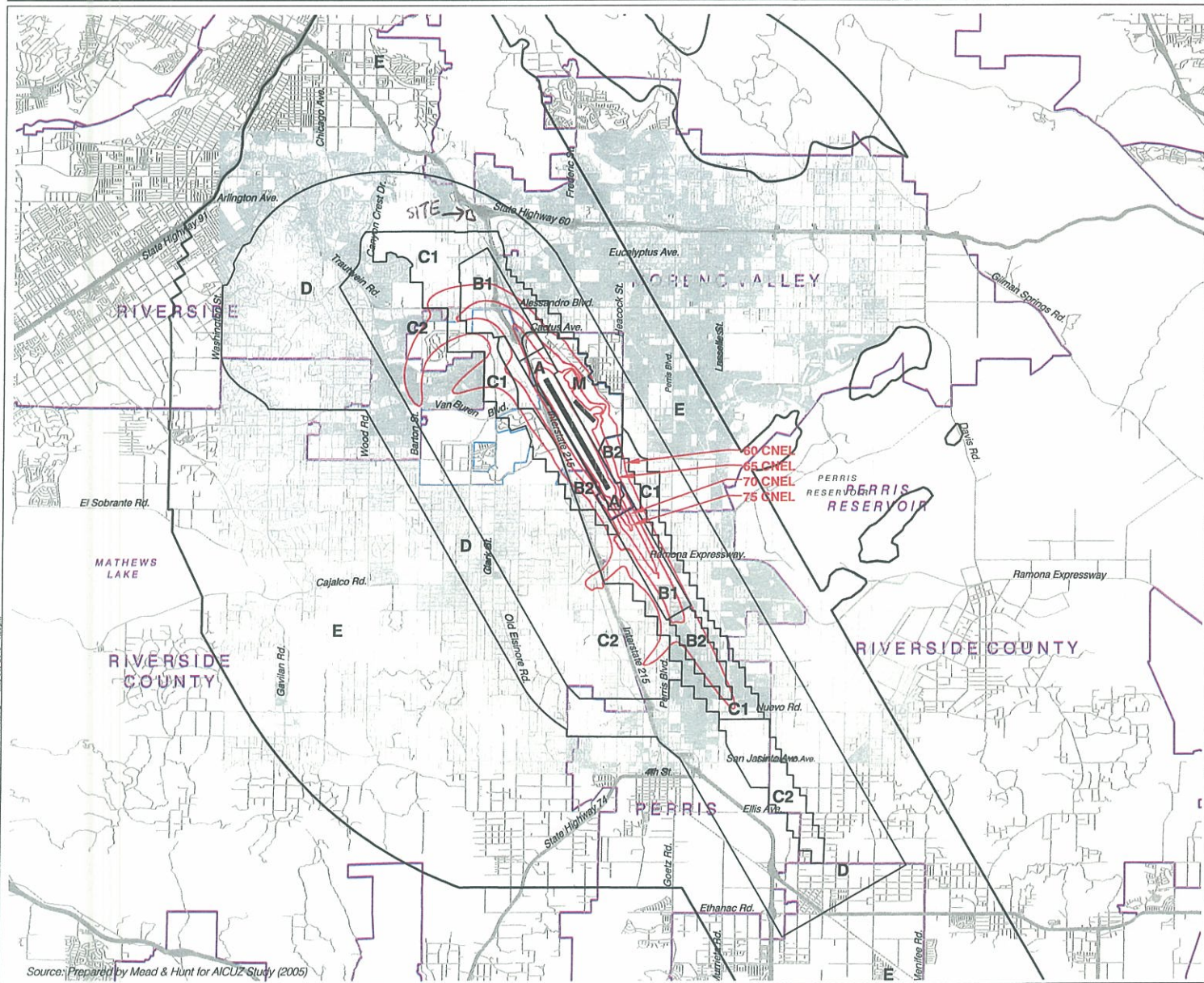












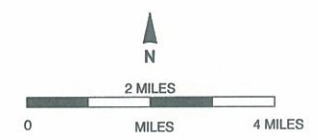
**LEGEND**

- Noise Contours**
- 60 dB CNEL
  - 65 dB CNEL
  - 70 dB CNEL
  - 75 dB CNEL
- } 2005 AICUZ  
Future Mission  
Average Annual Day\*

- Boundary Lines**
- March Air Reserve Base / Inland Port Airport
  - March Joint Powers Authority Property Line
  - City Limits

Forecast (2010)*	
Annual Operations	69,600
Average Annual Day	191

Source:  
Forecasts and noise contours from Air Installation Compatible Use Zone Study for March Air Reserve Base (August 2005).



**March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(December 2010)**

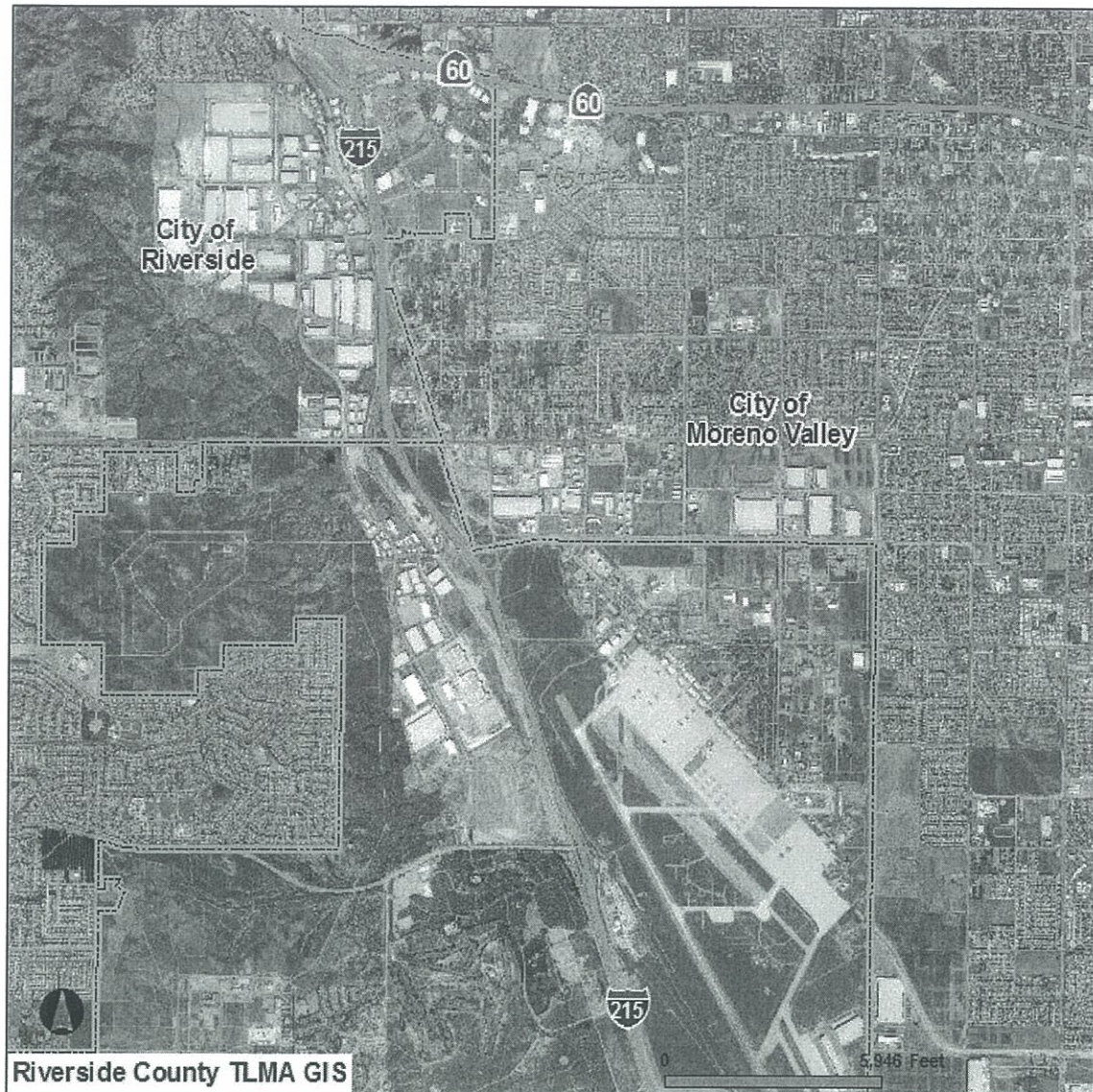
Map MA-3

**Noise Contours (2005 AICUZ)  
March Air Reserve Base / Inland Port Airport**

Source: Prepared by Mead & Hunt for AICUZ Study (2005)



## RIVERSIDE COUNTY GIS

**Selected parcel(s):**

263-030-073 263-030-075 263-030-076

**\*IMPORTANT\***

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RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):

263-030-073 263-030-075 263-030-076

**\*IMPORTANT\***

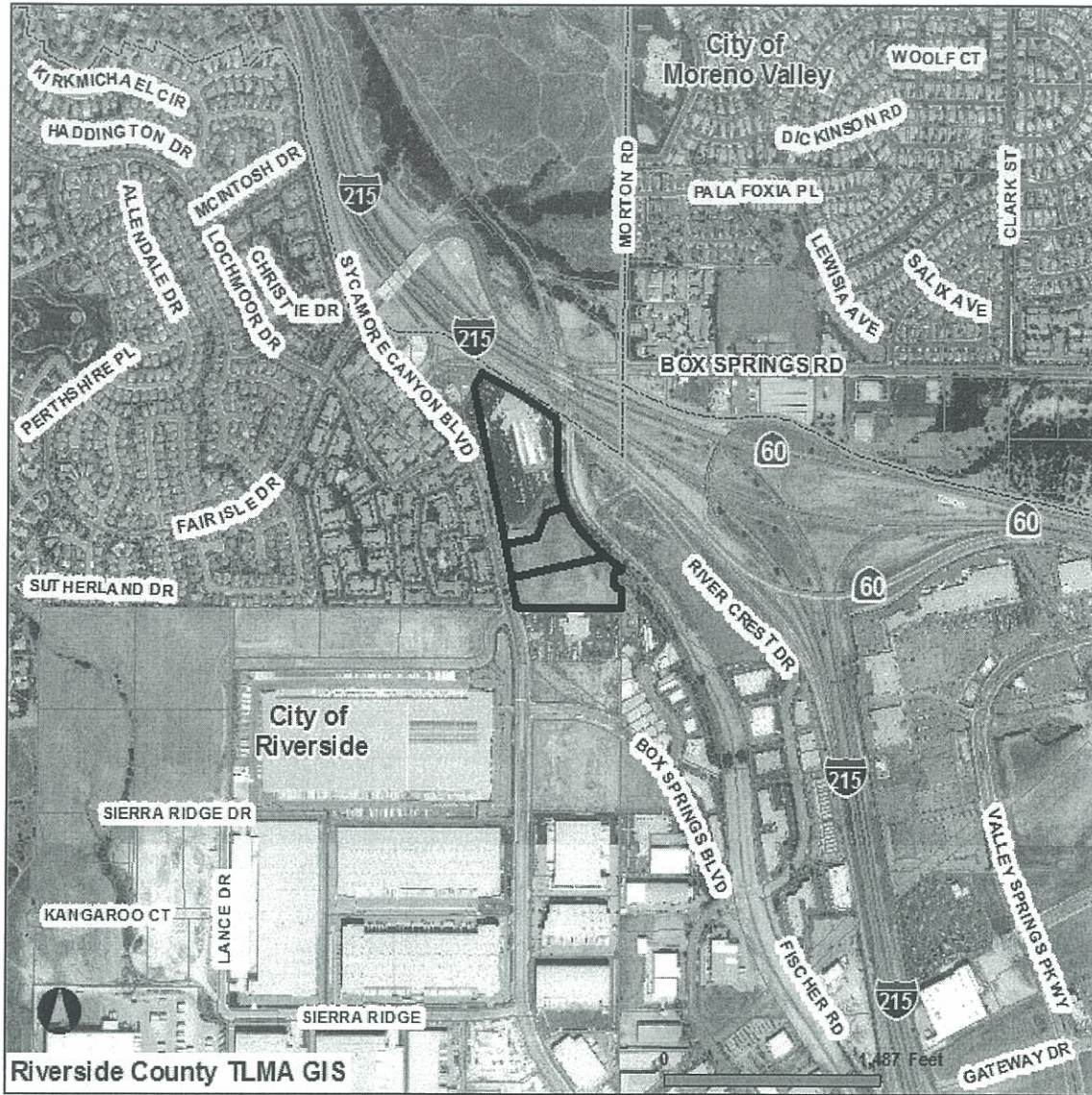
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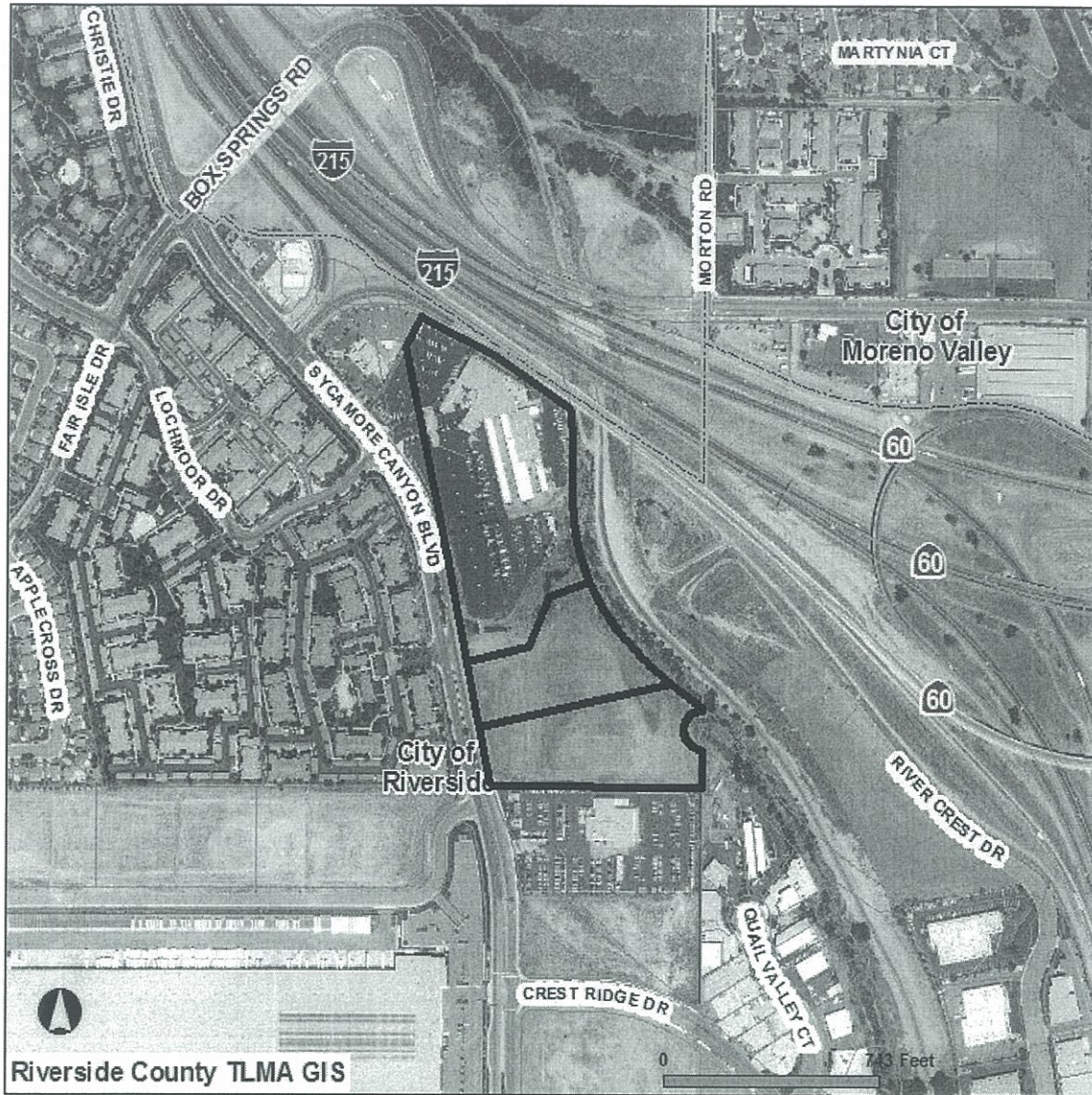
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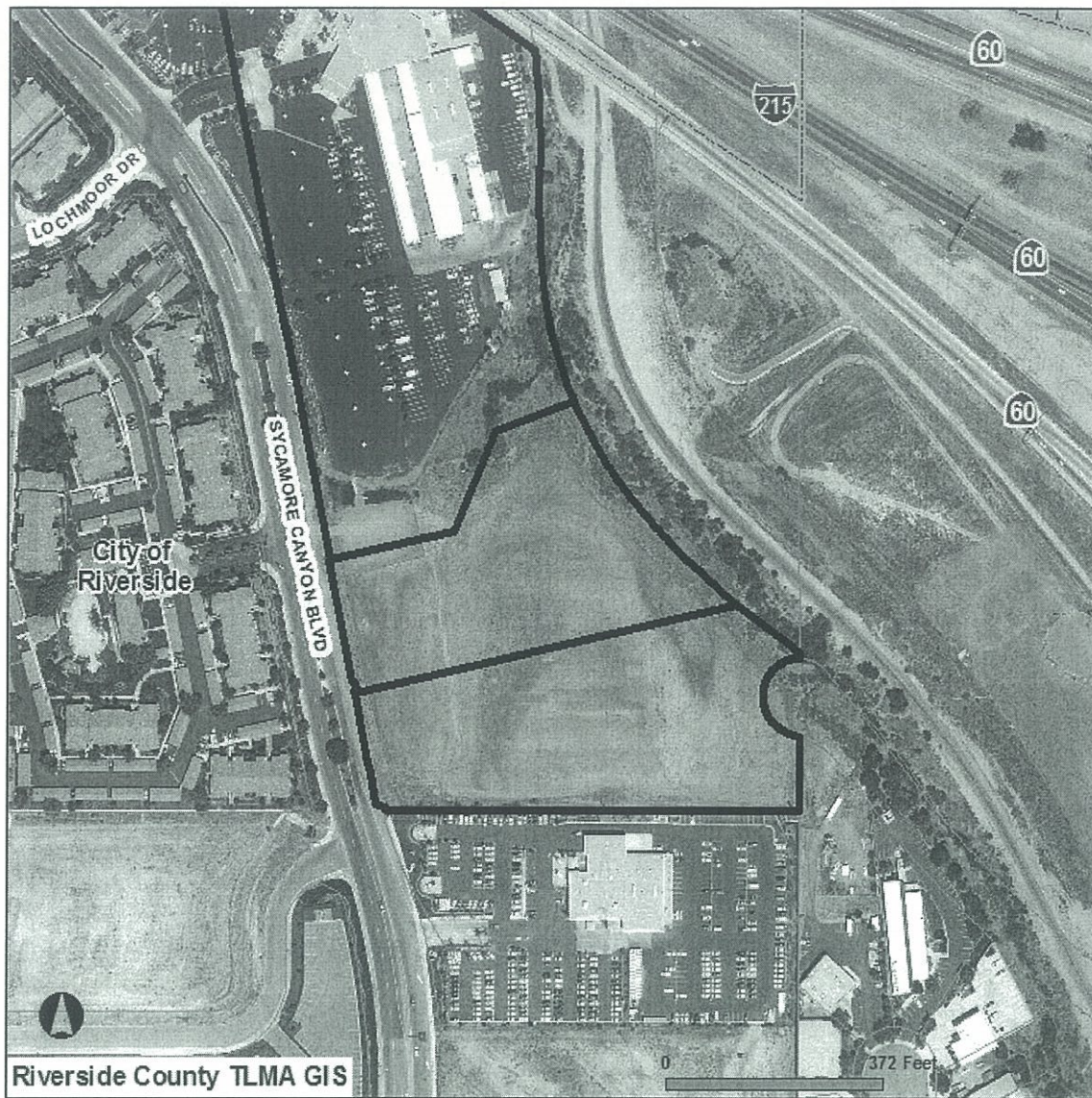
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**

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**\*IMPORTANT\***

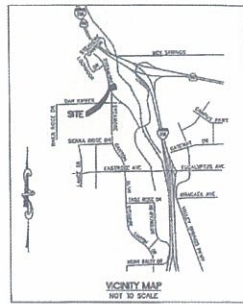
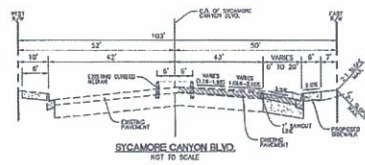
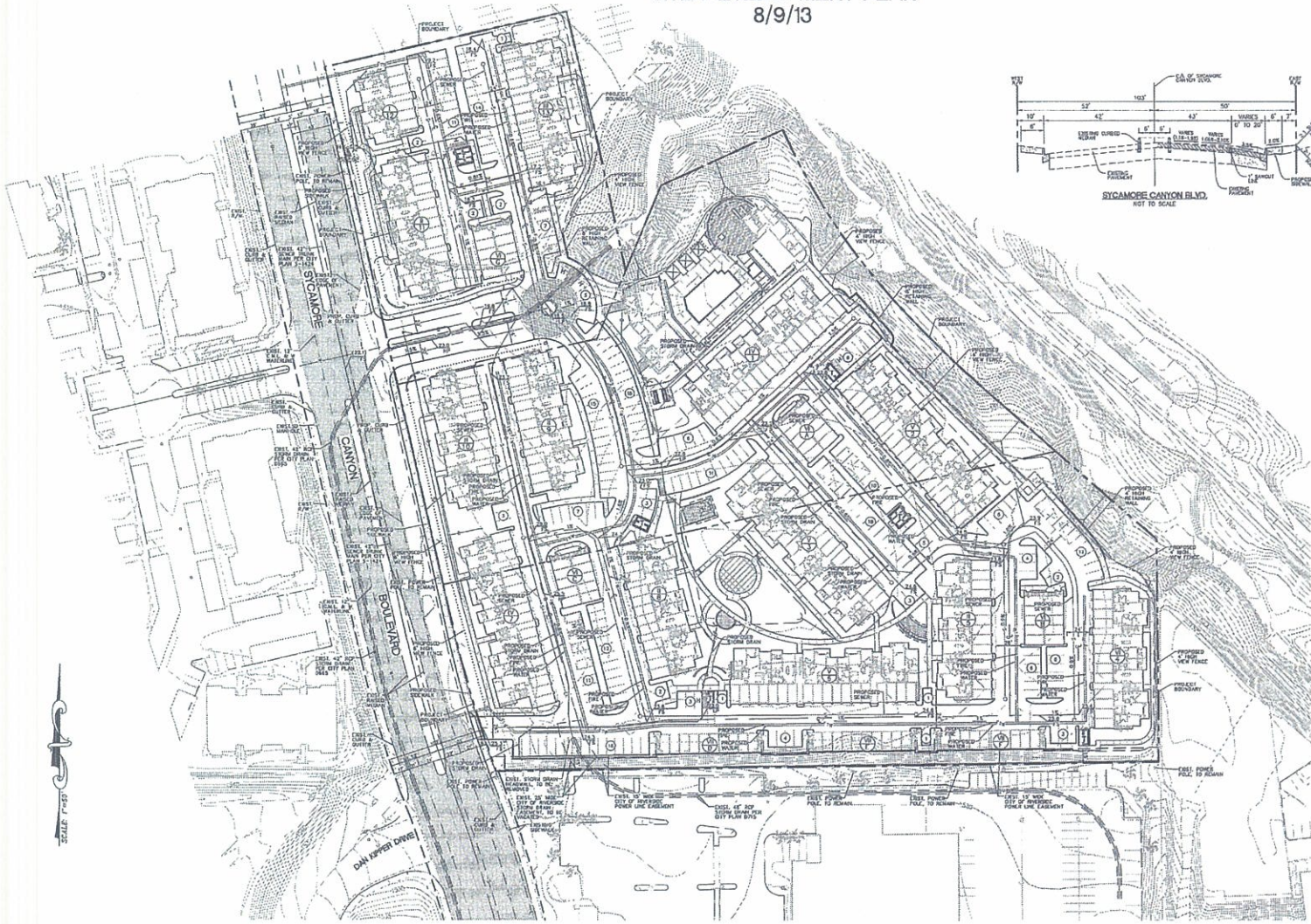
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# SYCAMORE CANYON SITE DEVELOPMENT PLAN 8/9/13



- LEGEND**
- PROJECT BOUNDARY
  - EXISTING CONTOUR
  - EXISTING PARCEL LINE
  - EXISTING RIGHT OF WAY
  - PROPOSED RIGHT OF WAY
  - LANDSCAPE SETBACK
  - NUMBER OF PARKING STALLS
  - STR PROPOSED STALL
  - STR STANDARD PARKING (8.5' X 18.5')
  - STR PROPOSED CARPORT
  - IRISH ENCLOSURE
  - EXISTING FIRE HYDRANT
  - EXISTING PAVEMENT
  - EXISTING PIER
  - EXISTING OFFICE MANHOLE
  - EXISTING SLOPER
  - EXISTING WATER
  - EXISTING SEWAGE DRAIN
  - EXISTING FIRE LINE
  - EXISTING CURB
  - EXISTING SIDE OF PAVEMENT
  - PROPOSED CURB
  - PROPOSED DRAINAGE
  - SANITARY SEWER & M.H.
  - PROP. WATER LINE
  - PROP. FIRE LINE
  - PROP. JOINT TRENCH
  - PROP. LANDSCAPE WALL
  - PROP. VIEW FENCE
  - PROP. ELECTRICAL VAULT
  - BLDG TYPE
  - BLDG NUMBER

**PRODUCT SUMMARY**

ONE UNIT ROOMS = 110  
 TWO UNIT ROOMS = 140  
 THREE UNIT ROOMS = 40

**TOTAL NO. UNITS = 290**  
**TOTAL NO. ROOMS = 442**

**PARKING BIELD (OVERSEEN)**

442 ROOMS X 1.78 STALLS/ROOM  
 = 786 (TOTAL)

**PARKING PROPOSED**

OVERSEEN = 29 (1.1%)  
 SURFACE = 430 (8.1%)  
**TOTAL = 459 (8.1%)**



**ARCHITECTS ORANGE**  
 141 NORTH ORANGE ST., ORANGE, CALIFORNIA 92668 (714) 629-8600

**SITESCAPES**  
 Landscape Architecture & Planning  
 2540-52 Royal Lane Suite  
 Costa Mesa, CA 92626  
 PH (714) 441-3979 FAX (714) 310-3141

**ALLIANCE**  
 LAND ARCHITECTS & DESIGNERS, INC.  
 2540-52 ROYAL LANE SUITE 200  
 COSTA MESA, CA 92626  
 PH (714) 778-2300 FAX (714) 441-3982

**2344 FARMLEY AVE.**  
 COSTA MESA, CA 92626  
 TEL (714) 441-3982 FAX (714) 441-3982

**2540-52 ROYAL LANE SUITE 200**  
 COSTA MESA, CA 92626  
 TEL (714) 778-2300 FAX (714) 441-3982

**141 NORTH ORANGE ST.**  
 ORANGE, CA 92668  
 TEL (714) 629-8600 FAX (714) 629-8600

ON FIGHTING • LINE PLANNING • INSIDE DESIGN • SURVEY

NO.	DATE	REVISIONS	REVISED BY	QTY APPROVAL	DATE

**SYCAMORE CANYON APARTMENTS**  
 RIVERSIDE, CA



# SYCAMORE CANYON APARTMENTS

RIVERSIDE, CALIFORNIA

## SITE PLAN REVIEW



### PROJECT TEAM

**APPLICANT/ DEVELOPER:**  
EMRI- NEWKIRK PROPERTIES  
SUITE #130  
889 HARBOURSIDE DRIVE  
NORTH VANCOUVEL, BC, CANADA  
TEL: (859) 764-4158  
ATTN: BOB EMRI  
PAUL NEWKIRK

**ARCHITECT:**  
ARCHITECTS ORANGE  
144 NORTH ORANGE STREET  
ORANGE, CA 92866  
TEL: (714) 639-9886  
ATTN: SERAFIN MARANAN

### CIVIL:

ALLIANCE LAND PLANNING &  
ENGINEERING, INC.  
2248 FARADAY AVENUE  
CARLSBAD, CA 92008  
TEL: (760) 431-9896  
ATTN: CRAIG WHITTEKER

### LANDSCAPE:

SITESCAPES, INC.  
3190 B-2 AIRPORT LOOP DRIVE  
COSTA MESA, CA 92626  
TEL: (949) 644-9370  
ATTN: SCOTT SHOUP

### SHEET INDEX

SHT. NO.	ARCHITECTURE SHEET TITLES
A-000	COVER SHEET
A-001	DATA SHEET
	AR-A-100 SERIES- SITE PLAN EXHIBITS
A-101	SITE PLAN
A-102	FIRE ACCESS PLAN
A-103	OPEN SPACE PLAN
	AR-A-200 SERIES- ELEVATIONS & FLOOR PLAN EXHIBITS
A-201	BUILDING I FLOOR PLANS AND ELEVATIONS
A-202	BUILDING II ELEVATIONS
A-203	BUILDING I FLOOR PLANS
A-204	BUILDING II FLOOR PLANS
A-205	BUILDING III ELEVATIONS
A-206	BUILDING IV FLOORPLANS
A-207	BUILDING V FLOORPLANS
A-208	BUILDING VI ELEVATIONS
A-209	BUILDING VI AND VII FLOORPLANS
A-210	CLUBHOUSE ELEVATIONS
A-211	CLUBHOUSE ELEVATIONS
A-212	CLUBHOUSE ELEVATIONS
A-213	CLUBHOUSE FLOOR PLAN
	AR-A-300 SERIES- COLOR EXHIBITS
A-301	BUILDING I AND VI- COLOR ELEVATION
A-302	BUILDING I- COLOR ELEVATION

A-303	STREET SCENE
A-304	MATERIAL/COLOR BOARD
A-305	MATERIAL/COLOR BOARD
	AR-A-400 SERIES- UNIT PLAN EXHIBITS
A-401	UNIT PLANS
	AR-A-500 SERIES- DETAIL EXHIBITS
A-501	PARKING AND TRASH ENCLOSURES
	CIVIL SHEET TITLES
SHT. NO.	
C-1	SITE DEVELOPMENT PLAN
	LANDSCAPE SHEET TITLES
SHT. NO.	
L-1	CONCEPTUAL LANDSCAPE PLAN

SYCAMORE CANYON RIVERSIDE, CA

EMRI - NEWKIRK PROPERTIES

COVER SHEET

ARCHITECTS ORANGE

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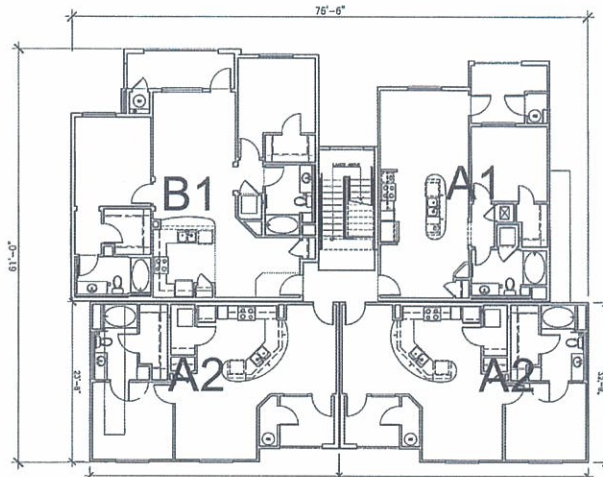
A-000

2013-110 AUGUST 12, 2013

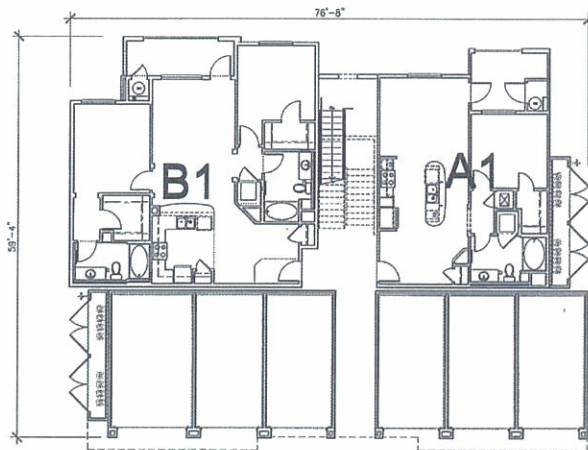


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2ND FLOOR PLAN



1ST FLOOR PLAN

**SYCAMORE CANYON** RIVERSIDE, CA

**EMRI - NEWKIRK PROPERTIES**

**MATERIAL & COLOR LEGEND - SCHEME 2**

DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	5. STUCCO - FENLAND SW 7594
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	6. STUCCO - KLIM BEIGE SW 6100
1. STUCCO - DOVER WHITE SW 6385	7. TRIM, RAILINGS, METAL CANOPIES- TEA CHEST SW 6103
2. STUCCO - HOPSACK SW 6109	8. STACKED STONE- EL DORADO STONE LEDGE CUT 33- BIRCH
3. STUCCO - INTERACTIVE CREAM SW 6113	9. EAGLE ROOFING- BEL AIR VILLAGE BLEND 4671
4. STUCCO - CURVER TAN SW 6151	



TYPE I - FRONT ELEVATION



TYPE I - REAR ELEVATION



1/8" = 1'-0"

**A-201**

2013-110 AUGUST 12, 2013



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FLOOR PLANS AND ELEVATIONS - BUILDING TYPE I

**MATERIAL & COLOR LEGEND - SCHEME 2**

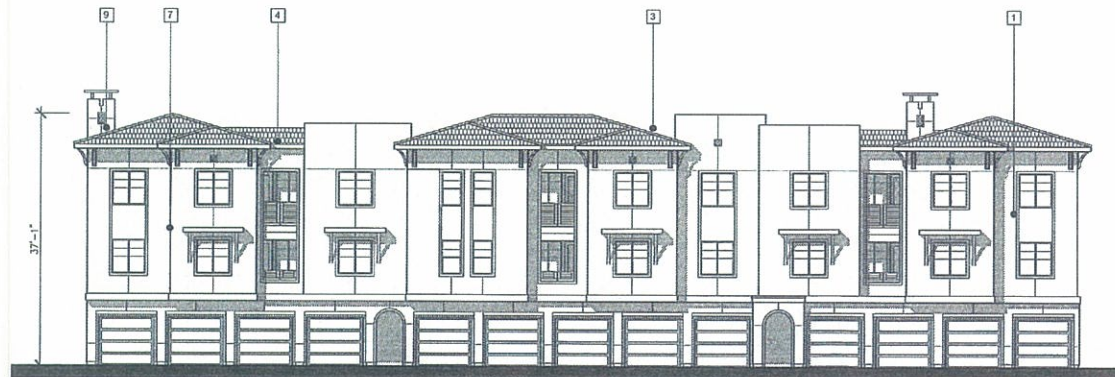
DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	5. STUCCO - FENLAND SW 7544
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	6. STUCCO - KILIM BEIGE SW 6106
1. STUCCO - DOVER WHITE SW 6385	7. TRIM, RAILINGS, METAL CANOPIES- TEA CHEST SW 6103
2. STUCCO - HOPSACK SW 6109	8. STACKED STONE- EL DORADO STONE LEDGE CUT 33- BIRCH
3. STUCCO - INTERACTIVE CREAM SW 6113	9. EAGLE ROOFING- BEL AIR VILLAGE BLEND 4671
4. STUCCO - QUIVER TAN SW 6151	



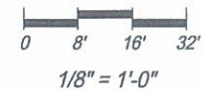
TYPE II - FRONT ELEVATION



TYPE II - SIDE ELEVATION



TYPE II - REAR ELEVATION



**A-202**

**SYCAMORE CANYON** RIVERSIDE, CA

**EMRI - NEWKIRK PROPERTIES**

**ELEVATIONS- BUILDING TYPE II**

**ARCHITECTS ORANGE**

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2013-110 AUGUST 12, 2013



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**MATERIAL & COLOR LEGEND - SCHEME 1**

DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	5. FASCIA, METAL BRACKETS & CANOPIES- WILD MUSTANG DEA 161
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	6. RAILING- SHAKER GRAY DE 6231
1. STUCCO- RHINOCEROS DE 6227	7. STUCCO- FLINTSTONE DE 6221
2. STUCCO- FOSSIL DE 6225	8. STUCCO- CLOUDED VISION DE 6380
3. STUCCO- PIGEON GRAY DE 6214	9. STACKED STONE- EL DORADO STONE LEDGE CUT 33- SAGE
4. TRIM- IRON RIVER DEA 178	10. EAGLE ROOFING- PONDEROSA CHARCOAL RANGE 6659



TYPE IV - FRONT ELEVATION



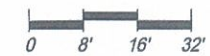
TYPE IV - LEFT ELEVATION



TYPE IV - REAR ELEVATION



TYPE IV - RIGHT ELEVATION



1/8" = 1'-0"

ELEVATIONS - BUILDING TYPE IV

**A-205**

2013-110 AUGUST 12, 2013



**SYCAMORE CANYON** RIVERSIDE, CA

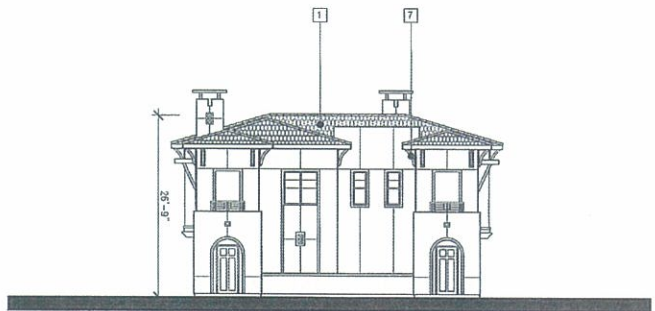
EMRI - NEWKIRK PROPERTIES

**ARCHITECTS ORANGE**

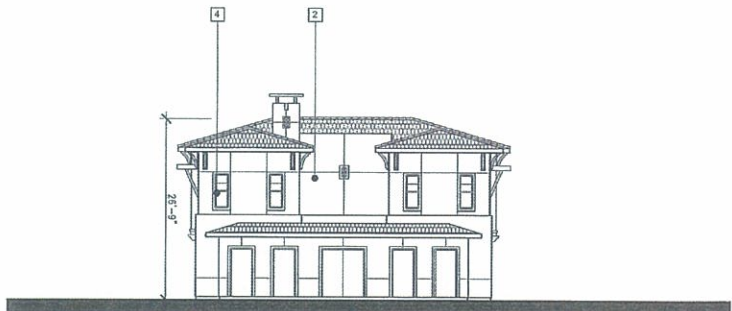
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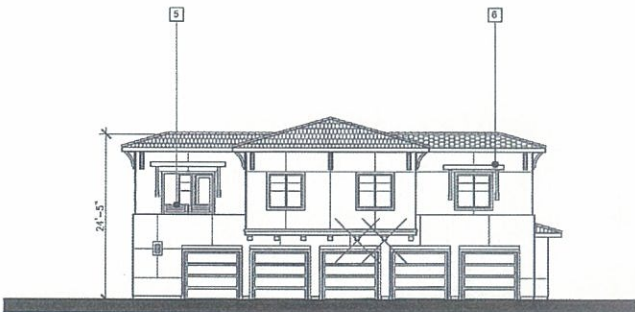




FRONT ELEVATION



REAR ELEVATION



SIDE ELEVATION

**MATERIAL LEGEND**

DESCRIPTION	
1.	CONCRETE FLAT TILE ROOF
2.	STUCCO FINISH
3.	STONE VENEER
4.	WYVE WINDOWS
5.	METAL AWNING
6.	METAL AWNING W/ METAL RODS
7.	DECORATIVE FOAM BRACKET



1/8" = 1'-0"

**SYCAMORE CANYON** RIVERSIDE, CA

**EMRI - NEWKIRK PROPERTIES**

**ELEVATIONS - BUILDING TYPE VI**

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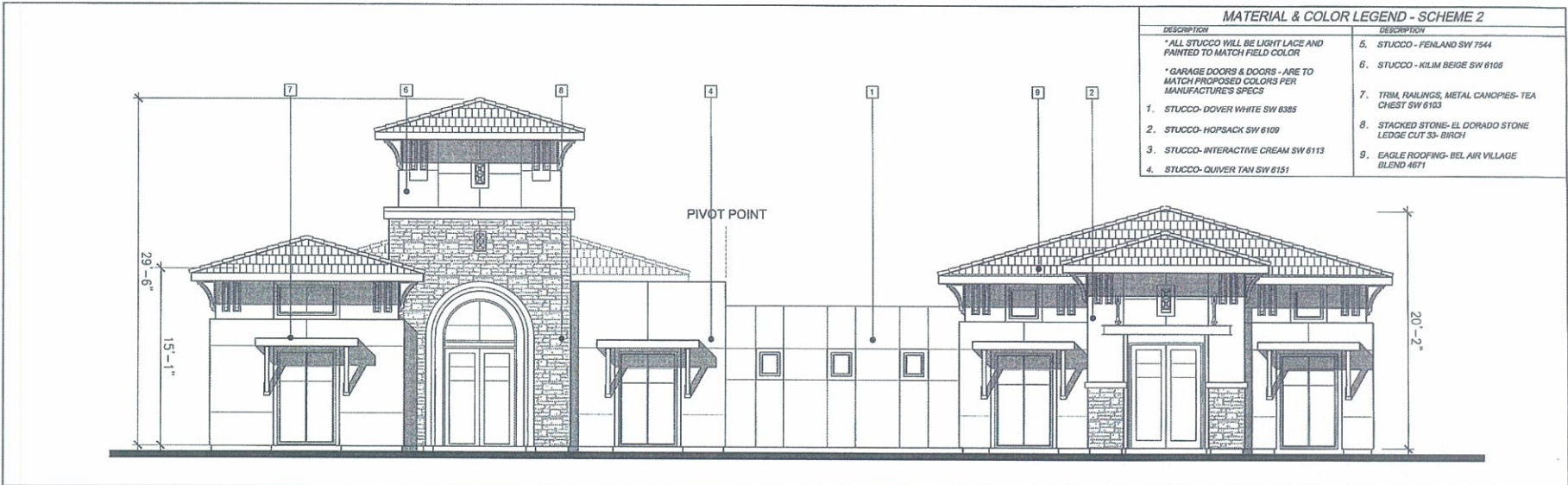
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**A-208**

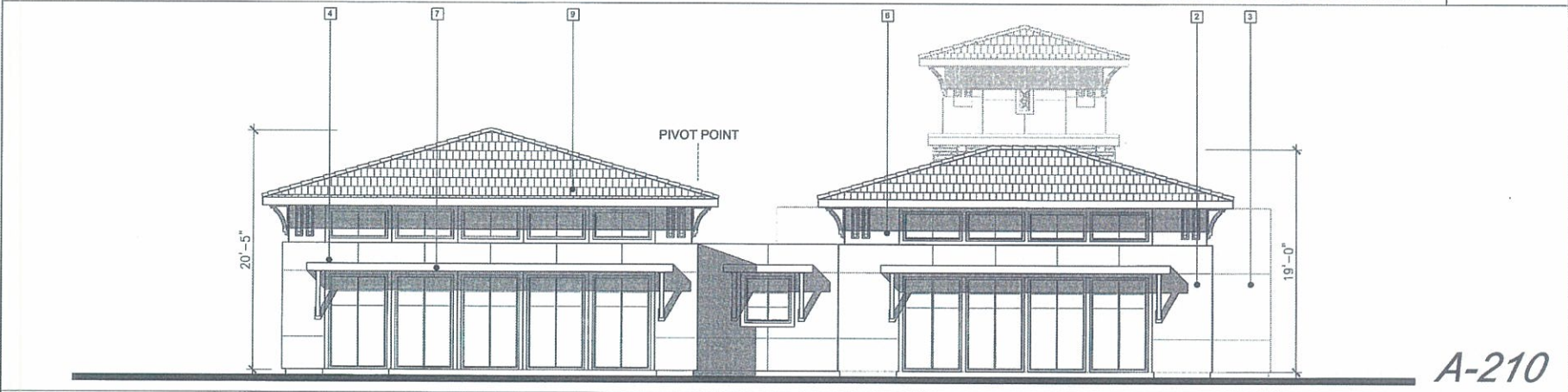
2013-110 AUGUST 12, 2013



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CLUBHOUSE- FRONT ELEVATION SCALE: 1/4" = 1'-0"



CLUBHOUSE- REAR ELEVATION SCALE: 1/4" = 1'-0"

A-210

SYCAMORE CANYON RIVERSIDE, CA  
EMRI - NEWKIRK PROPERTIES

CLUBHOUSE ELEVATIONS

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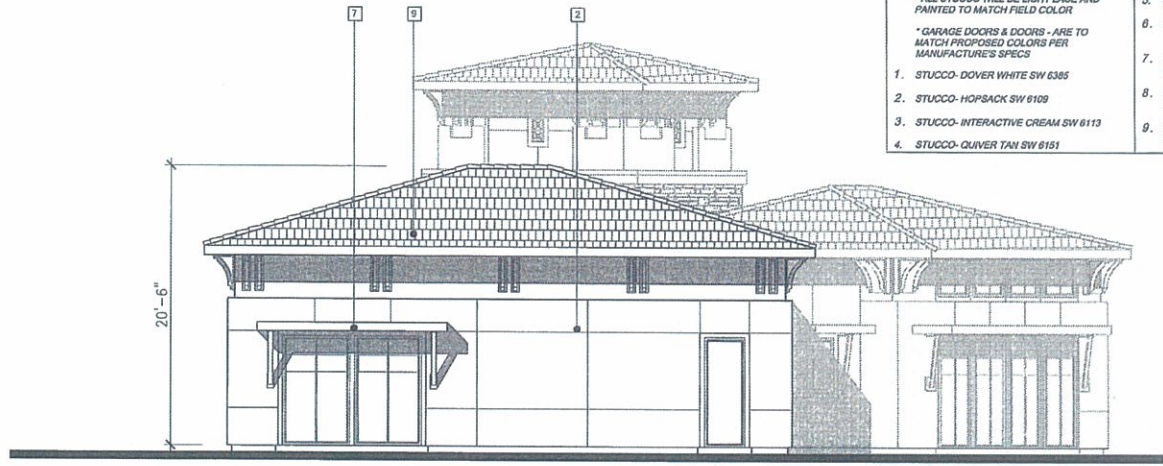
2015-119 AUGUST 12, 2013



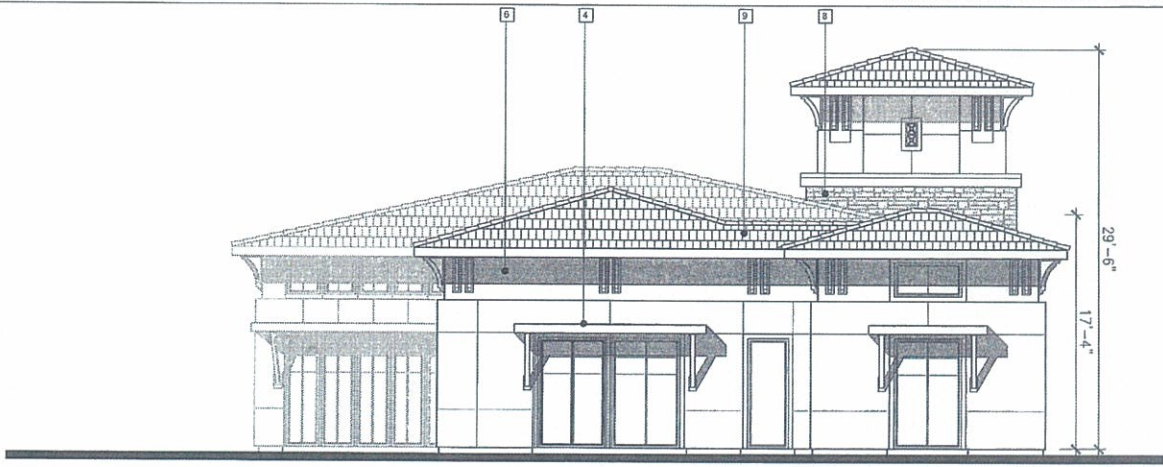
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MATERIAL & COLOR LEGEND - SCHEME 2	
DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	5. STUCCO - FENLAND SW 7544
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	6. STUCCO - KILM BEIGE SW 6108
1. STUCCO - DOVER WHITE SW 6385	7. TRIM, RAILINGS, METAL CANOPIES- TEA CHEST SW 6103
2. STUCCO - HOPSACK SW 6109	8. STACKED STONE- EL DORADO STONE LEDGE CUT 33- BIRCH
3. STUCCO - INTERACTIVE CREAM SW 6113	9. EAGLE ROOFING- BEL AIR VILLAGE BLEND 4871
4. STUCCO - OLIVER TAN SW 6151	



CLUBHOUSE- RIGHT ELEVATION SCALE: 1/4" = 1'-0"



CLUBHOUSE- LEFT ELEVATION SCALE: 1/4" = 1'-0"

A-211

SYCAMORE CANYON RIVERSIDE, CA

EMRI - NEWKIRK PROPERTIES

CLUBHOUSE ELEVATIONS

ARCHITECTS ORANGE

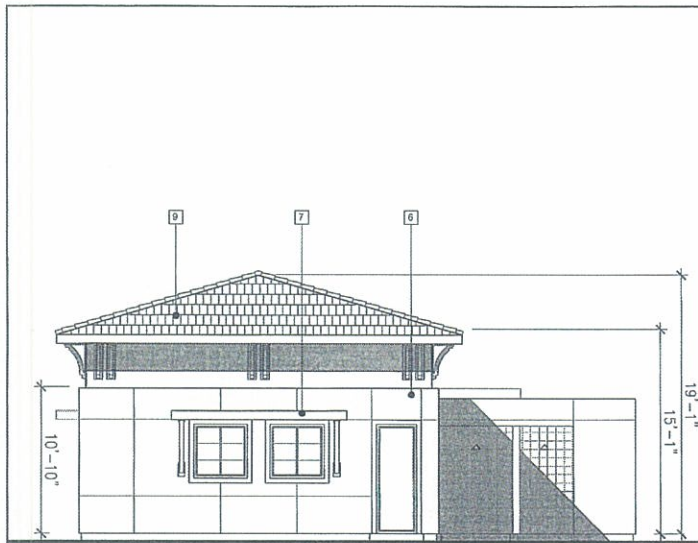
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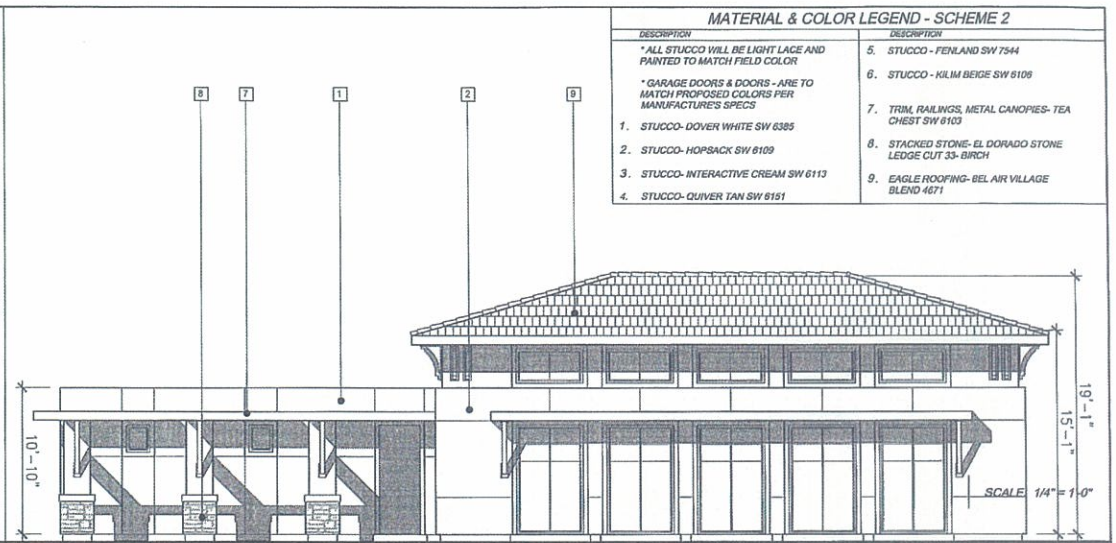
**MATERIAL & COLOR LEGEND - SCHEME 2**

DESCRIPTION	DESCRIPTION
* ALL STUCCO WILL BE LIGHT LACE AND PAINTED TO MATCH FIELD COLOR	5. STUCCO - FENLAND SW 754
* GARAGE DOORS & DOORS - ARE TO MATCH PROPOSED COLORS PER MANUFACTURER'S SPECS	6. STUCCO - KILIM BEIGE SW 6109
1. STUCCO - DOVER WHITE SW 6385	7. TRIM, RAILINGS, METAL CANOPIES- TEA CHEST SW 6103
2. STUCCO - HOPSACK SW 6109	8. STACKED STONE- EL DORADO STONE LEDGE CUT 33- BIRCH
3. STUCCO- INTERACTIVE CREAM SW 6113	9. EAGLE ROOFING- BEL AIR VILLAGE BLEND 4671
4. STUCCO- QUIVER TAN SW 6151	



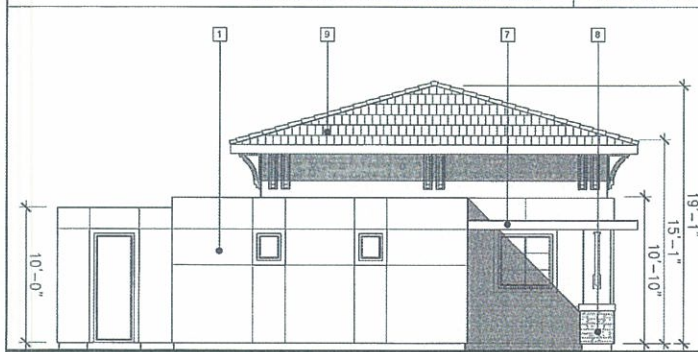
FITNESS - RIGHT ELEVATION

SCALE: 1/4" = 1'-0"



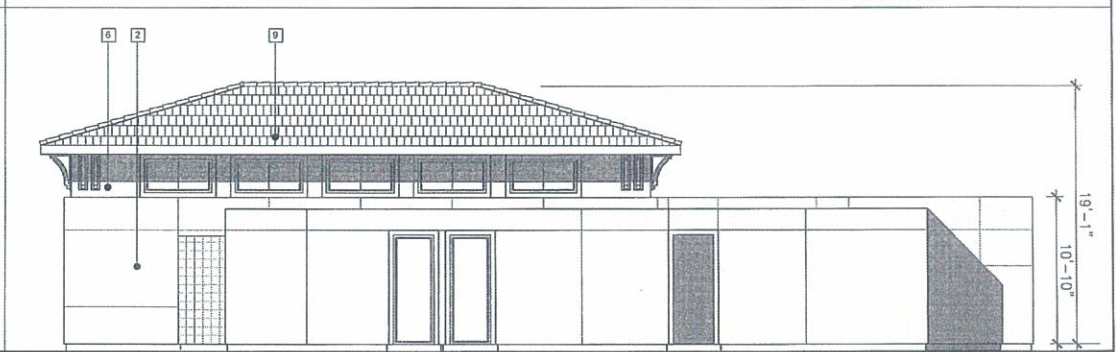
FITNESS - FRONT ELEVATION

SCALE: 1/4" = 1'-0"



FITNESS - LEFT ELEVATION

SCALE: 1/4" = 1'-0"



FITNESS - REAR ELEVATION

SCALE: 1/4" = 1'-0"

**A-212**

**SYCAMORE CANYON RIVERSIDE, CA**

**EMRI - NEWKIRK PROPERTIES**

**FITNESS ELEVATIONS**

**ARCHITECTS ORANGE**

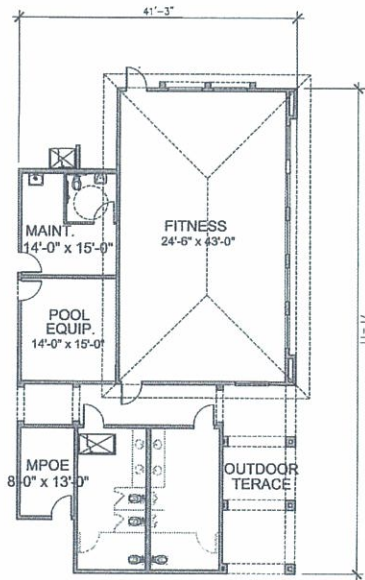
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860

2013-110 AUGUST 12, 2013



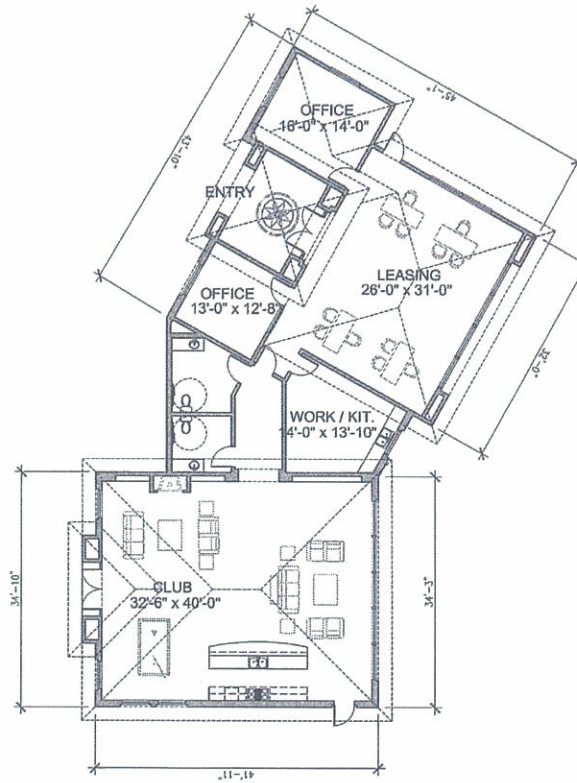
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FITNESS

SCALE: 1/8" = 1'-0"



CLUBHOUSE- LEASING

SCALE: 1/8" = 1'-0"



A-213

1/8" = 1'-0"

CLUBHOUSE FLOOR PLAN

2013-110 AUGUST 12, 2013



SYCAMORE CANYON RIVERSIDE, CA

EMRI - NEWKIRK PROPERTIES

ARCHITECTS ORANGE

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TYPE I - FRONT ELEVATION



TYPE IV - FRONT ELEVATION

A-301

SCALE: 1/8" = 1'-0"

2013-110 AUGUST 12, 2013

**SYCAMORE CANYON** RIVERSIDE, CA

BUILDING TYPE I AND IV- FRONT COLOR ELEVATION

**EMRI - NEWKIRK PROPERTIES**

**ARCHITECTS ORANGE**

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TYPE II - FRONT ELEVATION - COLOR SCHEME 1



TYPE II - FRONT ELEVATION - COLOR SCHEME 2

SCALE: 1/8" = 1'-0"

A-302

2013-110 AUGUST 12, 2013



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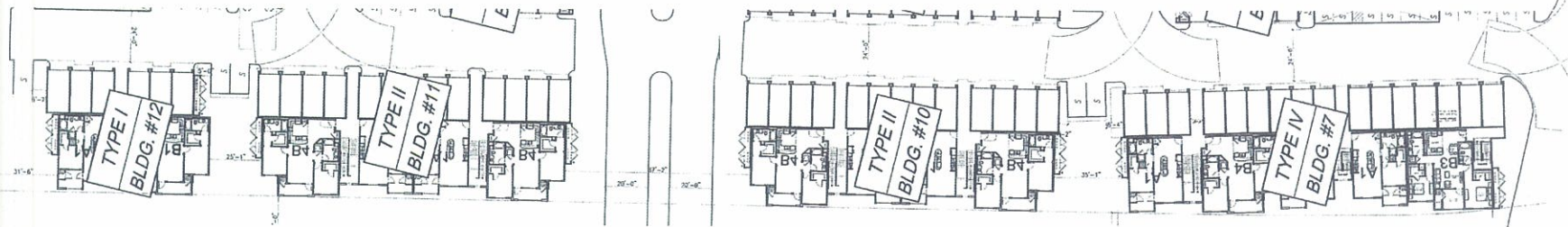
*SYCAMORE CANYON* RIVERSIDE, CA

BUILDING TYPE II- COLOR ELEVATIONS

EMRI - NEWKIRK PROPERTIES

**ARCHITECTS ORANGE**

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MAIN ENTRY

A-303

2013-110 AUGUST 12, 2013



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**SYCAMORE CANYON** RIVERSIDE, CA

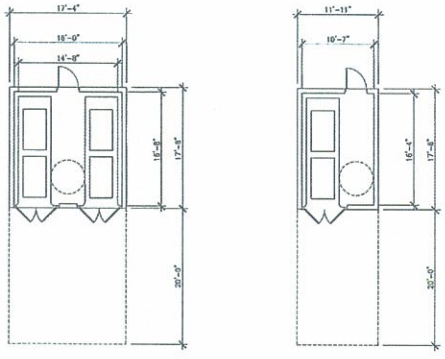
STREET SCENE

EMRI - NEWKIRK PROPERTIES

**ARCHITECTS ORANGE**

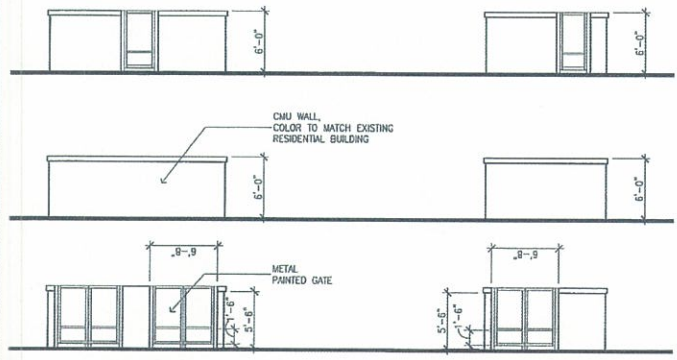
144 NORTH ORANGE ST., ORANGE, CALIFORNIA 92866 (714) 639-9860





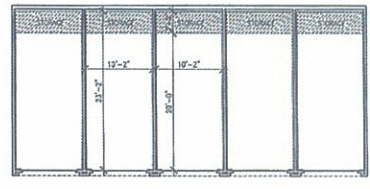
TRASH ENCLOSURE B TRASH ENCLOSURE A

TRASH ENCLOSURE LAYOUT SCALE 1/8" = 1'-0"

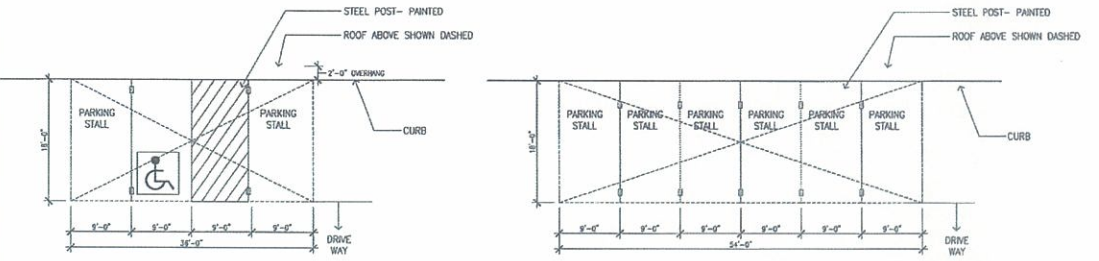


TRASH ENCLOSURE B TRASH ENCLOSURE A

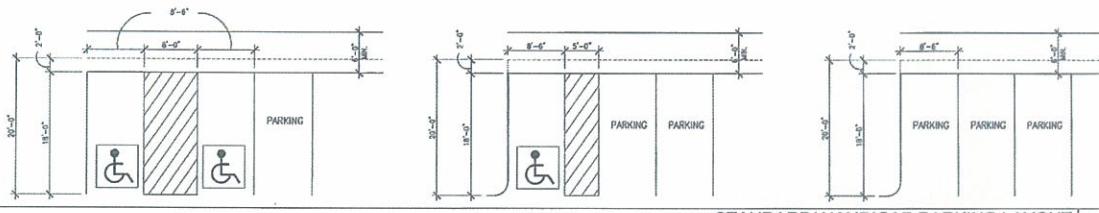
TRASH ENCLOSURE ELEVATIONS SCALE 3/16" = 1'-0"



GARAGE MAINTENANCE BUILDING & STANDARD GARAGE SCALE 1/8" = 1'-0"



STANDARD/HANDICAP CARPORT LAYOUT SCALE 1/8" = 1'-0"



STANDARD/HANDICAP PARKING LAYOUT SCALE 1/8" = 1'-0"

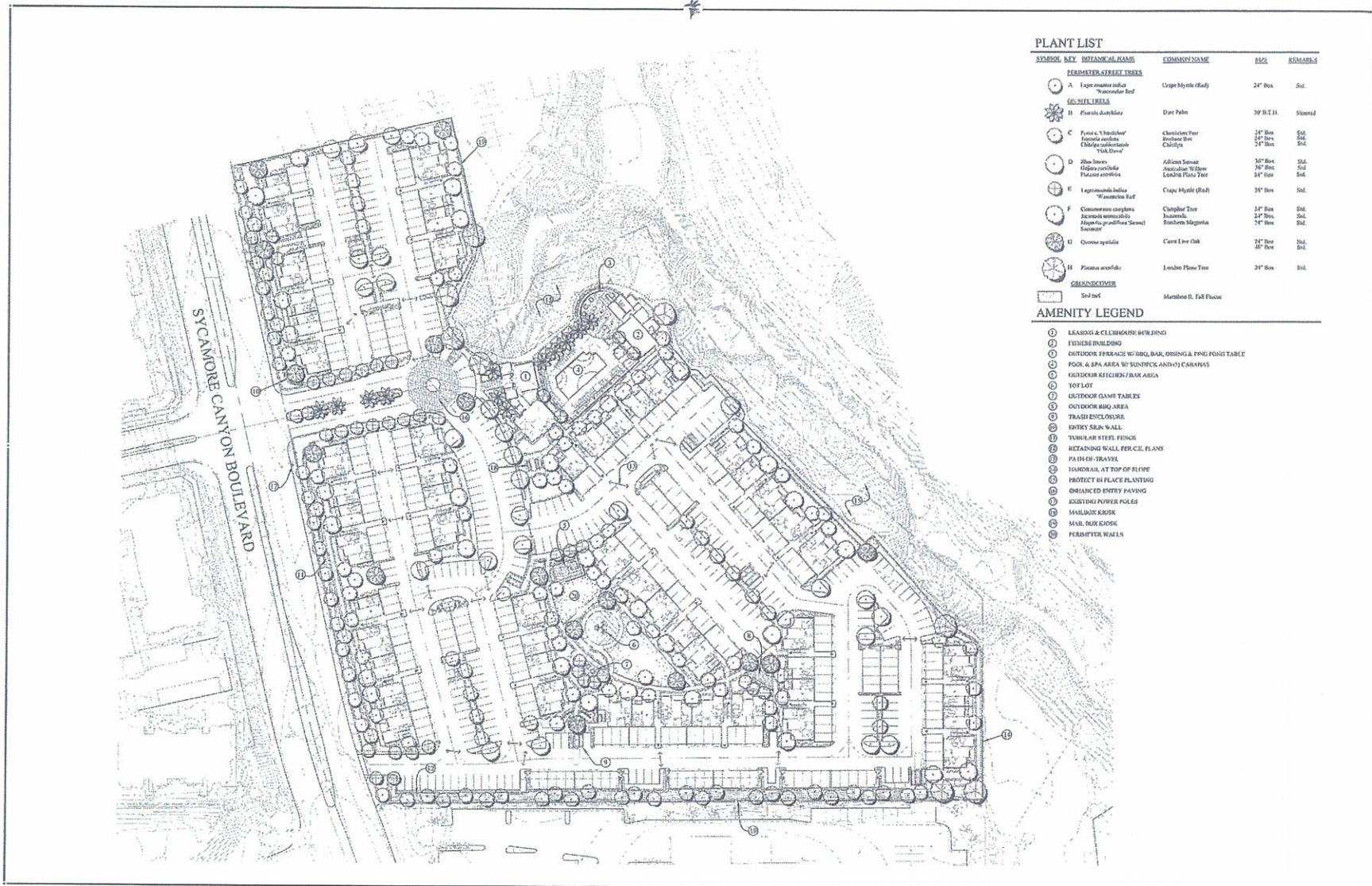
SYCAMORE CANYON RIVERSIDE, CA  
EMRI - NEWKIRK PROPERTIES

PARKING AND TRASH ENCLOSURE

ARCHITECTS ORANGE  
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A-501  
2013-110 AUGUST 12, 2013

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**PLANT LIST**

SYMBOL KEY	BOTANICAL NAME	COMMON NAME	SIZE	REMARKS
<b>PERIMETER STREET TREES</b>				
A	<i>Lagerströmia indica</i> "Waxtree Leaf"	Cape Myrtle (Red)	24" Box	Std.
<b>CO-CUTE TREES</b>				
B	<i>Phoenix dactyloides</i>	Dave Palm	30 B.T.H.	Standard
C	<i>Pyrus x Viburnum</i> <i>Forsythia viridissima</i> <i>Chrysothamnus</i> "Yak Olive"	Charleston Pear Sudbury Bee Chilopsis	24" Box 24" Box 24" Box	Std. Std. Std.
D	<i>Zinnia linearis</i> <i>Albizia julibrissin</i> <i>Platanus occidentalis</i>	Albino Sycamore Asian Silk Tree Loblolly Short Tree	36" Box 36" Box 24" Box	Std. Std. Std.
E	<i>Lagerströmia indica</i> "Waxtree Leaf"	Cape Myrtle (Red)	36" Box	Std.
F	<i>Comptosia confertifolia</i> <i>Acacia salicifolia</i> <i>Albizia grandiflora</i> "Sweet" "Sweet"	Chaparral Tree Bucarama Sudbury Magnolia	24" Box 24" Box 24" Box	Std. Std. Std.
G	<i>Quercus agrifolia</i>	Coast Live Oak	24" Box 36" Box	Std. Std.
H	<i>Platanus occidentalis</i>	Loblolly Short Tree	24" Box	Std.
<b>GRANDSCAPE</b>				
		Standard II, Fall Placer		

**AMENITY LEGEND**

- ① LEASING & CLIMBERS BUILDING
- ② FITNESS BUILDING
- ③ OUTDOOR TERRACE W/ BBQ, BAR, DINING & PING PONG TABLE
- ④ POOL & SPA AREA W/ SUNDECK AND (O) CABANAS
- ⑤ OUTDOOR KITCHEN / BAR AREA
- ⑥ TOTTING
- ⑦ OUTDOOR GAME TABLES
- ⑧ OUTDOOR BBQ AREA
- ⑨ TRASH ENCLOSURE
- ⑩ ENTRY SIGN WALL
- ⑪ TUBULAR STEEL FENCE
- ⑫ RETAINING WALL PER C.E. PLANS
- ⑬ PATH OR TRAIL
- ⑭ HANDRAIL AT TOP OF SLOPE
- ⑮ PROTECT IN PLACE PLANTING
- ⑯ ENLARGED ENTRY PAVING
- ⑰ EXISTING POWER POLES
- ⑱ MAILBOX KIOSK
- ⑳ MAIL BOX KIOSK
- ㉑ PERIMETER WALLS

Emri Newkirk Properties, LLC  
 P.O. Box 6062  
 Del Mar, CA 92014

**SYCAMORE APARTMENTS**  
 CITY OF RIVERSIDE, CALIFORNIA



JOB # 13-030  
 DATE 08-09-13



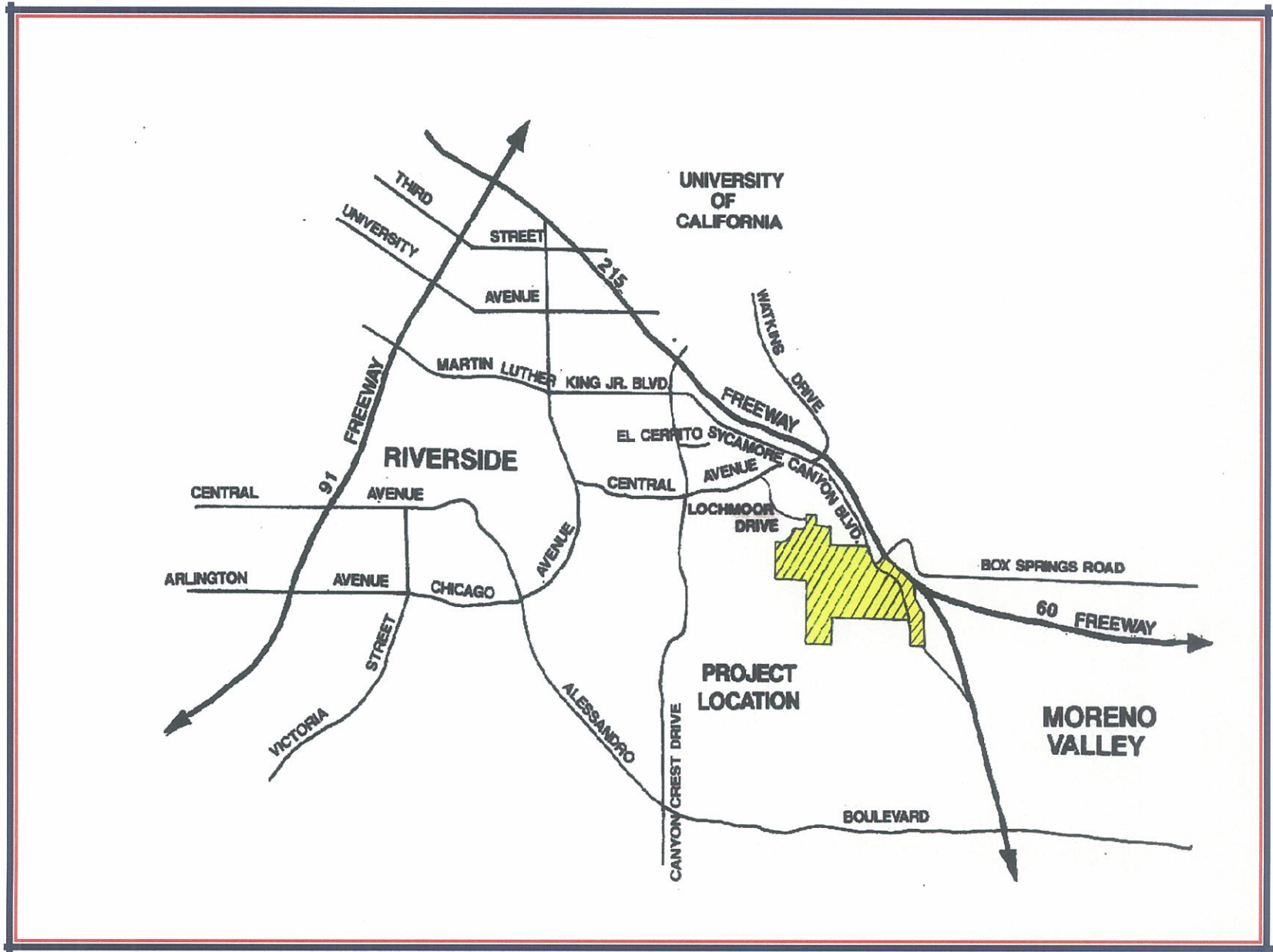
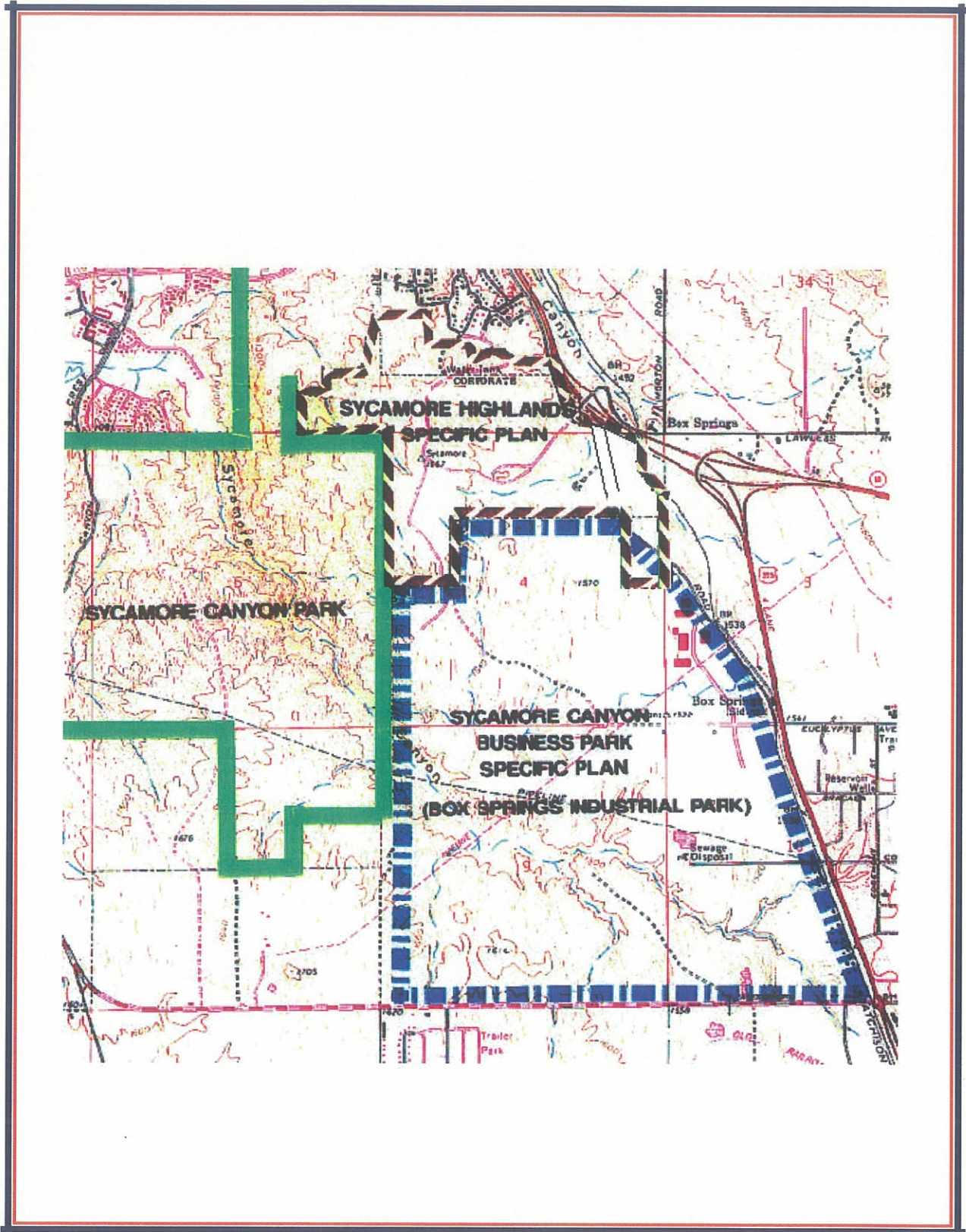


Figure I — 1: *Site Location Map*



**Figure I — 2:** *Project Relationship to Sycamore Canyon Specific Plan*



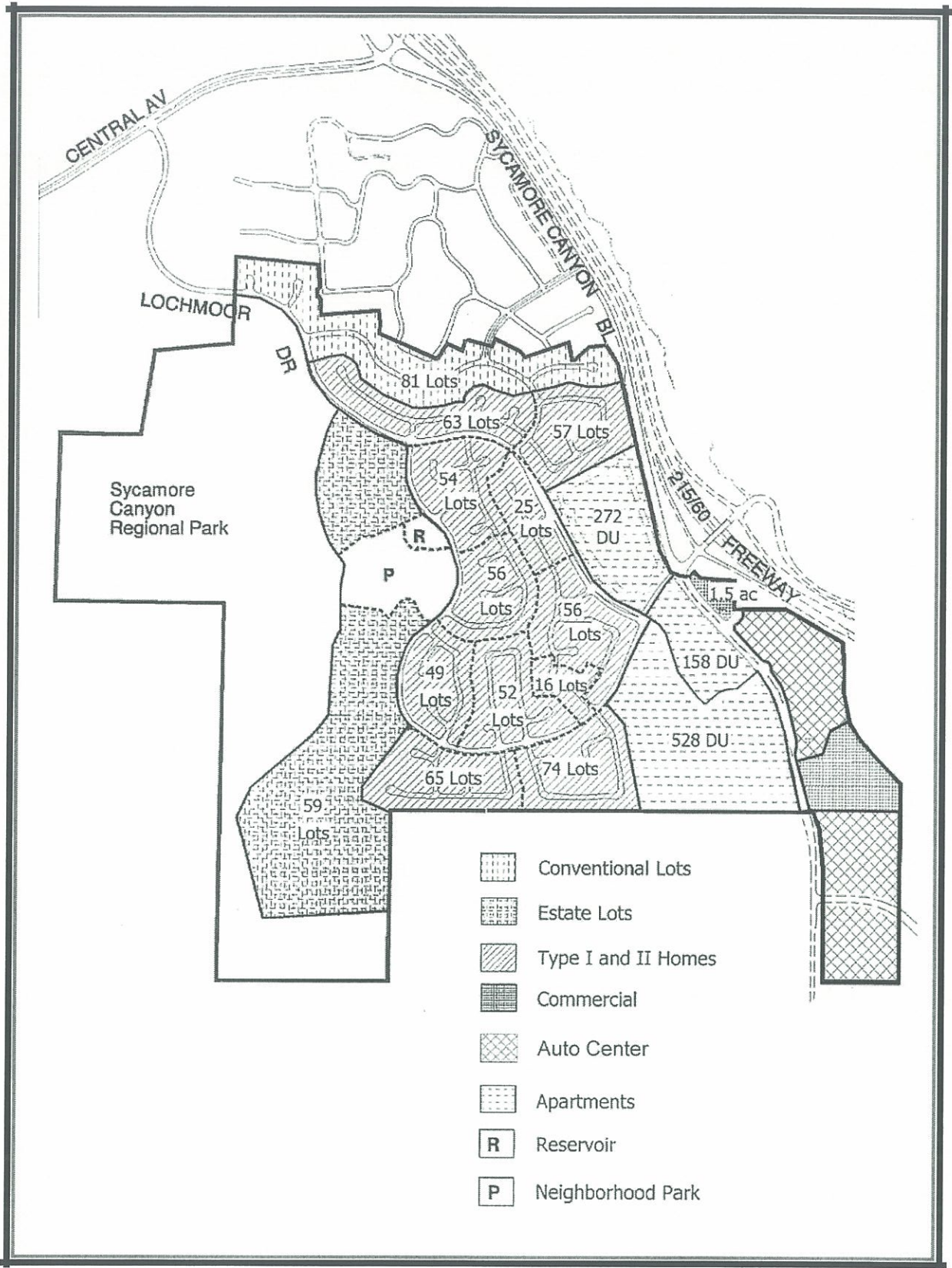


Figure III — 1: *Specific Land Use Plan*





# LAND USE AND URBAN DESIGN ELEMENT

TABLE LU-3  
LAND USE DESIGNATIONS

Land Use	Maximum du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Typical du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Maximum Population Density <sup>(c)</sup>	Primary Intent of Land Use Designations
<b>Residential Land Uses</b>				
Agricultural/Rural Residential (A/RR)	0.20 du/acre	0.20 du/acre	0.6 persons/acre	Implement Proposition R and Measure C; allow for residential use on large agricultural and citrus parcels
Hillside Residential (HR)	0.50 du/acre; 0.63 du/acre w/PRD	0.50 du/acre	1.5 persons/acre 1.89 persons/acre w/PRD	Implement Proposition R and Measure C; allow for sensitive development of residential homes where slopes exceed 15%
Semi-Rural Residential (SRR)	2.1 du/acre 3.3 du/acre w/PRD	1.5 du/acre	6.3 persons/acre 9.9 persons/acre w/PRD	Single family with emphasis on animal keeping
Very Low Density Residential (VLDR)	2.0 du/acre 3.2 du/acre w/PRD	1.5 du/acre	6 persons/acre 9.6 persons/acre w/PRD	Single family, large lot residential
Low Density Residential (LDR)	4.1 du/acre 6 du/acre w/PRD	3 du/acre	12.3 persons/acre 18 persons/acre w/PRD	Single family, large lot residential uses
Medium Density Residential (MDR)	6.2 du/acre; 8 du/acre w/PRD	5.5 du/acre	18.6 persons/acre 24 persons/acre w/PRD	Single-family residential uses
Medium-High Density Residential (MHDR)	14.5 du/acre	12 du/acre	43.5 persons/acre	Single family, small lot residential uses
High Density Residential (HDR)	29 du/acre	20 du/acre	87 persons/acre	Multi-family, condominiums and apartments
Very High Density Residential (VHDR)	40 du/acre	30 du/acre	120 persons/acre	Multi-family, condominiums and apartments





TABLE LU-3  
LAND USE DESIGNATIONS

Land Use	Maximum du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Typical du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Maximum Population Density <sup>(c)</sup>	Primary Intent of Land Use Designations
<b>Commercial Land Uses</b>				
Commercial (C)	0.50 FAR	0.30 FAR	N/A	Retail shops, services and other similar commercial development
Commercial Regional Center (CRC)	0.50 FAR	0.25 FAR	N/A	Large, regionally serving retail, service and office uses
Office (O)	1.0 FAR	.65 FAR	N/A	Office Uses
Business/Office Park (B/OP)	1.50 FAR	1.15 FAR	N/A	Research/development and related flexible space; laboratories, offices; support commercial and light industrial uses
Industrial (I)	0.60 FAR	0.40 FAR	N/A	Manufacturing and wholesaling; support commercial uses; limited large warehouse and distribution facilities only at specific locations



TABLE LU-3  
LAND USE DESIGNATIONS

Land Use	Maximum du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Typical du/acre <sup>(a)</sup> or FAR/acre <sup>(b)</sup>	Maximum Population Density <sup>(c)</sup>	Primary Intent of Land Use Designations
Private Recreation (PR)	N/A	N/A	N/A	Provide opportunities for primarily outdoor recreation, such as golf courses, equestrian centers, amusement parks
Open Space/Natural Resources (OS)	N/A	N/A	N/A	Protection of natural resources, creeks, hillsides, arroyos and other sensitive areas
Public Facilities Institutional (PF)	1.0 FAR	0.20 FAR	N/A	Educational facilities, libraries, governmental uses, utilities and other community supportive functions

du = Dwelling Units FAR = Floor Area Ratio

Notes:

- a) Residential densities are based on gross acreage, which includes streets. Example: 500 dwelling units (du) on a total of 100 acres (streets included) is equal to  $500 \text{ du} \div 100 \text{ acres} = 5 \text{ du/gross acre}$ .
- b) The floor area ratio (FAR) is the area of the building or buildings on a site or lot divided by the area of the site or lot. Example:  $20,000 \text{ square feet floor area} \div 80,000 \text{ square feet of site area} = \text{a FAR of } .25$ .
- c) Government Code Section 65302(a) requires a General Plan to state projected population for residential land uses. The intensities indicated here assume an average household size of 3.0 persons, per the Department of Finance.
- d) The higher residential densities are permissible under certain circumstances along Magnolia and University Avenues. See the description of Mixed Use- Village and Mixed Use - Urban below for more information.





## LAND USE AND URBAN DESIGN ELEMENT

transfers are desirable where density is transferred from steep, hillside land to flatter, less visually sensitive properties and where significantly less grading will result. In the case of such a density transfer, the overall maximum density shall not exceed that otherwise permitted by the General Plan designation(s) (see Titles 18 and 19 for further discussion on this topic).

### MULTI-FAMILY RESIDENTIAL LAND USE DESIGNATIONS

#### **High Density Residential (HDR)**

The High Density Residential designation provides for the development of row houses, condominiums and apartments. Senior housing and multifamily clusters are also allowable. The designation allows a maximum of 29.0 dwelling units per acre.

#### **Very High Density Residential (VHDR)**

The Very High Density Residential designation provides for the development of row houses, condominiums and apartments. Student housing, senior housing and multifamily clusters are also allowable. The designation allows a maximum of 40.0 dwelling units per acre.

### COMMERCIAL AND INDUSTRIAL LAND USE DESIGNATIONS

#### **Commercial (C)**

The Commercial designation provides for retail, sales, service and office uses that serve multiple neighborhoods within the City. The majority of commercial land in Riverside is designated Commercial. The maximum development intensity is a floor-area ratio of 0.50.

#### **Commercial Regional Center (CRC)**

The Commercial Regional Center designation provides for large, regionally-serving retail, service and office uses. The Riverside Auto Center, Riverside Plaza, Town Centre and the Galleria at Tyler area are designated Commercial Regional Center. The maximum development intensity is a floor-area ratio of 0.50. The maximum allowable development intensity of Commercial Regional Center is equal to that of Commercial; lands in the Commercial Regional Center area are expressly reserved for commercial enterprises that will draw customers



TABLE LU-5  
ZONING/GENERAL PLAN CONSISTENCY MATRIX

General Plan Land Use Designation	GP Symbol	Zone Symbol	Zoning Designation
High Density Residential (Max. 29 du/acre)	HDR	R-3-4000 R-3-3000 R-3-2500 R-3-2000 R-3-1500 CS	R-3-4000 – Multi-family R-3-3000 – Multi-family R-3-2500 – Multi-family R-3-2000 – Multi-family R-3-1500 – Multi-family Commercial Storage Overlay
Very High Density Residential (Max.40 du/acre)	VHDR	R-4	R-4 – Multi-family
<b>Commercial and Industrial Land Use Designations</b>			
Commercial (Max. 0.50 FAR/acre)	C	CR CG CS NC	Commercial Retail Commercial General Commercial Storage Overlay Neighborhood Commercial Overlay
Commercial Regional Center (Max. 0.50 FAR/acre)	CRC	CRC	Commercial Regional Center
Office (Max. 1.0 FAR/acre)	O	O CS	Office Commercial Storage Overlay
Business/Office Park (Max. 1.50 FAR/acre)	B/OP	BMP AI CS	Business and Manufacturing Park Air Industrial Commercial Storage Overlay
Industrial (Max. 0.60 FAR/acre)	I	I CS AIR	General Industrial Commercial Storage Overlay Airport Zone
<b>Mixed Use Designations</b>			
Downtown Specific Plan (Various du and FAR/acre)	DSP	DSP	Downtown Specific Plan
Orangecrest Specific Plan (Various du and FAR/acre)	OSP	OSP	Orangecrest Specific Plan
Mixed Use – Neighborhood (Max. 10 du/acre, 1.0 FAR/acre)	MU-N	MU-N	Mixed Use - Neighborhood





# LAND USE AND URBAN DESIGN ELEMENT

**TABLE LU-5  
ZONING/GENERAL PLAN CONSISTENCY MATRIX**

<b>General Plan Land Use Designation</b>	<b>GP Symbol</b>	<b>Zone Symbol</b>	<b>Zoning Designation</b>
Mixed Use - Village (Max. 30/40* du/acre, 2.5 FAR/acre)	MU-V	MU-V	Mixed Use - Village
Mixed Use - Urban (Max. 40/60* du/acre, 4.0 FAR/acre)	MU-U	MU-U	Mixed Use - Urban
<b>Community Amenities and Support Designations</b>			
Agriculture (Max. 0.20 du/acre)	A	RA-5	Residential Agriculture
Public Parks	P	PF	Public Facilities
Private Recreation	PR	All Zones per the Requirements of Title 19	Public Facilities
Open Space/Natural Resources	OS	PF	Public Facilities
Public Facilities and Institutional Uses (Max. 1.0 FAR/acre)	PF	PF AIR	Public Facilities Airport
All General Plan Land Use Designations		RWY AP X S SP WC	Railway Airport Protection Overlay Building Setback Overlay Story Overlay Specific Plan Overlay Water Course Overlay
*See Table LU-3 (Land Use Designations)			

# 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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1093MA13 – Emri-Newkirk Properties, LLC (Representative: The Planning Associates)  
– City of Riverside Case Nos. P13-0553 (General Plan Amendment), P13-0583 (Design Review), P13-0554 (Specific Plan Amendment), and P14-0065 (Rezone). P13-0583 is a proposal to develop a 275-unit apartment complex (13 multi-unit buildings and 7 two-unit buildings) on 10.26 acres located easterly of Sycamore Canyon Boulevard, southerly of its intersection with Fair Isle Drive/Box Springs Road, northerly of its intersection with Crest Ridge Drive, and westerly of Interstate 215 and the rail line. P13-0553 is a proposal to amend the General Plan designation of the site from C-Commercial to HDR-High Density Residential. P14-0065 is a proposal to rezone the site from CG-WC-SP (Commercial General, with Specific Plan and Watercourse overlays) to R-4 (Multiple-Family Residential). P13-0554 is a proposal to amend the site's designation on the Sycamore Highlands Specific Plan from Commercial and Auto Center to Multiple-Family Residential (apartments). (Areas I and II of the March Air Reserve Base Airport Influence Area-proposed Zone D).

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. Gus Gonzalez of the City of Riverside Planning Department, at (951) 826-5277.



# APPLICATION FOR MAJOR LAND USE ACTION REVIEW

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP1093MA13

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 12/16/2013  
 Property Owner Emri-Newkirk Properties LLC Phone Number 949-795-0800  
 Mailing Address P.O Box 2682  
Del Mar, CA 92014

Agent (if any) The Planning Associates Phone Number 951-444-5600  
 Mailing Address 495 E. Rincon St. Suite 212  
Corona, CA 92879

**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 5940-5980 Sycamore Canyon Blvd.  
Riverside, CA 92507  
 Assessor's Parcel No. 263-030-073, 263-030-075, 263-030-076 Parcel Size 10.26 Acres  
 Subdivision Name Sycamore Canyon Apartments Zoning Commercial General (CG)  
 Lot Number Lot # 73 (2.16 AC), Lot # 75 (3.72 AC), Lot # 76 (4.38 AC) Classification to R-4 Multiple-Family Res.

**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 proposed Project is the construction of a 274-unit apartment complex on a 10.26 acre multi-parcel property located on the east side of Sycamore Canyon Boulevard between Raceway Ford and Raceway Nissan auto dealerships.  
The General Plan designation of the project site is "Commercial" and the zoning designation is "Commercial General."

Proposed Land Use (describe) The proposed land use will require a General Plan Amendment from "Commercial" to High-Density Residential" and Specific Plan Amendment from "Commercial-Auto Center" to "Multiple-Family" and rezoning from "Commercial General" to "R-4 Multiple-Family Residential Zone."

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 274-unit apartment on 10.26 AC or (3 parcels)  
 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) Tallest structure is 41'-5" ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site Highest elevation is 1,527.2" 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

12-18-13

Type of Project

Agency Name

City of Riverside

General Plan Amendment

Zoning Amendment or Variance

Staff Contact

Aus Gonzalez

Subdivision Approval

Phone Number

Use Permit

Agency's Project No.

SPA/GPA/OR

Public Facility

Other

much

**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 x 11 reduced copy of the above
- 1 . . . . . 8 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 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:** 3.3

**HEARING DATE:** February 13, 2014

**CASE NUMBER:** ZAP1010RG14 – Lamar Advertising and City of Perris

**APPROVING JURISDICTION:** City of Perris

**JURISDICTION CASE NO:** ZTA 13-11-0005 (Zone Text Amendment) and CUP 13-11-0004 (Conditional Use Permit)

**MAJOR ISSUES:**

**Would digital billboards constitute a distraction for pilots? Would the frequency of message changes affect this?**

**The text amendment would allow for billboards at a height exceeding the maximum height presently allowed by the Zoning Code.**

**RECOMMENDATIONS:**

**Staff recommends that the proposed zoning text amendment and conditional use permit be found CONSISTENT with the 1984 Riverside County Airport Land Use Plan, as applied to the March Air Reserve Base Airport Influence Area, and with the 2010/2011 Perris Valley Airport Land Use Compatibility Plan.**

**PROJECT DESCRIPTION:**

ZTA 13-11-0005 is a proposal to amend the Sign Regulations and Definitions chapters of the City of Perris Zoning Code to allow for the establishment and operation of Digital Outdoor Advertising Displays (electronic message billboards) within the city limits, in conjunction with a relocation agreement. If approved in conjunction with a Relocation Agreement, the Digital Outdoor Advertising Display could exceed the square footage and height limits otherwise applicable to off-site signage.

CUP 13-11-0004 is a proposal to allow for the establishment and operation of six new double-sided digital billboards along Interstate 215. Three of these would be located within Airport Influence Areas. The applicant is requesting a 50-foot height and 672 square feet of sign area per billboard face, and to allow the advertisement/display to change as frequently as once every four seconds.

## **PROJECT LOCATION:**

Case No. ZTA 13-11-0005 is potentially applicable to all land within the City of Perris whose zoning allows off-site advertising signs. Case No. CUP 13-11-0004 applies to six specific properties proposed for the establishment of new or replacement billboards. The three most northerly locations are within Airport Influence Areas. The most northerly billboard would be located easterly of Interstate 215, northerly of Nandina Avenue, and southerly of March Air Reserve Base, approximately 2,000 feet southwesterly of the runway, within Airport Area II of the March Air Reserve Base Airport Influence Area. Billboard No. 2 would be located easterly of Interstate 215, westerly of I-215 Frontage Road East, and northerly of Orange Avenue (also in Airport Area II). Finally, Billboard No. 3 would be located westerly of Interstate 215, southerly of an easterly straight-line extension of 7<sup>th</sup> Street, within Zone E of the Perris Valley Airport Influence Area. The other three billboards proposed for potential digital displays are not located within an existing Airport Influence Area, although they would be included within an expanded March Air Reserve Base Airport Influence Area upon adoption of the new Compatibility Plan.

## **BACKGROUND:**

The proposed text amendment would allow freestanding outdoor advertising signs to exceed an overall height of 40 feet and an overall sign area of 300 square feet if permitted pursuant to a Relocation Agreement.

The 1984 Riverside County Airport Land Use Plan is the applicable Plan for the March Air Reserve Base Airport Influence Area. The sites of Billboard Nos. 1 and 2 are located within Airport Area II of this Airport Influence Area.

Airport Area II is described as underlying “the general flight paths of the various types of aircraft using the airport.” The 1984 Plan proceeds to state that the “hazards in this area are similar to those in Area I, the approach zones, but the influence of the same factors of landing, take-off and noise are not as severe and the aircraft are higher in altitude. Therefore, the proposed policy is not as severe. The boundaries of the area will be established to coincide as much as possible to areas where aircraft would be in the landing-take-off pattern and would be turning and applying or reducing power (again, higher risk of something happening.”

Residential density is restricted in Area II, but commercial uses are permitted. The 1984 Plan requires an aviation easement prior to development throughout the Airport Influence Area.

In relationship to the Draft March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, the site of Billboard No. 1 would be within Compatibility Zone B2, and the site of Billboard No. 2 would be within Compatibility Zone C2. Neither Compatibility Zone specifically restricts billboards. Compatibility Zone B2 includes a provision that structures greater than 35 feet in height require airspace review. Upon adoption of the new Compatibility Plan, aviation easements would still be required within Compatibility Zone B2, but would not be required within Compatibility Zone C2.



Commercial uses are permitted within Compatibility Zone E pursuant to the Perris Valley Airport Land Use Compatibility Plan, with no specific restrictions on billboards.

Noise: Billboards are not a noise-sensitive land use.

Part 77: The area is known as the Perris Plain and is largely flat, except for the freeway interchanges. The site of Billboard No. 1 is located approximately 2,000 feet from the nearest point of the runway at March Air Reserve Base. The site of Billboard No. 3 is located approximately 4,200 feet from the northerly terminus of the runway at Perris Valley Airport. Billboard No. 2 is located over 16,000 feet from the runway at March Air Reserve Base.

There is no issue relative to height for Billboard No. 2. Billboard No. 1 is sufficiently close that any increase in height from the existing billboard to the new billboard would likely require FAA notification. Billboard No. 3 would require FAA notification if greater than 42 feet in height. The applicant is willing to abide by conditions that would limit the height of Billboard No. 1 to the height of the existing billboard or require FAA review. The applicant is also willing to abide by a condition that would limit the height of Billboard No. 3 to 42 feet or require FAA review.

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 March Air Reserve Base Airport Influence Area. Thus, avigation easements would be required from the owners of the parcels upon which Billboard Nos. 1 and 2 are proposed.

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. Billboard No. 1 located on Assessor's Parcel Number 295-300-005 shall not be reconstructed at a greater height than the existing billboard at the same location. In the event that the applicant chooses to construct Billboard No. 1 at a greater height than the existing billboard, prior to issuance of the building permit, the permittee shall provide evidence to the City of Perris and the Riverside County Airport Land Use Commission that the Federal Aviation Administration Obstruction Evaluation Service has issued a "Determination of No Hazard to Air Navigation" for Billboard No. 1 at the greater height and elevation above mean sea level.
2. Billboard No. 3 located on Assessor's Parcel Number 310-170-005 shall not exceed an overall height of 42 feet unless, prior to issuance of the building permit, the permittee has provided evidence to the City of Perris and the Riverside County Airport Land Use Commission that the Federal Aviation Administration Obstruction Evaluation Service has issued a "Determination of No Hazard to Air Navigation" for Billboard No. 3 at the greater height and elevation above mean sea level.

3. 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.
4. 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.
5. Prior to the issuance of building permits for Billboard No. 1 and Billboard No. 2, the owners of the affected properties (Assessor's Parcel Numbers 295-300-005 and 305-090-045) 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.
6. The attached notice shall be provided to all prospective purchasers and/or tenants of the sites of Billboard Nos. 1, 2, and 3.



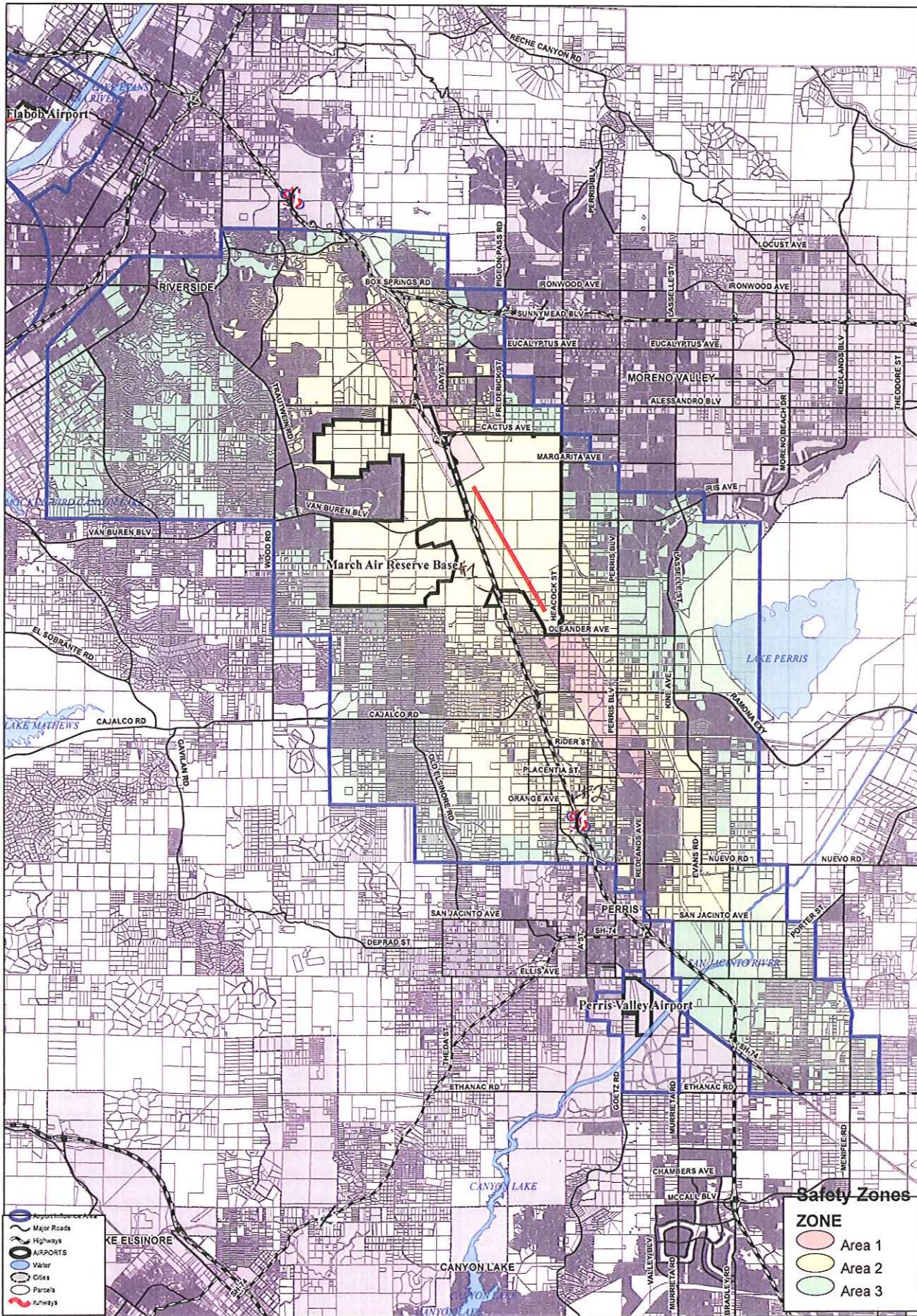
# NOTICE OF AIRPORT IN VICINITY

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

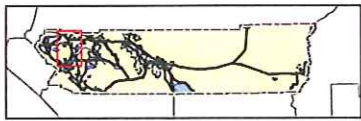
## March Air Reserve Base



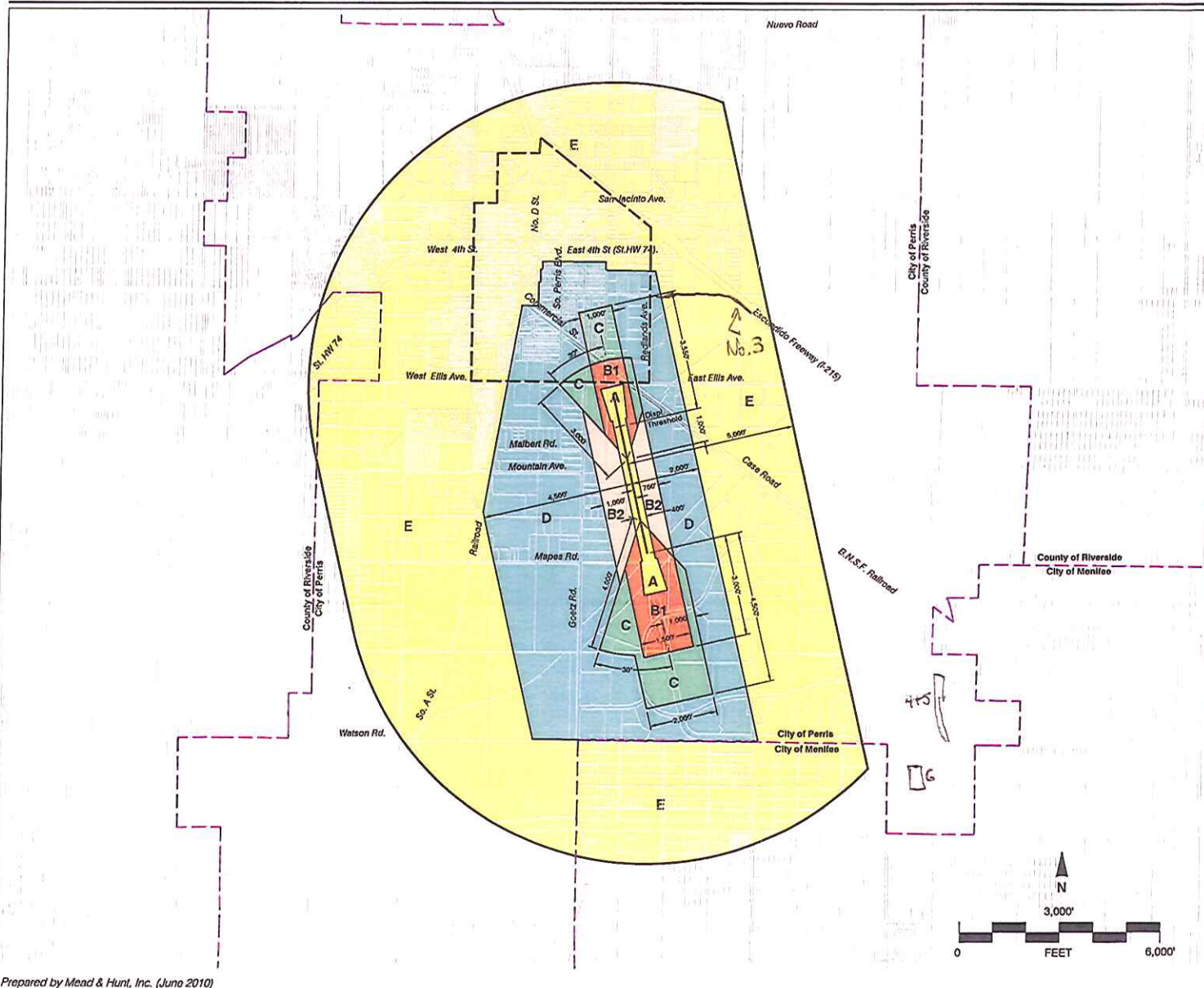
**Safety Zones**

**ZONE**

- Area 1
- Area 2
- Area 3







**Legend**

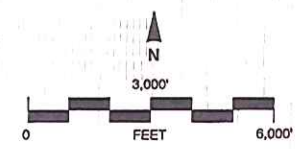
**Compatibility Zones**

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

**Boundary Lines**

- Airport Property Line
- City Limits
- Downtown Specific Plan

Riverside County  
 Airport Land Use Commission  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (July 2010 Draft)



Prepared by Mead & Hunt, Inc. (June 2010)

**EXHIBIT "A-1"**

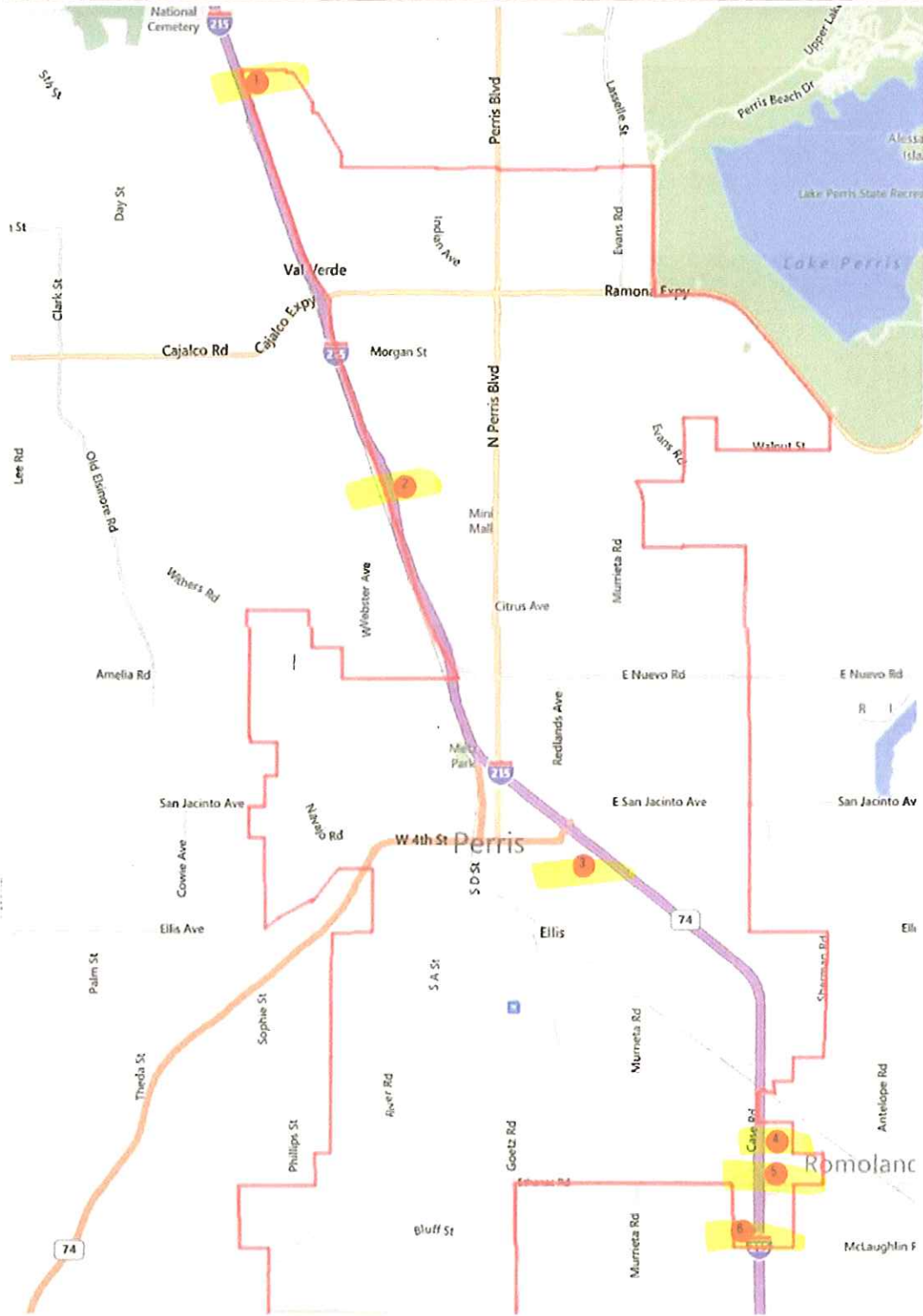
**New Billboard Sites**

	<b>Freeway Boards</b>	<b>APN</b>	<b>Post Mile</b>
1	I-215 el s/o Van Buren Blvd.	295-300-005	RIV HWY 215 PM 32.84
2	I-215 el n/o Orange Ave.	305-090-045	RIV HWY 215 PM 29.03
3	I-215 wl .3 mi s/o 4th St.	310-170-005	RIV HWY 215 PM 25.8R
4	I-215 el .4 s/o Hwy. 74	329-250-016	RIV HWY 215 PM 23.139
5	I-215 el .58 s/o Hwy 74	329-250-038	RIV HWY 215 PM 22.953
6	I-215 wl 1.1 s/o Hwy 74	331-070-003	RIV HWY 215 PM 22.515L



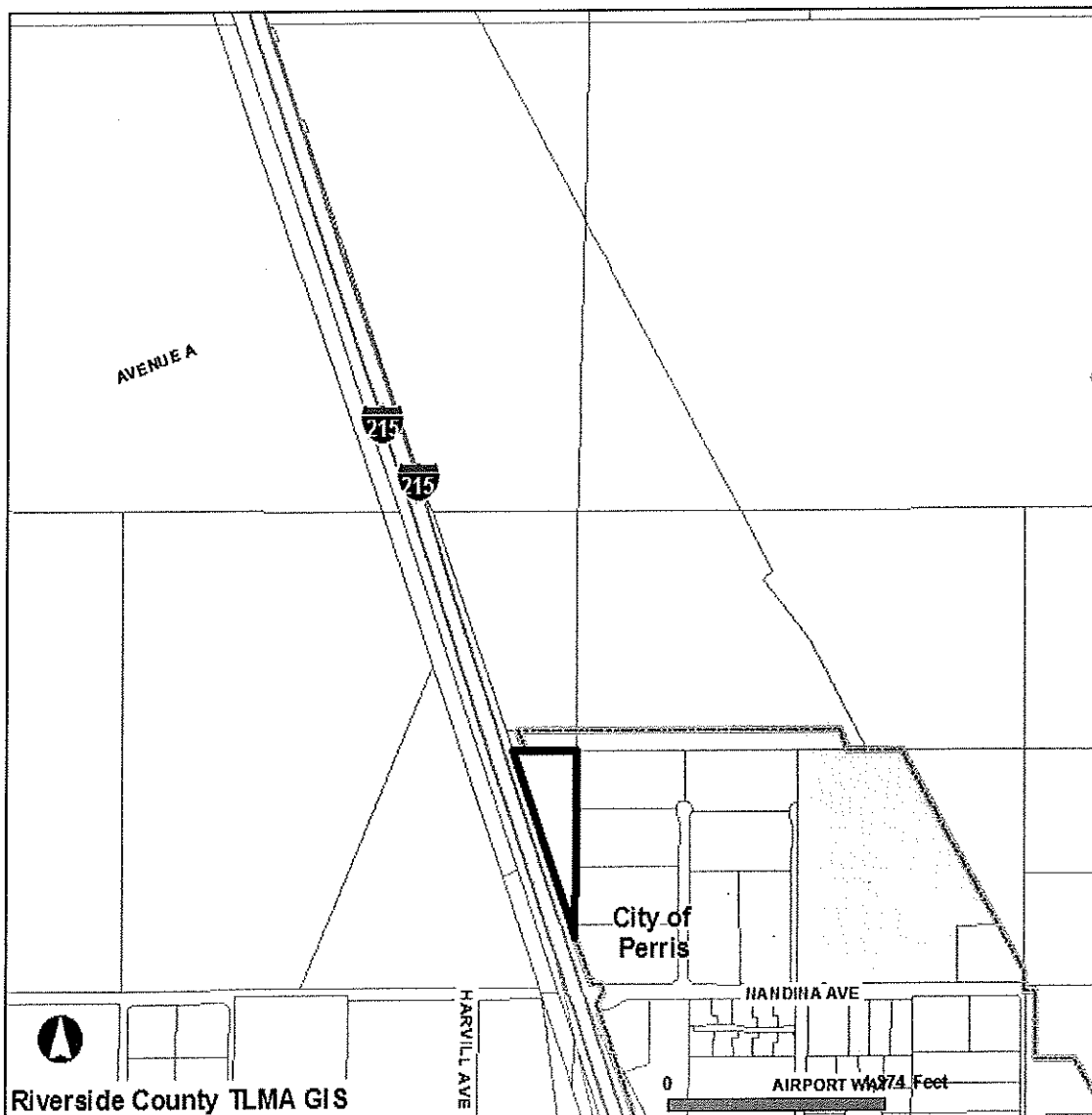


# City of Perris CommunityView



Copyright © 2011 Digital Map Products

RIVERSIDE COUNTY GIS



Selected parcel(s):  
295-300-005

1

**\*IMPORTANT\***

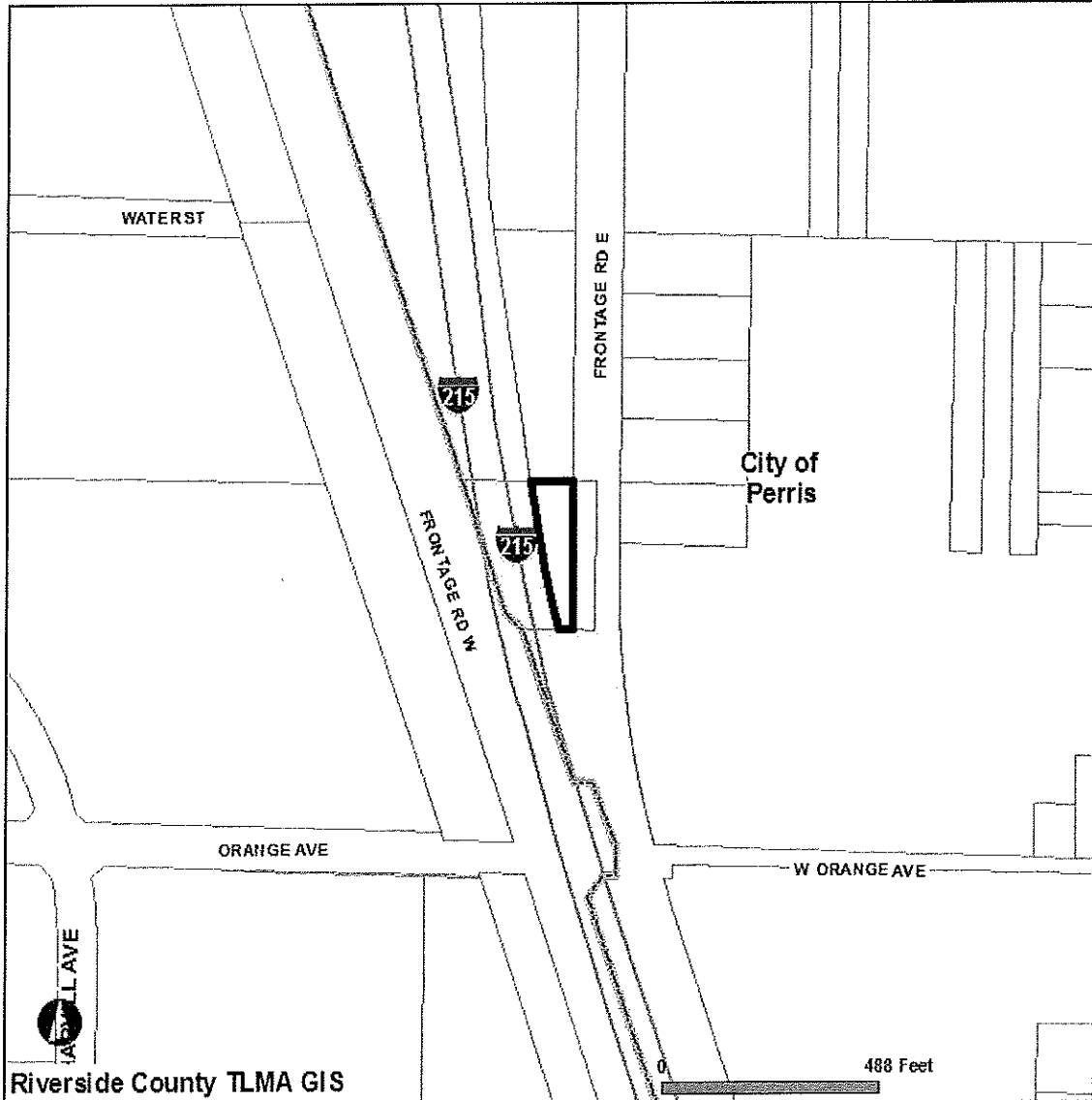
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Version 131127



RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):  
305-090-045

2

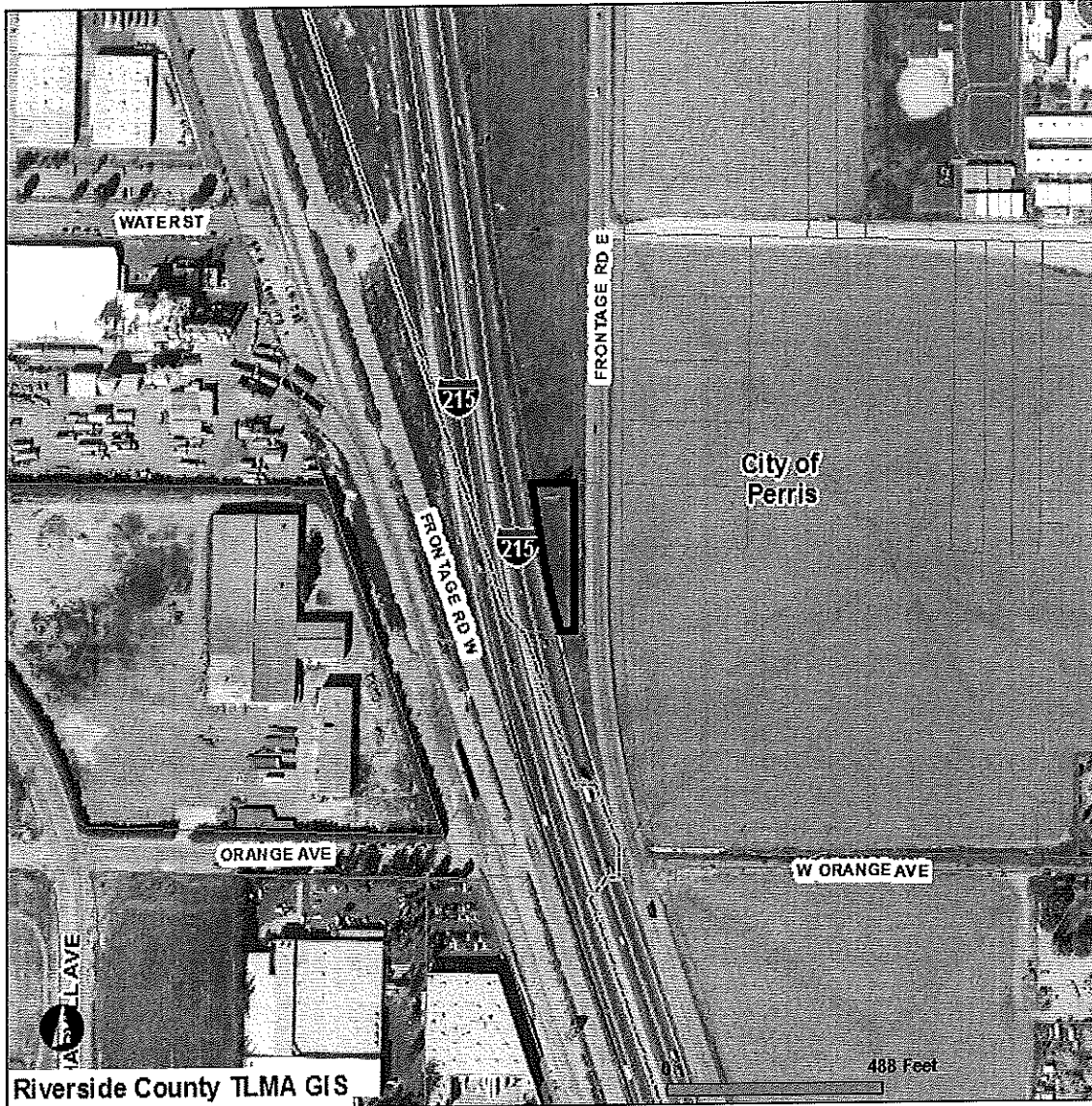
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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
305-090-045

2

**\*IMPORTANT\***

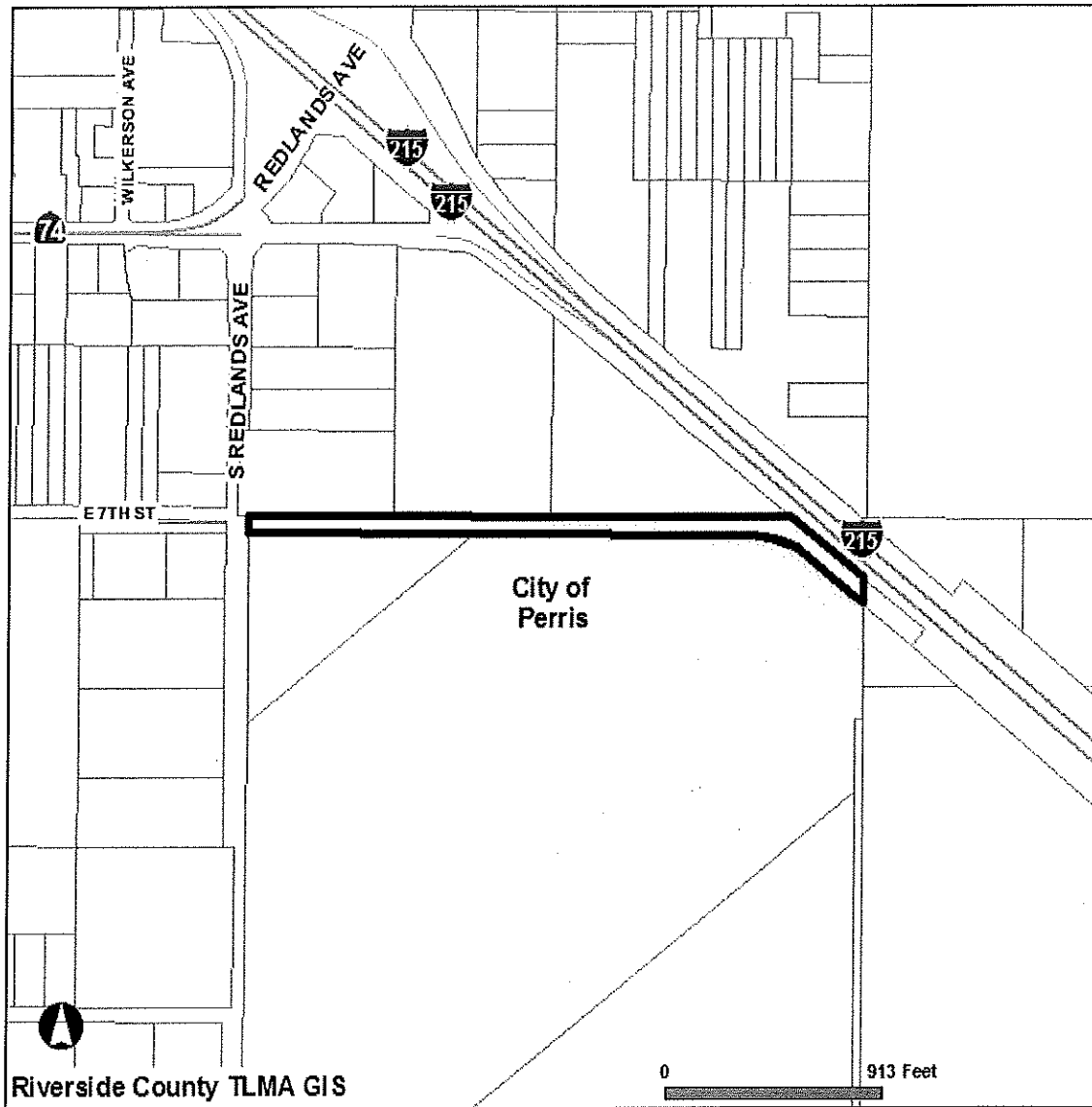
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Version 131127



RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):  
310-170-005

3

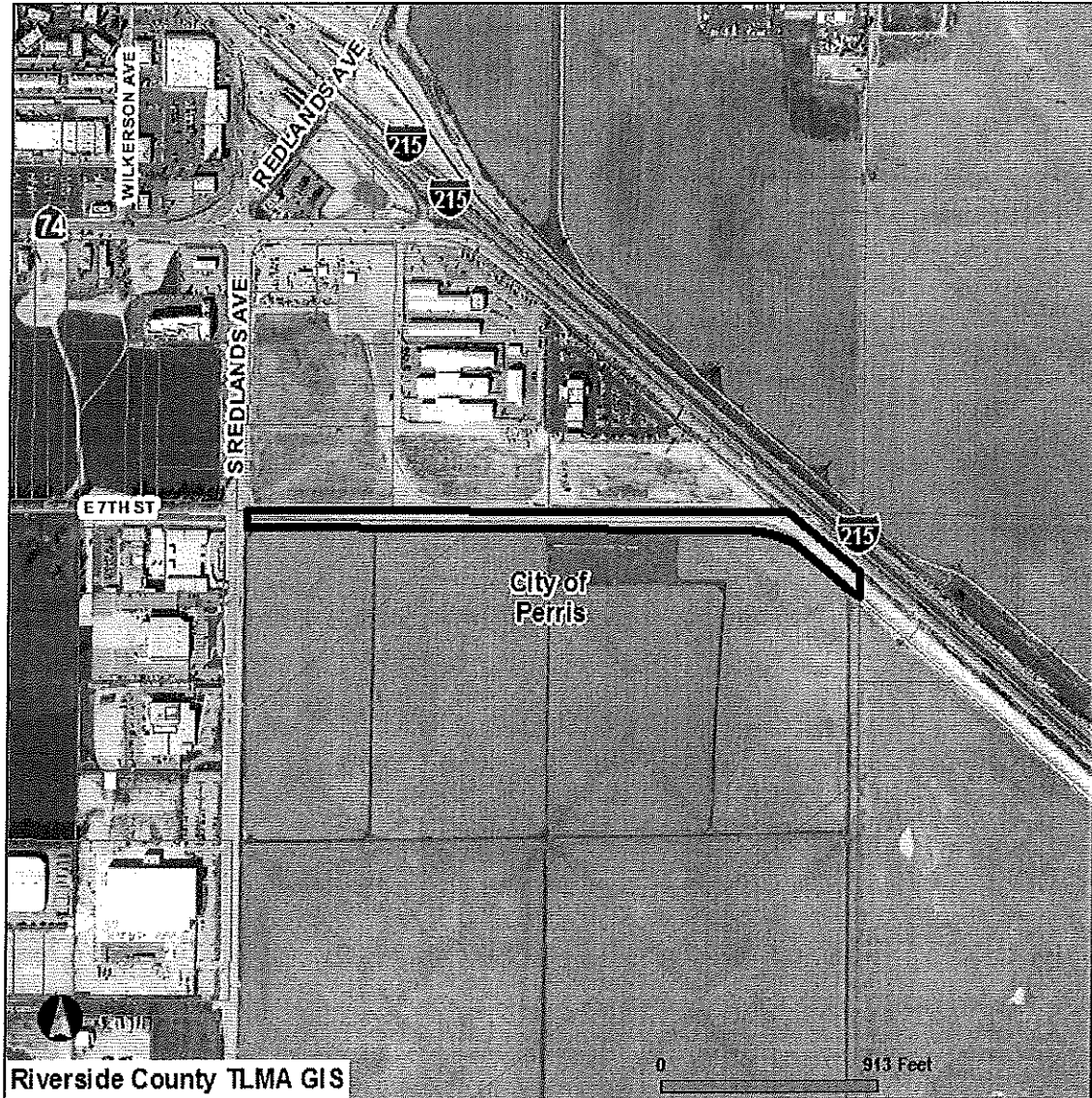
**\*IMPORTANT\***

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
310-170-005

3

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Version 131127

1-855-335-8243  
 www.lucidmanagementgroup.com

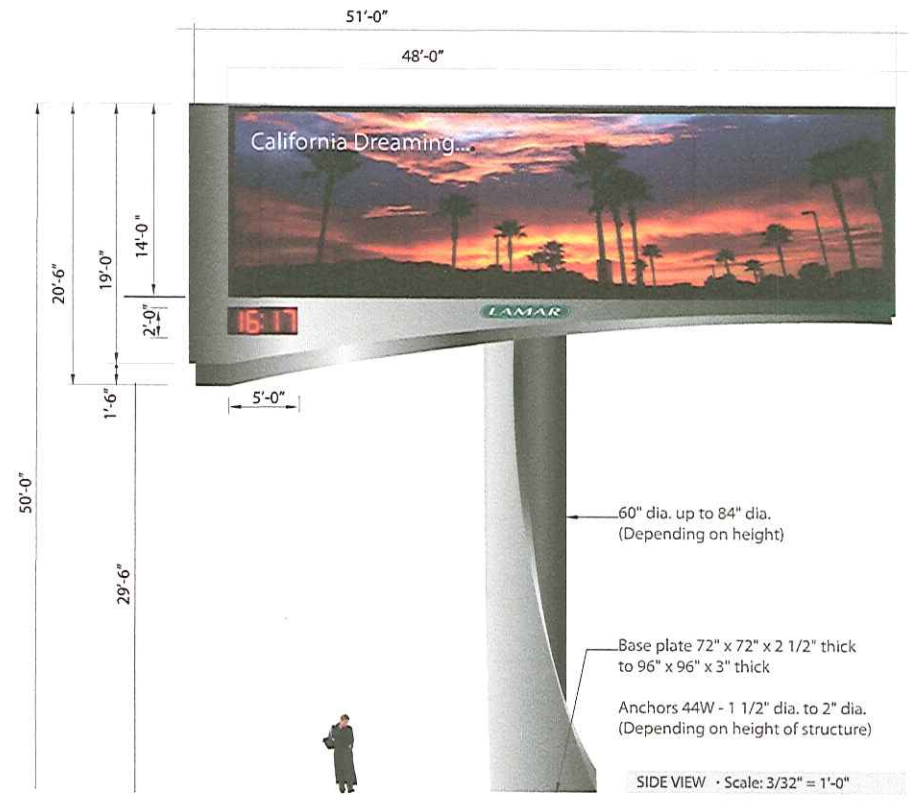
DATE: JUNE 20 2012  
 SKETCH: LM12-340-R1  
 SALES: DARREN  
 ARTIST: SUZY  
 SCALE: 3/32" TO 1'-0"  
 PAGE: 1 OF 1

Customer Approval

Landlord Approval

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REVISION HISTORY (PRIOR TO MASTER PRINT)	
1	
2	
3	





## CHAPTER 19.75 REDLINE

### SIGN REGULATIONS

#### 19.75.080 PROHIBITED SIGNS

All signs not expressly permitted by this Chapter are prohibited including the following signs: Animated, flashing, blinking or noise making, revolving, vehicle, moving, portable, mobile, bench, multifaced, and pole signs. Notwithstanding, these provisions shall not apply to Digital Outdoor Advertising Displays authorized pursuant to Section 19.75.270(E), which may comprise the entire sign copy area, and may contain a message that is changed more than once every two minutes, but no more than once every four seconds.

#### 19.75.110 ILLUMINATION OF SIGNS

##### A. *Types of Illumination*

All sign illumination shall be either from the interior of a sign, behind individually cut letters (back lighting), or an indirect source. No design or placement of a sign shall create adverse impacts on surrounding properties and roadways. This section shall not apply to Digital Outdoor Advertising Displays authorized pursuant to Section 19.75.270(E).

Interior raceways shall be used for channel letters if individually lit letters are not used. No exterior raceways shall be permitted unless no other alternative is available.

#### 19.75.270 OUTDOOR ADVERTISING

##### A. *Location Criteria*

Outdoor advertising signs or display structures may be permitted in any commercial or manufacturing industrial zone district subject to a conditional use permit and the following conditions noted below. However, outdoor advertising signs may deviate from such standards if such signs replace or relocate existing signs pursuant to a Relocation Agreement approved by the City Council as forth in Section 19.75.270(E).: ~~may and subject to the following conditions:~~

1. The area of permitted outdoor sign or display structure shall not exceed 300 square feet, unless otherwise permitted under a Relocation Agreement as set forth in Section 19.75.270(E).
2. Outdoor advertising signs shall be set back 100 feet from any right-of-way, unless otherwise permitted under a Relocation Agreement as set forth in Section 19.75.270(E).

EXHIBIT J

3. Outdoor advertising signs or display structure erected on a parcel of land located at the intersection of any state or federal highway with a major or secondary street of the City shall be setback at least 660 feet from any right-of-way.
4. Outdoor advertising signs shall not be located within 1,000 feet from any other outdoor advertising signs or display structure , unless otherwise permitted under a Relocation Agreement as set forth in Section 19.75.270(E)..

**B. Distance Criteria**

1. Freestanding outdoor advertising signs shall not be erected within 200 feet of a residential zone district.
2. Freestanding outdoor advertising signs shall not be erected within 200 feet of any public or private school, church, library, or any street designated as a parkway or entrance to a public park.

**C. Height/Location/Design Criteria**

1. Freestanding outdoor advertising signs shall not exceed an overall height of 40 feet, unless otherwise permitted under a Relocation Agreement as set forth in Section 19.75.270(E).
2. No outdoor advertising sign shall be painted or attached to any wall, building, or fence.
3. No outdoor advertising sign shall be erected upon the roof of any building.
4. No outdoor advertising sign shall have digital displays, unless otherwise permitted under a Relocation Agreement as set forth in Section 19.75.270(E) and located along the I-215 Freeway, subject to the following requirements.
  - a. The digital display shall not change its message more than once every four seconds.
  - b. The digital display shall not include any red or blinking or intermittent light likely to be mistaken for a warning or danger signal.
  - c. The digital display illumination shall not impair the vision of travelers on adjacent highways. Illuminations shall be considered vision impairing when its brilliance exceeds the values set forth in Section 21466.5 of the Vehicle Code.
  - d. The digital display shall not display any video streaming, flashing, intermittent, or moving light or lights.
  - e. The sign shall comply with all applicable CALTRANS standards for signs adjacent to a freeway.



**D. *Permit Expiration***

**Any permit for an outdoor advertising sign or display structure shall expire 10 years from the date of issuance or as otherwise provided in an approved Relocation Agreement.**

**E. *Outdoor Advertising Signs Permitted Pursuant to Relocation Agreement***

The City recognizes that California Business and Professions Code Section 5412 encourages cities to enter into relocation agreements, and to adopt ordinances or resolutions providing for relocation of billboards. Thus, the intent of this Section is to reduce visual clutter; eliminate non-conforming signage; facilitate the relocation and redistribution of existing outdoor advertising displays to more appropriate locations within the City to better serve the advertising needs of the local business community; to allow for incorporation of modern technology into relocated outdoor advertising displays in the form of Digital Outdoor Advertising Displays; and to eliminate the need for the City to pay compensation for removal of existing outdoor advertising displays to accommodate a public project.

1. **Content.** Each Relocation Agreement shall contain, at a minimum, the following information:
  - a. Identification of the location of the relocated outdoor advertising display(s) and, if removal of further outdoor advertising display sign area is required, outdoor advertising display(s) being permanently removed; and
  - b. Conceptual design drawings for the relocated outdoor advertising display(s), including sign area and dimensions.
  
2. **Review Process.** All Relocation Agreements shall be reviewed and approved by the City Council. The following findings must be made by the City Council in order to approve a Relocation Agreement:
  - a. The proposed agreement is consistent with the goals, objectives, purposes and provisions of the Perris General Plan and the Perris Municipal Code;



- b. The proposed relocation site is compatible with the uses and structures on the site and in the surrounding area;
  - c. The proposed Relocation Agreement either: 1) reduces the number of outdoor advertising displays within the City; or 2) in the case of relocations to accommodate a public project, the Relocation Agreement serves the public interest eliminating the need for public fund expenditure;
  - d. The proposed outdoor advertising display would not create a traffic or safety problem with regard to onsite access circulation or visibility;
  - e. The proposed outdoor advertising display would not interfere with onsite parking or landscaping required by City ordinance or permit; and
  - f. The proposed outdoor advertising display would not otherwise result in a threat to the general health, safety and welfare of City residents.
3. Status of Existing Outdoor Advertising Displays. Only outdoor advertising displays that comply with the City's municipal code or that are legal non-conforming outdoor advertising displays as of the date of adoption of this Section are eligible to be relocated pursuant to a Relocation Agreement.
4. Placement of Relocated Outdoor Advertising Display. Relocated outdoor advertising displays may only be constructed on property located within commercial, office or manufacturing zoning districts.
5. Permits Required. Subsequent to the approval of a Relocation Agreement by the City Council, the outdoor advertising display and/or property owner shall file an application for a Conditional Use Permit and Sign Permit to relocate or reconstruct the outdoor advertising sign structures as authorized by the Relocation Agreement, pursuant to the provisions of Section 19.75.020. The outdoor advertising display and/or property owner must also file an application for Building Permits pursuant to the provisions of Section 19.75.040. All outdoor advertising displays, whether relocated, reconstructed, or new, require a Conditional Use Permit.

6. **Non-Conforming Outdoor Advertising Displays.** Any non-conforming outdoor advertising display relocated or reconstructed pursuant to an approved Relocation Agreement shall no longer be considered non-conforming for purposes of this Code.

#### **19.75.290 NONCONFORMING SIGNS**

**It is the intent of this Section to recognize that the eventual elimination of existing signs that are not in conformity with the provisions of this Chapter, is as important as is the prohibition of new signs that would violate these regulations. This Section shall not apply to outdoor advertising displays permitted under a Relocation Agreement pursuant to Section 19.75.270(E), which shall not be deemed nonconforming signs.**

**CHAPTER 19.08**  
**DEFINITIONS**  
**REDLINE**

Section:

**19.08.10      DEFINITIONS**

The meaning of various words contained in the Perris Development Code are contained in this Chapter.

“Digital Outdoor Advertising Display” means an electronic outdoor advertising display where the message is changed more than once every two minutes, but no more than once every four seconds.

“Relocation Agreement” means an agreement entered into between the City and an outdoor advertising sign owner and/or property owner resulting in the removal, relocation, replacement and/or reconstruction of one or more lawfully existing outdoor advertising signs to another parcel of property within the City, or to reconstruct an outdoor advertising sign on the same property, as approved by City Council. For purposes of this Section, a relocated outdoor advertising sign is not considered a new or additional outdoor advertising sign, and “relocate” shall not be construed to mean moving an existing structure and/or advertising sign face to a new location; all “relocated” outdoor advertising signs and associated advertising signs shall be of new construction and shall be constructed pursuant to a Relocation Agreement.

“Sign, Animated” means any sign which is designed and constructed to attract attention by visual means through the movement or semblance of movement of the whole or any part of the sign and any artificial light which is not maintained stationary or constant in intensity and color at all times when such sign is in use. A Digital Outdoor Advertising Display shall not be considered an Animated Sign.

“Sign, Off-Site” means a sign which advertises or directs attention to products or activities that are not provided or rendered on the site upon which the sign is located. An Off-Site Sign may incorporate Digital Advertising Displays, as well as traditional static displays.

“Sign, Outdoor Advertising” means a sign that directs attention to a business, profession, product, commodity or service sold, manufactured or offered not upon the property upon which the sign is placed. Outdoor Advertising signs may incorporate Digital Outdoor Advertising Displays, as well as traditional static advertising displays.

**EXHIBIT K**



COPY

## BILLBOARD REMOVAL AND RECONSTRUCTION AGREEMENT

THIS BILLBOARD RELOCATION AGREEMENT (“Agreement”) is entered into as of this \_\_\_\_ day of \_\_\_\_\_, 2013 (the “Effective Date”), by and between the CITY OF PERRIS, a public body, corporate and politic (“City”), and LAMAR CENTRAL OUTDOOR, a Delaware limited liability company (“Company”). Hereafter City and Company are sometimes referred to as “Party” or collectively as “Parties”.

### RECITALS

WHEREAS, Company has interests in certain property within the City of Perris, as described in Exhibit “A” (collectively “Existing Billboard Sites”) upon which are located numerous billboard advertising structures Company operates (“Existing Billboard(s)”);

WHEREAS, Company desires to remove and replace some of its Existing Billboards with six new billboards containing both static displays and displays containing automatically changing digital messages (“Digital Displays”) (“New Billboards”), two (2) of which will be installed upon new billboard sites selected by Company and four (4) of which will be reconstructed in their present locations (collectively, “New Billboard Sites”), as identified in Exhibit “A-1” herein;

WHEREAS, City desires to reduce the overall number of legal non-conforming billboards within the City and eliminate older, less attractive billboard structures by allowing relocation and reconstruction of Existing Billboards to provide more attractive, aesthetically pleasing billboard designs within the City.

WHEREAS, City has agreed to permit Company the right to construct the New Billboards, as identified in Exhibit “A-1” herein, with either static displays or Digital Displays, as the case may be, in exchange for the permanent removal of certain of those Existing Billboards identified in Exhibit “B”; and

WHEREAS, City and Company now wish to enter into this Agreement to memorialize the terms and conditions upon which Company will have the right to relocate and reconstruct certain of its Existing Billboards with New Billboards, while permanently removing other Existing Billboards within the City.

### OPERATIVE PROVISIONS

NOW, THEREFORE, in consideration of the foregoing Recitals, which Recitals are incorporated herein by reference, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, and in consideration of the mutual covenants set forth herein, the Parties hereby agree as follows:

1. EFFECTIVE DATE. This Agreement shall be effective upon the later of: (a) execution by both parties or (b) the date upon which the City ordinance authorizing the construction and operation of the New Billboards contemplated by this Agreement becomes effective.

2. DESCRIPTION OF THE PROJECT.

a. Relocation and Reconstruction of Existing Billboards. Company seeks to replace six (6) Existing Billboards, having a total of twelve (12) displays within the City, with six (6) New Billboards having a total of no more than twelve (12) displays. Six (6) of the New Billboard displays may be converted to Digital Displays in the future, at the discretion of Company. The New Billboard Sites shall be subject to City approval, which shall not be unreasonably withheld. The list of New Billboard Sites is provided in Exhibit "A-1".

b. Permanent Removal of Existing Billboards. In exchange for the ability to develop the New Billboards on the New Billboard Sites identified in Exhibit "A-1", Company shall permanently remove those Existing Billboards identified in Exhibit "B". Removal of these Existing Billboards identified in Exhibit "B" shall be completed within one hundred eighty days (180) of the issuance of all permits necessary for the construction of the New Billboards. Company intends that the replacement of the Existing Billboards will remove old, obsolete displays and allow for modernized displays without the need to install additional billboard structures in the City.

c. Maintenance of Remaining Existing Billboards.

Company shall have the right to upgrade and modernize the remaining Existing Billboards not removed pursuant to Section 2b. above, to standardize the size of the advertising copy and advertising structure design. The existing Billboards subject to the provisions of this Section 2.c., are identified in Exhibit "C" herein. This right to modernize the remaining Existing Billboards does not include the right to convert any of the displays from static displays to Digital Displays. The right to modernize the remaining Existing Billboards is subject to the City approval and permitting process identified in Section 6a. herein, as well as all other City and state building permit requirements.

d. City Findings.

The City Council finds that this Agreement is in the public interest of the City and its residents; that adopting this Agreement constitutes a present exercise of the City's police power; and that this Agreement is consistent with the City's General Plan. This Agreement is intended to achieve a number of City objectives, including revitalizing and reutilizing the Existing Billboard Sites and reducing the total number of billboards in the City to reduce clutter created by the proliferation of billboards in the community and improve the appearance of the City. As material consideration for the City's approval of this Agreement, Company shall provide the public services to the City, as set forth in Section 5 below.

Company understands and hereby acknowledges that the effectiveness of this Agreement is subject to the approval of demolition permits from the City's Building Department for the removal of the Existing Billboards and approval of building plans for the installation of the New Billboards from City as described in Section 6.a below. Company further understands and hereby acknowledges that the effectiveness of this Agreement and Company's right to install the New Billboards is also subject to the City Council approval of an amendment to the City's Sign Ordinance, at Chapter 19, to allow the installation of the New Billboards.

3. BILLBOARD REMOVAL.

a. Permanent Removal of Existing Billboards. In consideration of the City's agreement to permit Company to construct the New Billboards as outlined in Sections 2 and 4 herein, Company, at its sole cost and expense, shall secure all prior approvals as described in Section 3.b below, to permanently remove certain of the Existing Billboards, owned and operated by Company on the Existing Billboard Sites identified in Exhibit "B".

b. Removal Requirements. Removal of certain of the Existing Billboards identified in Exhibit "B" shall be in accordance with any applicable federal, State, or local regulations. Company shall, at its sole cost and expense, secure demolition permits from City to remove and properly transport the Existing Billboards from the Existing Billboard Sites, and not store any portion of the removed Existing Billboards on the Existing Billboard Sites or any other location within the City, except as permitted under the then-applicable laws. Upon receipt of a completed application from Company seeking any necessary permits for the removal of an Existing Billboard pursuant to this Agreement, City agrees to review and process the application and issue the permit(s) in a timely manner, and in accordance with the terms and conditions of this Agreement.

4. RELOCATED AND RECONSTRUCTED BILLBOARDS. Provided that Company permanently removes all of the Existing Billboards identified in Exhibit "B", and secures all Development Approvals required under Section 6.a below, Company, at its sole cost and expense, may construct six (6) New Billboards, with up to a total of twelve (12) displays, or six (6) double-sided displays, consistent with section 2.a above, and as shown in Exhibit A-1. Construction of the six (6) New Billboards shall be completed within one hundred eighty (180) days of the issuance of all permits necessary for the construction of the New Billboards. New Billboard display dimensions shall not to exceed fourteen (14) feet in height and forty-eight (48) feet in length, which final dimensions shall be determined by Company in its sole discretion. Incorporation of Digital Displays at Company's discretion, as provided in Section 2.a. above, may occur after completion of the New Billboard beyond this 180 day timeframe, as long as initial development of the New Billboards occurs within that period.

5. PUBLIC SERVICES.

a. Public Service Announcements. City shall have the right to place two (2) public service announcements on the New Billboards on a continuous basis throughout the Term of this Agreement, one (1) display oriented for viewing by northbound traffic and one (1) display oriented for viewing by southbound traffic, with the exact location of the display(s) to be determined by mutual agreement of the Parties; provided, however, that such public service announcements shall be limited to one (1) showing of at least six (6) seconds per minute on each such New Billboard containing a Digital Display. "Public Service Announcements" pursuant to this Agreement include, but are not limited to, City event announcements, emergency broadcasts, Amber Alerts and Wanted Criminal Postings from City's Police Department and other public or community messages similar in nature. The term, "Public Service Announcements" as used in this Section 5, expressly excludes displays that promote or advertise any privately owned, for-profit enterprise. Notwithstanding the foregoing, a display shall not be excluded from the definition of Public Service Announcement solely because a private, for-profit enterprise may receive an indirect financial benefit from an otherwise permitted Public Service Announcement.



The display shall be planned and designed at City's sole cost, yet produced and installed at Company's sole cost, in cooperation with the Agency or City. Upon submittal of a proposed Public Service Announcement to Company, Company shall have five (5) days to review and approve the sign copy prior to its display. Company shall not unreasonably withhold such approval.

b. Prohibited Use. Company acknowledges and agrees that it shall not utilize any of the display faces on the New Billboards to advertise "gentlemen's clubs," adult entertainment businesses, sexually oriented materials, or use sexually oriented images or language.

6. CITY APPROVALS.

a. Required Permits and Process. Company shall, at its own expense and before commencement of demolition, construction, rehabilitation or development of any of the Existing Billboards, New Billboards, or other work of improvement upon the Existing or New Billboard Sites, other than basic maintenance activities, submit proposed plans to City and obtain all building and safety related permits required by City for similar construction. The extent of City's authority with regard to plans for any of the New Billboards shall be whether the proposed development meets all standard, objective municipal code requirements. City shall endeavor to review and process the plans and issue building permits for the New Billboards as quickly as possible. If Company's plans for a New Billboard meet all objective development standards and building codes, and are otherwise consistent with the terms of this Agreement, City shall issue all necessary permits authorizing the construction and operation of the New Billboard as reflected in the submitted plans. Company shall not be obligated to commence demolition or construction if Development Approvals are not issued despite good faith effort by Company, and this Agreement shall be null and void. Company shall not be required to pay any fee generally applicable to the application, processing and issuance of the Development Approvals and City hereby expressly waives its ability to collect such fees.

b. Effect of Approval of Agreement. Company understands that the approval of this Agreement shall not be deemed or construed as granting any Development Approvals yet to be obtained from the City or any other entity having jurisdiction over the Project.

7. REGULATION BY OTHER PUBLIC AGENCIES. The parties acknowledge that other public agencies, including but not limited to, the California Department of Transportation ("Caltrans"), which agencies are not subject to control by City, may possess authority to regulate aspects of the Project as contemplated herein, and this Agreement does not limit the authority of such other public agencies. Company acknowledges and represents that, in addition to the City's regulations, Company shall, at all times, comply with all applicable federal, State and local laws and regulations applicable to the Existing Billboards, New Billboards, Existing and New Billboard Sites. To the extent such other public agencies preclude development or maintenance of the Project, Company shall not be further obligated under this Agreement.

8. INSURANCE AND INDEMNITY.

a. Indemnity. Company, as a material part of the consideration to be rendered to City under this Agreement, hereby waives all claims against City for damage to property and for injuries to persons in or about the New or Existing Billboard Sites, from any cause relating to Company's use and maintenance of the Existing Billboards or New Billboards arising at any

time during the term of this Agreement. Company shall indemnify the City, Agency's officers, agents and employees and any successors or assigns to the City's rights under this Agreement (collectively "City Parties") and shall hold and save them and each of them harmless from, any and all actions, suits, claims, damages to persons or property, losses, costs, penalties, obligations, errors, omissions or liabilities, (hereinafter "Indemnified Claims and Liabilities") that may be asserted or claimed by any person, firm or entity arising out of or in connection with the use and maintenance of the Existing Billboards or New Billboards, or the Existing or New Billboard Sites by Company, its officers, agents and employees (collectively "Company Parties"), but only to the extent any such Indemnified Claims and Liabilities arise from (a) the failure of the Company Parties to keep the Existing and New Billboard Sites in good condition and repair, (b) the negligent acts or omissions of the Company Parties hereunder, or (c) the Company Parties' negligent performance of or failure to perform any term or covenant of this Agreement, and in connection with the foregoing indemnity:

i. Company shall defend any action or actions filed in connection with any of said Indemnified Claims and Liabilities and will pay all costs and expenses, including legal costs and attorneys' fees incurred in connection therewith;

ii. Company shall promptly pay any judgment rendered against the City and the City Parties for any such Indemnified Claims and Liabilities; and Company shall save and hold the City and the City Parties harmless therefrom; and

iii. In the event the City Parties are made a party to any action or proceeding filed or prosecuted against the Company Parties for such Indemnified Claims and Liabilities, Company shall pay to the City any and all costs and expenses incurred by the City Parties in such action or proceeding, including but not limited to, legal costs and attorneys' fees.

Notwithstanding any other provision of this Agreement, Company's indemnification obligations as set forth in this Agreement shall survive the termination of this Agreement and shall continue for a period of five (5) years from the termination thereof. Company and City further acknowledge that Company shall not indemnify the City Parties for any Indemnified Claims and Liabilities caused by or arising out of the gross negligence or willful misconduct of the City Parties

b. Insurance. During the entire Agreement Term, without any period of lapse, Company shall procure and maintain, at its sole cost and expense, in a form and content satisfactory to City, the following policies of insurance:

i. Commercial General Liability Insurance. A policy of commercial general liability insurance written on a per occurrence basis with a combined single limit of at least \$2,000,000 bodily injury and property damage including coverages for contractual liability, personal injury, independent contractors, broad form property damage, products and completed operations. The Commercial General Liability Policy shall name the City as an additional insured.

ii. Worker's Compensation Insurance. A policy of worker's compensation insurance in such amount as will fully comply with the laws of the State of California and which will include \$1,000,000 employer's liability.

Said policies of insurance shall name, by endorsement, the City as an additional insured. All of said policies of insurance shall provide that said insurance may not be amended or cancelled without providing thirty (30) days' prior written notice by certified or registered mail to City. Within five (5) business days of the execution of this Agreement and within at least thirty (30) days after the renewal of any such policy, Company shall provide City with certificates of insurance evidencing the required coverages and the naming of the City as additional insured, and shall additionally provide City with a copy of the endorsements naming the City as additional insured. In addition, Company, upon reasonable notice by City, shall make available for inspection by City at Company's office, copies of said insurance policies.

9. OWNERSHIP OF IMPROVEMENTS. The Existing Billboards and New Billboards shall be and remain the property of Company. Company's rights and powers with respect to the Existing Billboards or New Billboards are subject to the terms and limitations of this Agreement.

10. GENERAL PROVISIONS

a. Assignment. Company shall only assign the rights and obligations obtained under this agreement with the approval of City, said approval shall not be unreasonably withheld.

b. Waiver. The waiver by any party of any breach of any term, covenant or condition herein contained shall not be deemed to be a waiver of any other term, covenant or condition, or of any subsequent breach of the same term, covenant or condition.

c. Notices. All notices and other communications required or permitted to be given hereunder shall be in writing and shall be sent by: (a) certified or registered mail, postage pre-paid, return receipt requested, (b) personal delivery, or (c) a recognized overnight carrier that provides proof of delivery, and shall be addressed as follows:

If to Company:

Lamar Central Outdoor  
24541 Redlands Blvd.  
Loma Linda, CA 92354  
With a Copy to:

Gresham Savage Nolan & Tilden  
Attn: Theodore Stream, Esq.  
3750 University Avenue, Suite 250  
Riverside, CA 92501-3335

If to City:

City of Perris  
101 North "D" Street  
Perris, California 92570-1998  
With a Copy to:

Aleshire & Wynder LLP  
Attn: Eric Dunn, City Attorney  
18881 Von Karman Avenue, Suite 400  
Irvine, California 92612

Notices shall be deemed effective upon receipt or rejection only.

d. Authority to Enter Agreement. All Parties have the requisite power and authority to execute, deliver and perform the Agreement. All Parties warrant that the individuals who have signed the Agreement have the legal power, right, and authority to make this Agreement and bind each respective Party.

e. Amendment/Modification. No supplement, modification, or amendment of this Agreement shall be binding unless executed in writing and signed by all Parties.



f. Attorneys' Fees. In the event of litigation between the parties arising out of this License, the prevailing party shall be entitled to recover its reasonable attorneys' fees and other costs and expenses incurred, including attorneys' fees on appeal, and all other reasonable costs and expenses for investigation of such action, including the conducting of discovery, in addition to whatever other relief to which it may be entitled.

g. Time is of the Essence. Time is of the essence of each and every provision of this Agreement.

h. Miscellaneous. This Agreement embodies the entire Agreement between the Parties and supersedes any prior or contemporaneous understandings between the Parties related to the Agreement. In the event of a dispute between the Parties hereto, the prevailing party shall be entitled to recover its attorney's fees and other costs and expenses incurred in connection therewith, whether or not suit is filed or is pursued to judgment, and including any such fees or costs incurred in connection with any appeal, or any bankruptcy proceeding. If any provision of this Agreement is held to be invalid, the balance shall remain binding upon the Parties. This Agreement shall be interpreted in accordance with its plain meaning, and not in favor of or against either Party. This Agreement shall be construed according to the laws of the State of California.

i. Counterparts. This Agreement may be signed in counterparts, each of which shall constitute an original.

**IN WITNESS WHEREOF**, the Parties have caused this Agreement to be executed on the date set forth below.

**ATTEST:**

By: \_\_\_\_\_  
City Clerk

**APPROVED AS TO FORM:**  
ALESHIRE & WYNDER, LLP

By: \_\_\_\_\_  
City Attorney

“CITY”:  
CITY OF PERRIS  
By: \_\_\_\_\_  
City Manager

“COMPANY”  
LAMAR CENTRAL OUTDOOR  
By: \_\_\_\_\_  
By: \_\_\_\_\_  
Its: \_\_\_\_\_

By: \_\_\_\_\_  
By: \_\_\_\_\_  
Its: \_\_\_\_\_

**EXHIBIT "A"**

**Existing Billboard Sites**

<b>Freeway Boards</b>	<b>Lease</b>	<b>APN</b>	<b>Post Mile</b>
I-215 el s/o Van Buren Blvd.	3362	295-300-005 *	RIV HWY 215 PM 32.84
I-215 el s/o Oleander	3357	294-210-042 R	RIV HWY 215 PM 32.184
I-215el s/o Markham St.	3326	314-120-017 R	RIV HWY 215 PM 31.47
I-215 el n/o Ramona Exp.	3311	314-140-043 R	RIV HWY 215 PM 31.30
I-215 el s/o Ramona Exp.	3303	317-130-016 R	RIV HWY 215 PM 30.68
I-215 el n/o Orange Ave.	3312	305-090-045 *	RIV HWY 215 PM 29.03
I-215 wl n/o Nuevo Rd.	3300	305-180-038 X	RIV HWY 215 PM 28.027
I-215 el .5 mi s/o 4th St.	597	310-110-044 X	RIV HWY 215 PM 25.92
I-215 el .2 mi s/o 4th St.	3366	310-110-004 X	RIV HWY 215 PM 25.8L
I-215 wl .3 mi s/o 4th St.	602	310-170-005 *	RIV HWY 215 PM 25.8R
I-215 el .35 mi s/o 4th St.	384	310-110-044 X	RIV HWY 215 PM 25.93
I-215 wl s/o 4th St.	3302	310-110-029 X	RIV HWY 215 PM 25.917
I-215 el .9 mi n/o Hwy 74	6613	327-020-007 X	RIV HWY 215 PM 24.36
I-215 el .8 mi n/o Hwy 74	6612	327-200-006 X	RIV HWY 215 PM 24.24
I-215 wl .64 mi n/o Hwy 74	6610	327-200-005 X	RIV HWY 215 PM 24.127
I-215 wl .45 mi n/o Hwy 74	6618	327-200-005 X	RIV HWY 215 PM 23.942
Hwy 74 sl w/o I-215	701	Rail X	RIV HWY 74 PM 27.62
I-215wl 1 mi. s/o Hwy 74	5202	331-070-006 R	RIV HWY 215 PM 22.642L
I-215 el 1 mile s/o Hwy 74	5228	331-100-024 R	RIV HWY 215 PM 22.588R
I-215 wl 1.1 s/o Hwy 74	5204	331-070-003 *	RIV HWY 215 PM 22.515L
I-215 el 1.1 s/o Hwy 74	5226	331-100-019 R	RIV HWY 215 PM 22.388R
I-215 wl 1.2 mi s/o Hwy 74	3358	331-070-004 R	RIV HWY 215 PM 22.418L
I-215 wl .4 mi s/o 4th St. exit	7641	310-220-028 X	RIV HWY 215 PM 25.668L
I-215 el .3 mi s/o Hwy 74	7502	329-250-014 X	RIV HWY 215 PM 23.217 R
Hwy 74 nl 600' w/o Indian Cir	3310	326-234-003 X	RIV HWY 74 PM 25.81
Hwy 74 nl .6 mi w/o Park St.	3306	313-151-006 X	RIV HWY 74 PM 26.04
Hwy 74 sl .3 mi w/o I-215	3309	310-082-011 X	RIV HWY 74 PM 27.28
Case Rd. nl 200' e/o Perris Blvd.	2022	Rail X	N/A
Perris Blvd. wl 600' nl Ramona Exp	2015	302-060-041 X	N/A
Romona Exp. sl .1 mi e/o Webster	7646	303-020-024 X	N/A
D St. 100' s/o 5th St.	7836	313-104-005 X	N/A
D St. el 95' s/o 6th St.	7838	313-113-006 X	N/A



EXHIBIT "B"

Removed Billboards

Freeway Boards	Lease	APN	Post Mile
I-215 el s/o Van Buren Blvd.	3362	295-300-005	RIV HWY 215 PM 32.84
I-215 el n/o Orange Ave.	3312	305-090-045	RIV HWY 215 PM 29.03
I-215 wl n/o Nuevo Rd.	3300	305-180-038	RIV HWY 215 PM 28.027
I-215 el .5 mi s/o 4th St.	597	310-110-044	RIV HWY 215 PM 25.92
I-215 el .2 mi s/o 4th St.	3366	310-110-004	RIV HWY 215 PM 25.8L
I-215 wl .3 mi s/o 4th St.	602	310-170-005	RIV HWY 215 PM 25.8R
I-215 el .35 mi s/o 4th St.	384	310-110-044	RIV HWY 215 PM 25.93
I-215 wl s/o 4th St.	3302	310-110-029	RIV HWY 215 PM 25.917
I-215 el .9 mi n/o Hwy 74	6613	327-020-007	RIV HWY 215 PM 24.36
I-215 el .8 mi n/o Hwy 74	6612	327-200-006	RIV HWY 215 PM 24.24
I-215 wl .64 mi n/o Hwy 74	6610	327-200-005	RIV HWY 215 PM 24.127
I-215 wl .45 mi n/o Hwy 74	6618	327-200-005	RIV HWY 215 PM 23.942
Hwy 74 sl w/o I-215	701	Rail	RIV HWY 74 PM 27.62
I-215 wl 1.1 s/o Hwy 74	5204	331-070-003	RIV HWY 215 PM 22.515L
I-215 wl .4 mi s/o 4th St. exit	7641	310-220-028	RIV HWY 215 PM 25.668L
I-215 el .3 mi s/o Hwy 74	7502	329-250-014	RIV HWY 215 PM 23.217 R
Hwy 74 nl 600' w/o Indian Cir	3310	326-234-003	RIV HWY 74 PM 25.81
Hwy 74 nl .6 mi w/o Park St.	3306	313-151-006	RIV HWY 74 PM 26.04
Hwy 74 sl .3 mi w/o I-215	3309	310-082-011	RIV HWY 74 PM 27.28
Case Rd. nl 200' e/o Perris Blvd.	2022	Rail	N/A
Perris Blvd. wl 600' nl Ramona Exp	2015	302-060-041	N/A
Romona Exp. sl .1 mi e/o Webster	7646	303-020-024	N/A
D St. 100' s/o 5th St.	7836	313-104-005	N/A
D St. el 95' s/o 6th St.	7838	313-113-006	N/A

EXHIBIT "C"

<b>Freeway Boards</b>	<b>Lease</b>	<b>APN</b>	<b>Post Mile</b>
I-215 el s/o Oleander	3357	294-210-042	RIV HWY 215 PM 32.184
I-215el s/o Markham St.	3326	314-120-017	RIV HWY 215 PM 31.47
I-215 el n/o Ramona Exp.	3311	314-140-043	RIV HWY 215 PM 31.30
I-215 el s/o Ramona Exp.	3303	317-130-016	RIV HWY 215 PM 30.68
I-215wl 1 mi. s/o Hwy 74	5202	331-070-006	RIV HWY 215 PM 22.642L
I-215 el 1 mile s/o Hwy 74	5228	331-100-024	RIV HWY 215 PM 22.588R
I-215 el 1.1 s/o Hwy 74	5226	331-100-019	RIV HWY 215 PM 22.388R
I-215 wl 1.2 mi s/o Hwy 74	3358	331-070-004	RIV HWY 215 PM 22.418L



January 07, 2014, 02:57 pm

# DOT study finds digital billboards don't distract drivers

Drivers are not distracted by digital billboards alongside roads, according to a study conducted by the Department of Transportation (DOT).

The study, which was released by the Federal Highway Administration (FHA), found that drivers are not any more likely to be distracted by digital billboards than stationary signs.

"On average, the drivers in this study devoted between 73 and 85 percent of their visual attention to the road ahead for both [Commercial Electronic Variable Message Signs] and standard billboards," the study said. "This range is consistent with earlier field research studies. In the present study, the presence of CEVMS did not appear to be related to a decrease in looking toward the road ahead."

The study surveyed drivers in Richmond, Va. and Reading, Pa. and found that the average length of time drivers spent looking at digital billboards was 379 milliseconds, compared to 335 milliseconds for standard signs.

The results were both well below the "currently accepted threshold of 2,000 milliseconds," the study said.

"The results did not provide evidence indicating that CEVMS, as deployed and tested in the two selected cities, were associated with unacceptably long glances away from the road," the study said. "When dwell times longer than the currently accepted threshold of 2,000 [milliseconds] occurred, the road ahead was still in the driver's field of view. This was the case for both CEVMS and standard billboards."

The results were cheered by the Washington, D.C.-based Outdoor Advertising Association of America (OAAA), which has pushed the transportation department to relax its rules regarding digital billboards.

"Studies have long shown that digital billboards do not cause distracted driving," the outdoor advertising agency said in a statement. "The new federal study released on Dec. 30 comes to the same conclusion."

**TAGS: Billboards, Digital billboard, Advertising**



## FHWA Report: Digital Billboards are Not Distracting

The Federal Highway Administration (FHWA) released its long-awaited study about billboards and traffic safety on December 30, 2013.

The report, which is based on the federal government's analysis of motorists' eye glances, found that drivers are not distracted by digital billboards along roads.

"On average, the drivers in this study devoted between 73 and 85 percent of their visual attention to the road ahead for both CEVMS [Commercial Electronic Variable Message Signs] and standard billboards," the study said. "This range is consistent with earlier field research studies. In the present study, the presence of CEVMS did not appear to be related to a decrease in looking toward the road ahead."

The study tested driver behavior in Richmond, VA, and Reading, PA. For the field study, which was conducted in 2010 and 2011, a Jeep Cherokee was outfitted with three eye-tracking cameras on the dashboard, and a researcher sat in the back seat to note any unsafe driving behavior.

The study found that the average length of time drivers spent looking at digital billboards was 379 milliseconds, compared to 335 milliseconds for standard signs.

The results were both well below the "currently accepted threshold of 2,000 milliseconds," the study said.

"The results did not provide evidence indicating that CEVMS, as deployed and tested in the two selected cities, were associated with unacceptably long glances away from the road," the study said.

"When dwell times longer than the currently accepted threshold of 2,000 milliseconds occurred, the road ahead was still in the driver's field of view. This was the case for both CEVMS and standard billboards."

OAAA President & CEO Nancy Fletcher commented, "Studies have long shown that digital billboards do not cause distracted driving behavior, and this new study comes to the same conclusion."

On January 8, OAAA conducted a webinar to analyze the report with special guest Ed Kussy, a former attorney with the Department of Transportation. [A recording of the webinar can be found here.](#)

[Download the full report.](#)



U.S. Department of Transportation  
**Federal Highway Administration**

For more information about the new FHWA report on traffic safety as it relates to digital billboards, please contact Kerry Yoakum at [kyoakum@oaaa.org](mailto:kyoakum@oaaa.org) or call OAAA at (202) 833-5566.

FHWA also said it intends to encourage states to consider updating Federal State Agreements regarding regulation of billboards. The agency said such a review is timely due to evolving technology. [Click here for the federal notice.](#)



For the field study, a Jeep Cherokee was outfitted with three eye-tracking cameras on the dashboard

## CALENDAR

**January 15**

Webinar: Deploying Mobile Touchpoints to OOH Media  
2:00 pm ET

**January 22**

Webinar: Creativity in the Local Market  
2:00 pm ET

**January 22**

OAAA Digital Billboard Committee Conference Call

**January 31**

2014 OBIE Awards Judging  
Miami, FL

**February 19**

Webinar: Launching an OOH Mobile Campaign  
2:00 pm ET

**March 16-19**

4A's Transformation Conference  
Los Angeles, CA

**March 27**

OAAA Creative Committee Conference Call  
4:00 pm ET

**March 31**

OAAA Multicultural Committee Conference Call  
1:00 pm ET

**April 1**

OOH Interactive Committee Conference Call

**April 6**

OAAA Board of Directors Meeting  
Orlando, FL

**April 6-8**

2014 TAB/OAAA OOH Media Conference & Marking Expo  
Orlando, FL

**April 8**

2014 OBIE Awards  
Orlando, FL

**CITY OF PERRIS  
DEVELOPMENT SERVICES DEPARTMENT  
PLANNING DIVISION**

**PROJECT REPORT**

**CASE NUMBER:** Zone Text Amendment (ZTA) 13-11-0005 and Conditional Use Permit (CUP) 13-11-0004

**Date:** December 18, 2013 - Planning Commission

**Project Planner:** Kenneth Phung, Project Planner

**Project Description:** Zone Text Amendment to revise the Outdoor Advertising Sign section of the Zoning Code regarding digital billboard signs and a Conditional Use Permit to allow six (6) new double-sided digital billboards along the I-215 Freeway within the City limits and removal of 32 existing billboards.

**Locations (along I-215 Freeway):**

- No. 1) NW corner of City (APN 295-300-005)
- No. 2) W. side of Frontage Rd & N. of Orange Ave (APN 305-090-045)
- No. 3) Unimproved 7<sup>th</sup> Ave (APN 310-170-005)
- No. 4) N. of Illinois Ave (APN 329-250-016)
- No. 5) S. of Illinois Ave (APN 329-250-038)
- No. 6) S. of Patricia Ln (APN 331-070-003)

**Applicant:** Nat Preston  
Lamar Advertising Company  
24541 Redlands Blvd.  
Loma Linda, CA 92354

**Environmental Determination:** Categorically exempt pursuant to Article 19 Sections 15302(c) and 15303 of CEQA

***EXISTING ZONING AND LAND USE:***

**Existing Zoning:**

- No. 1) Light Industrial (LI)
- No. 2) Business Park (BP)
- No. 3) New Perris SP - Hotel
- No. 4) Commercial Community (CC)
- No. 5) Commercial Community (CC)
- No. 6) Commercial Community (CC)

**Existing Land Use:**

- No. 1) Vacant (Replacement Billboard)
- No. 2) Vacant (Replacement Billboard)
- No. 3) Vacant (Replacement Billboard)



- No. 4) Business Park Complex (New Billboard)
- No. 5) Vacant (New Billboard)
- No. 6) Vacant (Replacement Billboard)

### **PROJECT DESCRIPTION & BACKGROUND**

The proposed project is a request to update the outdoor advertising sign section (i.e. billboard signs) of the Municipal Code to allow and regulate digital billboard signs, along with a Conditional Use permit to install six (6) new billboards. Four of these billboards will be replacing an existing billboard in the same location. This process initially began in 2006 when Lamar Advertising Company (aka Lamar) approached the City with a request to allow the right to relocate, reconstruct or build new larger digital display billboard signs in exchange for permanent removal of certain billboard signs throughout Perris. On November 2, 2013, the City Council reviewed and authorized a Relocation Agreement with Lamar, subject to the approval of a Conditional Use Permit and Zone Text Amendment. The purpose of the agreement was to remove 32 existing, dilapidated billboards along 4<sup>th</sup> Street and other City streets and to replace them with 6 new signs along the freeway. This would eliminate unsightly billboards that currently exist throughout the City. The terms of the agreement include:

- 1) Lamar billboards located on 4<sup>th</sup> Street and other internal streets, as well as some freeway signs will be permanently removed. A total of 32 billboards will be removed.
- 2) Lamar will be allowed six digital displays along the freeway.
- 3) The City will receive one "Screen Ad" in the normal rotation, on one side of the City's choice on both the Northerly and Southerly entrances to the City.
- 4) Lamar agrees to install a message center sign at City Hall, at Lamar's cost – size, design and location to meet City approval.

Lamar has purchased all of the billboards in Perris and is now proposing an amendment that would allow outdoor advertising signs to deviate from the Sign Code (i.e. height, signage area and distance from right-of-way) if such signs are a replacement or relocation of existing signs pursuant to a Billboard Agreement approved by the City Council and a Conditional Use Permit approved by the Planning Commission, as stated in the proposed Billboard Relocation Section 19.75.270.E (see Exhibit I – Redline Signage Code). The revised outdoor advertising sign code standards addresses new technology that now exists for digital display billboards only permitted along the freeway. The digital display will be limited to LED technology only where its illumination does not impair the vision of travelers on adjacent highway in accordance of Section 21466.5 of the Vehicle Code. Also, the digital display shall not change advertisement more than once every four seconds. Therefore, no video streaming, flashing, blinking, intermittent or moving lights are permitted.



**CONDITIONAL USE PERMIT**

The proposed Conditional Use Permit will allow approval of six double-sided billboard signs at six different locations. See Exhibit K for the conceptual design. The parameters for the billboard design include a maximum of 672 square feet of signage area per face and maximum billboard height of 50 feet. Also, of the six double-sided billboard signs only six of the billboard face may be converted to digital displays at the discretion of Lamar. The remaining display face will maintain the standard static design.

The following table shows the proposed deviations for the proposed 6 billboards:

Billboard(s)	Complies with 100-ft from right-of-way	Complies with 1,000-ft from another billboard	Complies with Max. 300-sf sign area	Complies with Max. 40-ft sign height
No. 1 - Replacement	Yes	Yes	No (proposing 672 sf)	No (proposing 50-ft)
No. 2 - Replacement	No	Yes	No (proposing 672 sf)	No (proposing 50-ft)
No. 3 - Replacement	Yes	Yes	No (proposing 672 sf)	No (proposing 50-ft)
No. 4 - New	Yes	No	No (proposing 672 sf)	No (proposing 50-ft)
No. 5 - New	Yes	No	No (proposing 672 sf)	No (proposing 50-ft)
No. 6 - Replacement	Yes	No	No (proposing 672 sf)	No (proposing 50-ft)

In summary, one of the proposed new signs will be allowed to deviate from the 100-foot distance from the right-of-way due to the narrow lot width of the property. Three of the new billboard signs will be allowed to deviate from the 1,000-foot distance from another billboard rule. All the signs will be allowed to deviate from the maximum 300 feet of signage area and the 40-foot maximum height limit. Staff is supportive of the proposed sign designs in that 32 other dilapidated signs will be eliminated throughout the City, therefore eliminating a much greater amount of sign area, overall.

An individual sign application for staff review and approval will be required for each billboard showing precise location, final height, elevation and photo simulation of each sign to review any potential conflict with visibility of other existing signs along the I-215 Freeway. The Conditional Use Permit approval will allow the individual sign design application to be approved administratively, subject to the final design being substantially in compliance with the original CUP approval.

**PUBLIC AND AGENCY COMMENTS**

A public hearing notice was mailed affected public agencies and property owners within 300 feet of the subject properties. As of the writing of this report, no comments in opposition have been received from the neighboring property owners.

**ENVIRONMENTAL DETERMINATION**

The project is Categorically Exempt pursuant to Article 19 Section 15302(c) and Section 15303 of CEQA for replacement of four (4) existing billboard signs and construction two (2) new billboards requiring only negligible improvements.

**FINDINGS:**

**Zone Text Amendment:**

- A. The proposed Zone Text Amendment will not result in significant adverse effects on the environment in that it will facilitate the permanent removal of thirty-two (32) existing billboard signs to reduce visual clutter in the City in exchange for six (6) new billboard signs with improved design parameters.
- B. The proposed Zone Text Amendment will not conflict with the goals and policies set forth in the General Plan and Zoning Ordinance in that it achieves a number of City objectives, including revitalizing and reutilizing the existing billboard sites and reducing the total number of billboard signs in the City to reduce visual clutter created by the proliferation of billboards in the community, and to improve the appearance of the City.
- C. The proposed Zone Text Amendment will not have a negative affect on public health, safety, or the general welfare of the community in that it only involves the removal of thirty-two (32) existing billboards with six new billboard signs that will improve the appearance of the City.

**Conditional Use Permit**

- A. The proposed location of the conditional use is in accordance with the objectives of this Title and the purposes of the Zone subject to the Zone Text Amendment approval and the recently approved Billboard Relocation Agreement in that it will facilitate the permanent removal of thirty-two (32) outdated existing billboard signs with six (6) new improved billboard signs.
- B. The proposed project is consistent with the City's General Plan, zoning standards, applicable subdivision requirements and other ordinances and resolutions of the City subject to the Zone Text Amendment approval.
- C. The proposed location of the conditional use and the conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity, as conditioned.
- D. The proposed conceptual billboard design and layout are compatible with community standards in that it will remove existing outdated billboard signs with six improved new billboard signs that will better protect the character of the adjacent development and the City as a whole.

- E. The proposed project does not necessitate on-site landscaping improvements to ensure visual relief as they are billboard signs on mainly undeveloped sites (excluding one site that is already fully developed). Therefore, the new billboards will provide an improved environment for the public's enjoyment.

**RECOMMENDATION:**

Staff recommends that the Planning Commission:

**Adopt Resolution No. 13-22 recommending that the City Council review and approve Zone Text Amendment 13-11-0005 and Conditional Use Permit 13-11-0004 to revise the Outdoor Advertising Sign section of the Zoning Code regarding digital billboard signs and to allow six (6) new double-sided digital billboards within the City.**

**EXHIBITS**

- Exhibit A – Conditions of Approval
- Exhibit B – Vicinity Map of All Billboard Signs Removed
- Exhibit C – Vicinity Map of New Billboard Sites
- Exhibit D – Vicinity Map of Billboard No. 1
- Exhibit E – Vicinity Map of Billboard No. 2
- Exhibit F – Vicinity Map of Billboard No. 3
- Exhibit G – Vicinity Map of Billboard No. 4
- Exhibit H – Vicinity Map of Billboard No. 5
- Exhibit I – Vicinity Map of Billboard No. 6
- Exhibit J – Redline Signage Code
- Exhibit K – Redline Definition Code
- Exhibit L – Concept Billboard Design
- Exhibit M – Resolution
- Exhibit N – City Council Submittal Dated November 12, 2013, including Billboard Removal and Relocation Agreement



# 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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1010RG14 – Lamar Advertising and the City of Perris – City Case Nos. ZTA 13-11-0005 (Zone Text Amendment) and CUP 13-11-0004 (Conditional Use Permit). ZTA 13-11-0005 is a proposal to amend the Sign Regulations and Definitions chapters of the City of Perris Zoning Code to allow for the establishment and operation of Digital Outdoor Advertising Displays (electronic message billboards) within the city limits, in conjunction with a relocation agreement. If approved in conjunction with a Relocation Agreement, the Digital Outdoor Advertising Display could exceed the square footage and height limits otherwise applicable to off-site signage. CUP 13-11-0004 is a proposal to allow for the establishment and operation of six new double-sided digital billboards along Interstate 215. Three of these would be located within Airport Influence Areas. The most northerly billboard would be located easterly of Interstate 215, northerly of Nandina Avenue, and southerly of March Air Reserve Base, approximately 2,000 feet southwesterly of the runway. Billboard No. 2 would be located easterly of Interstate 215, westerly of I-215 Frontage Road East, and northerly of Orange Avenue. Billboard No. 3 would be located westerly of Interstate 215, southerly of an easterly straight line extension of 7<sup>th</sup> Street. The applicant is requesting a 50-foot height and 672 square feet of sign area per billboard face, and to allow the advertisement/display to change as frequently as once every four seconds. (Area II of the March Air Reserve Base Airport Influence Area and Zone E of the Perris Valley 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. Kenneth Phung of the City of Perris Planning Department, at (951) 943-5003.

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

ALUC Identification No.

ZAP1010RG14

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application \_\_\_\_\_  
 Property Owner \_\_\_\_\_ Phone Number \_\_\_\_\_  
 Mailing Address \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

Agent (if any) Lamar Advertising Phone Number 909-799-1010  
 Mailing Address 24541 Redlands Blvd.  
Loma Linda CA 92354

**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 See attached Billboard Relocation Agreement  
for all 6 Locations Exhibit A-1.  
 Assessor's Parcel No. \_\_\_\_\_ Parcel Size \_\_\_\_\_  
 Subdivision Name \_\_\_\_\_ Zoning \_\_\_\_\_  
 Lot Number \_\_\_\_\_ 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) Please see attached email from City  
of Perris for existing land use and  
Zoning.

Proposed Land Use (describe) Billboards

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) not to exceed 50' 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	<u>City of Perris</u>
Staff Contact	<u>Kenneth Phung - Planner</u>
Phone Number	<u>818-445-2122</u>
Agency's Project No.	_____
Type of Project	<input type="checkbox"/> General Plan Amendment <input checked="" type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <input type="checkbox"/> Public Facility <input checked="" type="checkbox"/> Other <u>CUP</u>

**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



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.4

**HEARING DATE:** February 13, 2014

**CASE NUMBER:** ZAP1062RI13 – Welbrook-Arlington, Ken Magargee  
(Representative: Rengel + Co. Architects, Terry Smith)

**APPROVING JURISDICTION:** City of Riverside

**JURISDICTION CASE NO:** P13-0885 (Conditional Use Permit), P13-0886 (Design Review)

**MAJOR ISSUES:** 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. The applicant has not submitted evidence demonstrating that no feasible alternative is available. However, since the adjacent parcel and building (“Manor”) is under the same ownership and management as the assisted living facility (“Plaza”), the proximity between the two offers residents of either building the greatest ease to transition between the two facilities as residents’ needs may change. Whereas, if the proposed assisted living facility were to be located elsewhere, this transition between facilities could be more difficult for residents.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the Conditional Use Permit and Design Review, subject to the conditions included herein.

**PROJECT DESCRIPTION:** The Conditional Use Permit and Design Review propose to convert an existing two-story, 40,615 square foot senior apartment building (“Plaza”) on a 3.5-acre parcel into an assisted living facility. The proposal would involve the conversion of 110 existing units into 82 assisted senior living units and 23 assisted memory care units. In addition, the redesigned facility would include group activity areas, office area, conference room, dining area, kitchen, lounge, storage, and other utility type uses.

**PROJECT LOCATION:** The project site is located southeasterly of California Avenue, northeasterly of Jefferson Street, southwesterly of Euclid Street, and northwesterly of Willow Avenue, within the City of Riverside, approximately 4,600 feet southeasterly of Runway 9-27 at Riverside Municipal Airport.

**LAND USE PLAN:** 2005 Riverside Municipal Airport Land Use Compatibility Plan

- a. Airport Influence Area: Riverside Municipal Airport
  - b. Land Use Policy: Airport Compatibility Zone D
  - c. Noise Levels: Below 55 CNEL from aircraft
- 
-



**BACKGROUND:**

Non-Residential Average Intensity: The project is located within Airport Compatibility Zone D. Non-Residential intensity in Airport Compatibility Zone D is restricted to 100 people per average acre. The site has a net area of 3.5 acres. The gross acreage of the site, including the adjacent half-widths of California Avenue and Jefferson Street, is 4.19 acres. The proposed project would incrementally decrease the intensity of the existing Plaza building from occupancy of dwelling units with the conversion from 110 independent senior units to 105 assisted senior units. Of the proposed assisted senior units, 82 would be standard units and 23 would be assisted memory care units, of which 11 would be double occupancy rooms. These rooms would result in a total residential occupancy of 116 people.

The project may increase impacts with the inclusion of more intense office, conference room, dining, lounge, and kitchen areas. As indicated on the plans, these uses could total 255 people. However, since most of these areas, such as the activity, dining, and lounge areas would be primarily, if not exclusively, occupied by residents of the facility, the non-resident occupancy of the facility would only be 19 people. Additionally, only 118 parking spaces are provided for both this project and the independent living project to the east. This would result in a total anticipated resident and non-resident occupancy of 135 people. Based on this occupancy and 3.5 site acres, the project would result in an average intensity of 39 people, which is consistent with the Compatibility Zone D average acre criteria.

Even if one were to add the overnight occupancy of 116 to the community area occupancy of 255, the average intensity would be less than 100 persons per gross acre.

Non-Residential Single-Acre Intensity: Non-Residential intensity in Airport Compatibility Zone D is restricted to 300 people per single-acre. The maximum single-acre areas on the site would include the majority of the Plaza building proposed for conversion. Selection of the single-acre that includes the community areas and office, along with 69 dwelling units, would result in a single-acre occupancy not exceeding 368 persons. However, again, this would be double counting. Assuming the entire building, with its 135 anticipated people as presented previously, were within the single-acre, this intensity of 135 people per single-acre would be consistent with the Compatibility Zone D single-acre criteria.

Residential Density: The project is located within Airport Compatibility Zone D. Zone D limits residential density to no more than 0.2 dwelling units per acre or a minimum of 5.0 dwelling units per acre. The project proposes a total of 110 dwelling units on 3.5 gross acres for a density of 31.42 dwelling units per acre. This density is consistent with the Zone D upper criteria.

Prohibited and Discouraged Uses: Nursing homes are discouraged uses within Compatibility Zone D. The proposed senior assisted living facility is similar to a nursing home in that it is characterized by vulnerable occupants (although not technically a skilled nursing facility). Note 17 of Table 2A of the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan states



that “Discouraged uses should generally not be permitted unless no feasible alternative is available.” The applicant has not submitted evidence demonstrating that no feasible alternative is available.

Countywide Policy 4.2.3.(a) notes that “Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children’s schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.” However, pursuant to Table 2A, nursing homes are noted as discouraged rather than prohibited as policy 4.2.3.(a) states.

The key point in policy 4.2.3.(a) is whether the majority of occupants “have reduced effective mobility or are unable to respond to emergency situations.” This is characteristic of a nursing facility. It is not necessarily characteristic of apartment complexes restricted to senior citizens, and we have not traditionally considered such projects as similar to nursing facilities. Assisted living or residential care facilities would have a lower percentage of such occupants than a skilled nursing facility but a higher percentage of such occupants than a senior apartment project. The residents of a “memory care” facility would be more likely than the average senior apartment dweller to be “unable to respond to emergency situations.”

However, since the adjacent parcel and building (“Manor”) is under the same ownership and management as the assisted living facility (“Plaza”), the proximity between the two offers residents of either building the greatest ease to transition between the two facilities as residents’ needs may change. Current Plaza residents who do not need or want the additional services could relocate to the Manor building just as current Manor residents who do need or want the additional services could relocate to the Plaza building. Whereas, if the proposed assisted living facility were to be located elsewhere other than the Plaza building and outside Compatibility Zone D, this transition between facilities at greater distances could be more difficult for residents. In addition, the project is not located beneath or near the extended centerline of the runway, with the project site located approximately 1,400 feet from the extended centerline of the Runway 9-27.

Noise: The site is located within an area subject to average aircraft noise levels below 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The proposed project would not increase the height of either of the buildings or any other structure on the site. Therefore, Federal Aviation Administration (FAA) Obstruction Evaluation is not required.

Open Area: Compatibility Zone D requires 10% of area within major projects (10 acres or larger) to be set aside as open land that could potentially serve as emergency landing areas. Since the project site is less than ten acres, this criterion is not applicable.

## **CONDITIONS:**

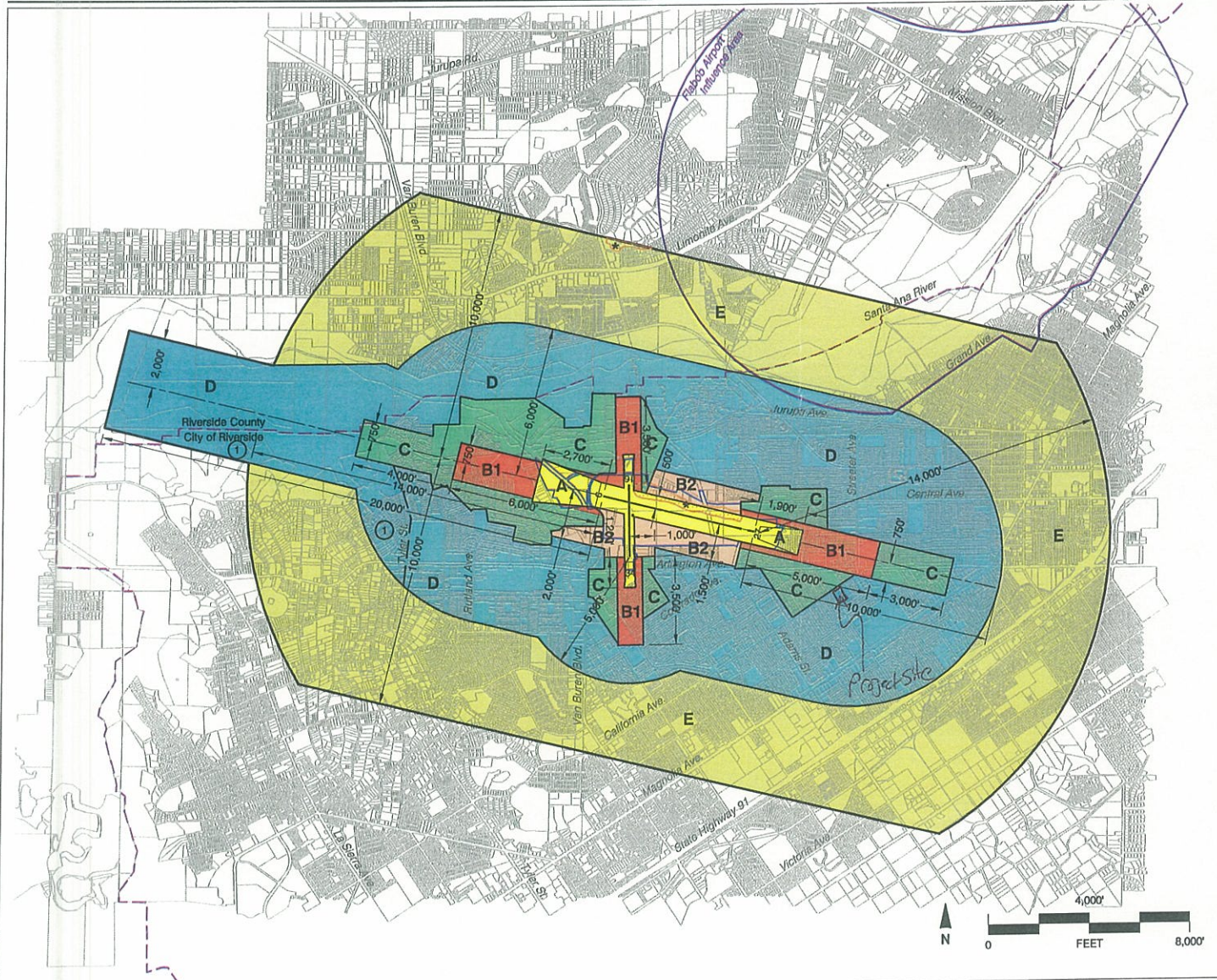


1. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight 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, aquaculture, production of cereal grains, sunflower, and row crops, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
2. The attached notice shall be provided to all potential purchasers of the property and tenants of the building, and shall be recorded as a deed notice.
3. 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, and shall comply with Riverside County Ordinance No. 655. All outdoor lighting shall be downward facing.
4. No aboveground retention basins are depicted on the site plan. 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) (if any) 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)





**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

**Note**

Airport influence boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

See Chapter 2, Table 2A for compatibility criteria associated with this map. See Section RI.2 for special exceptions to the Table 2A criteria.

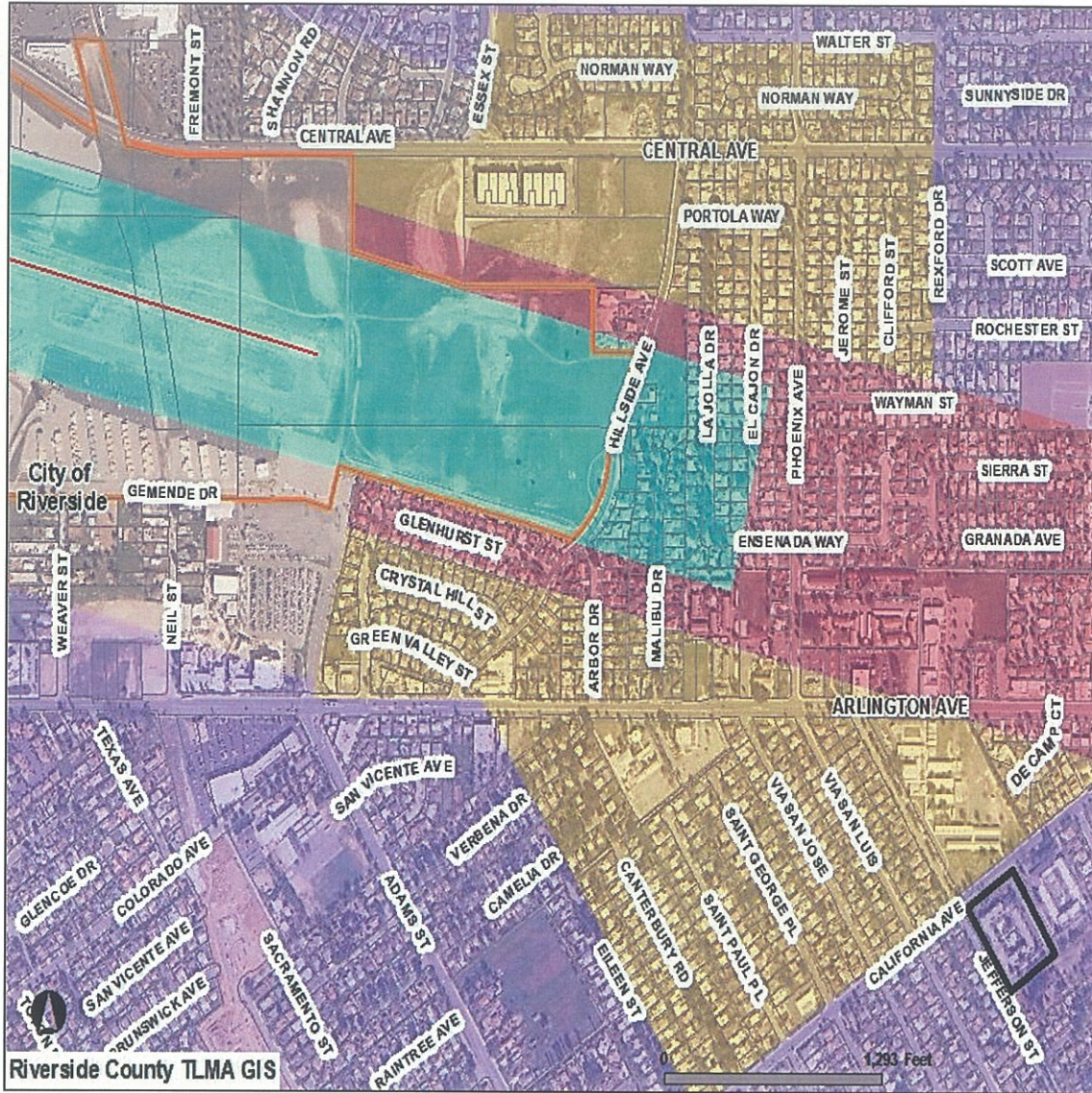
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted March 2005)

Map RI-1

**Compatibility Map**  
**Riverside Municipal Airport**



RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-130-023

**\*IMPORTANT\***

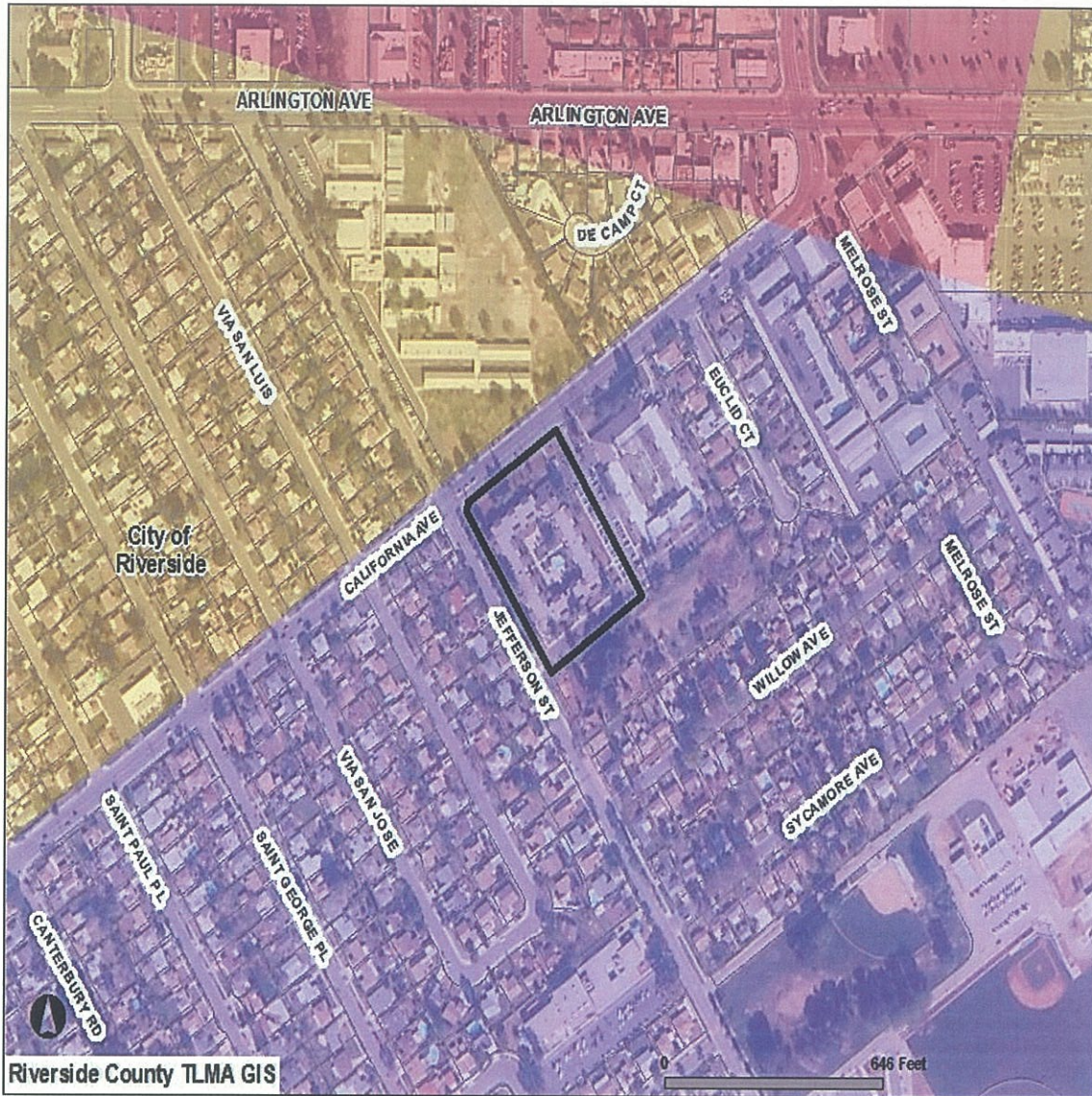
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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 Jan 29 14:18:35 PST 2014

Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
227-130-023

**\*IMPORTANT\***

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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-130-023

**\*IMPORTANT\***

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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-130-023

**\*IMPORTANT\***

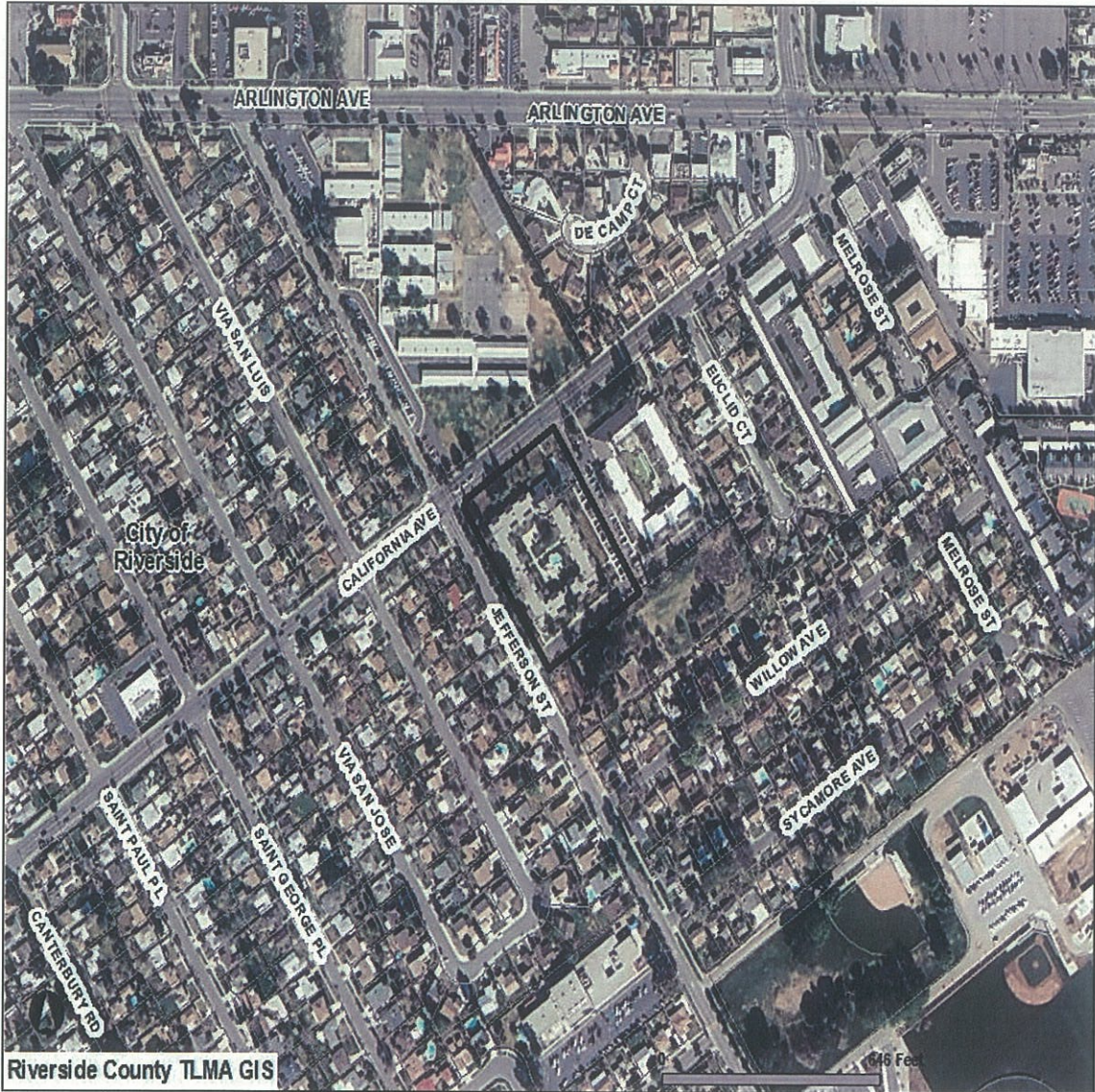
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Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
227-130-023

**\*IMPORTANT\***

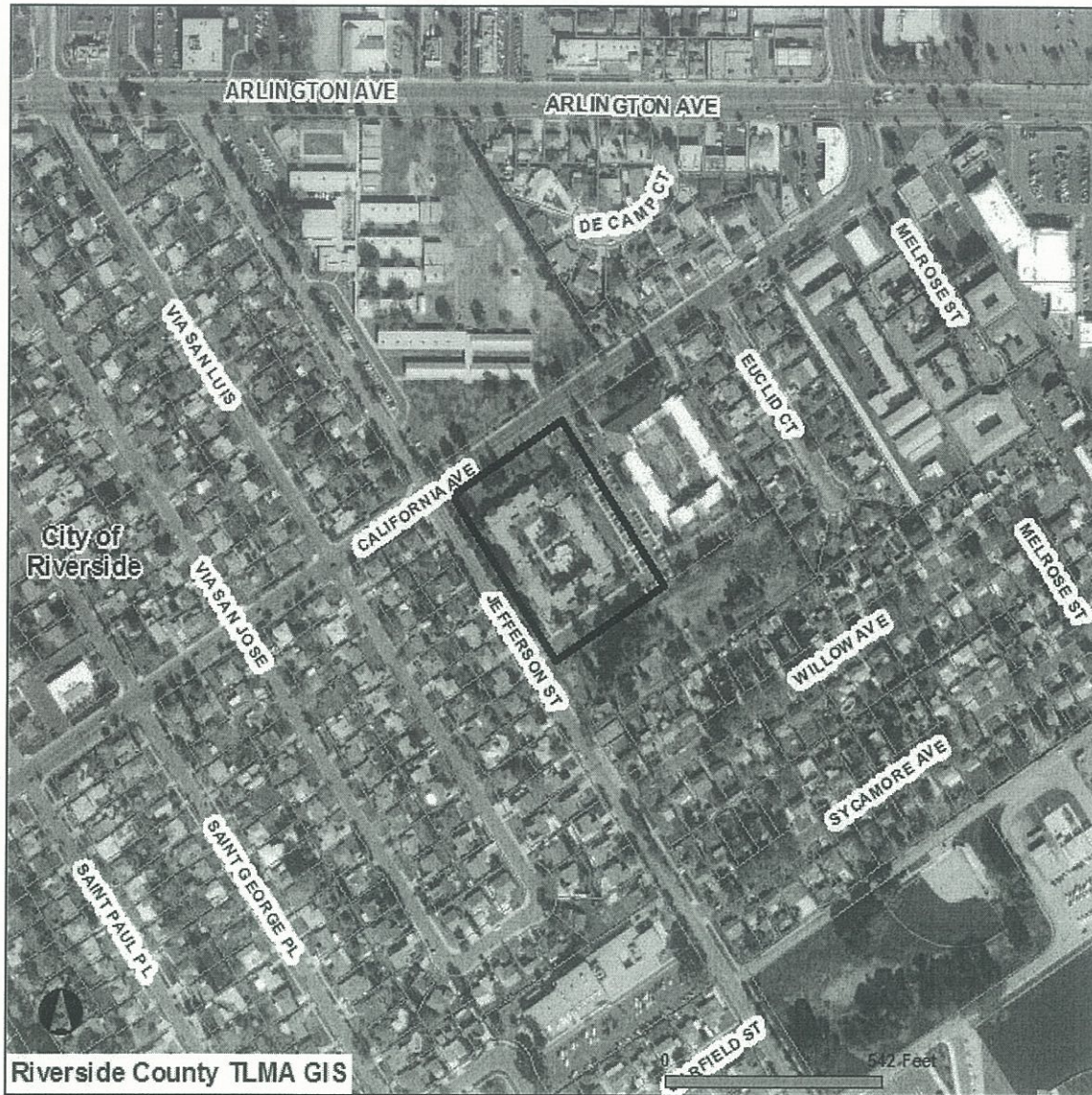
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REPORT PRINTED ON...Wed Jan 29 14:17:01 PST 2014

Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
227-130-023

**\*IMPORTANT\***

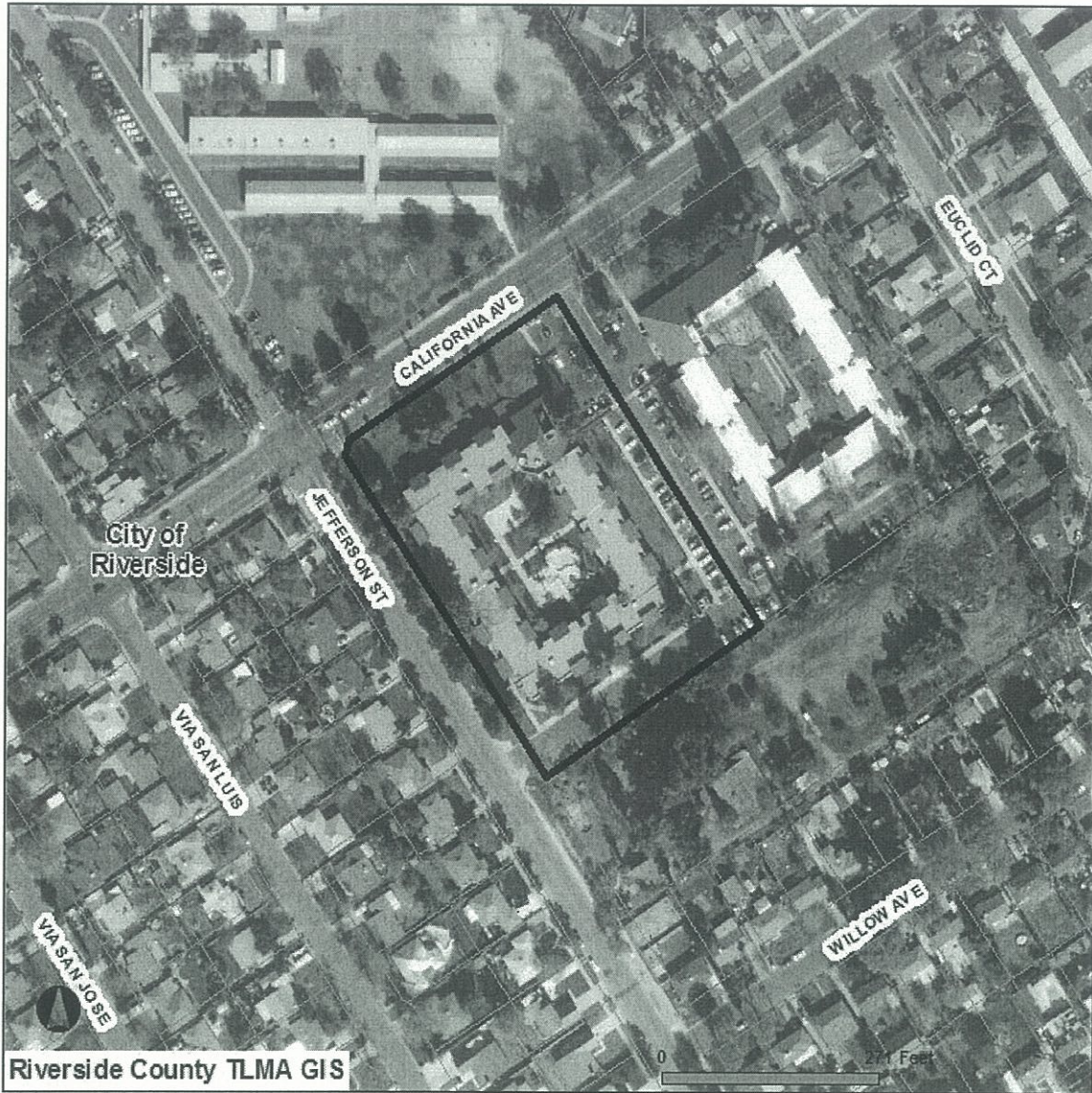
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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 Jan 29 17:08:53 PST 2014

Version 131127



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
227-130-023

**\*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 Jan 29 17:09:31 PST 2014

Version 131127



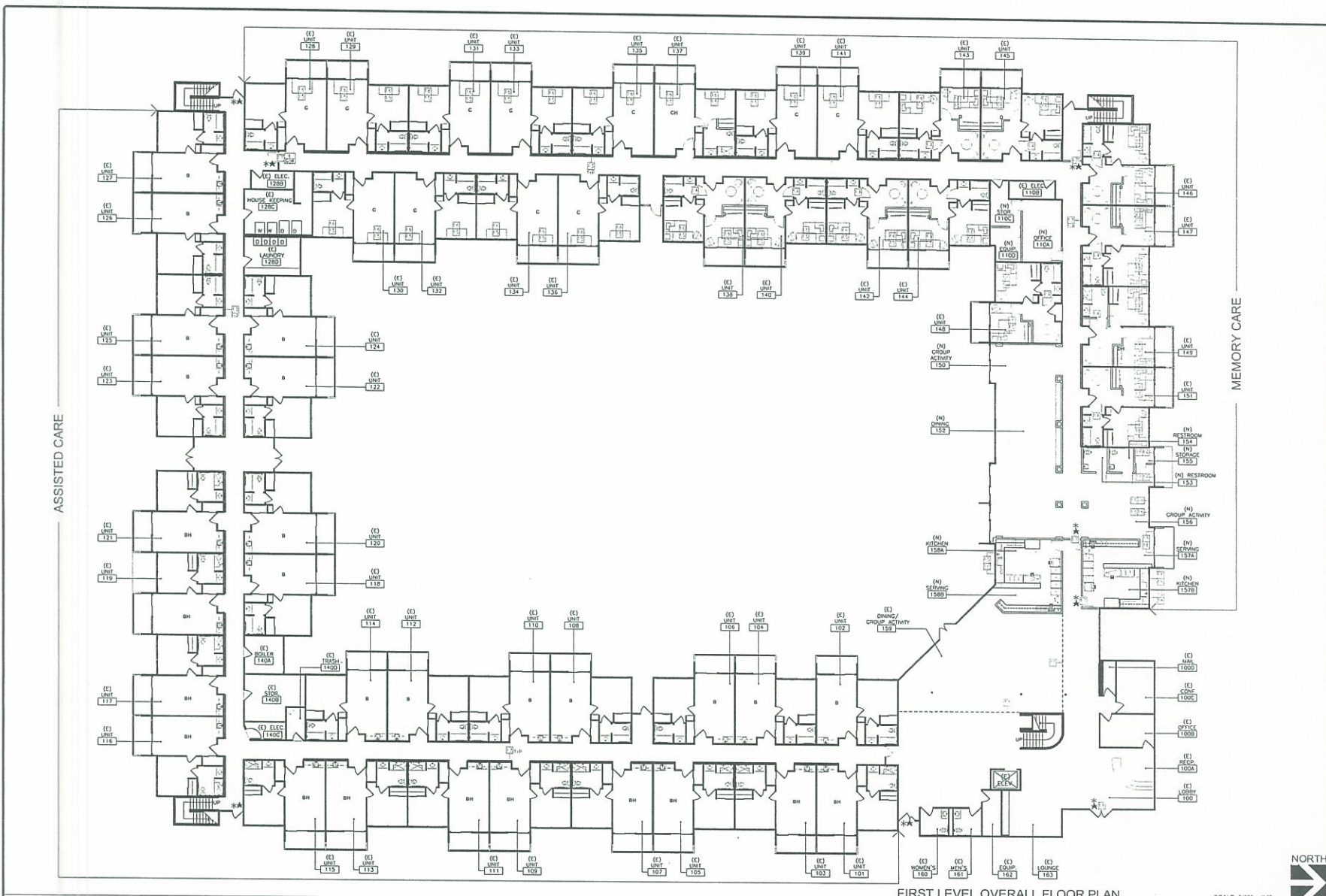




Revisions	No.	Date	Description

**CUP PLAZA BUILDING**  
 FIRST LEVEL OVERALL FLOOR PLAN

Drawn by:	11.04.13
Checked by:	RLC
Project #:	201311
File Name:	13100000.dwg
Sheet:	



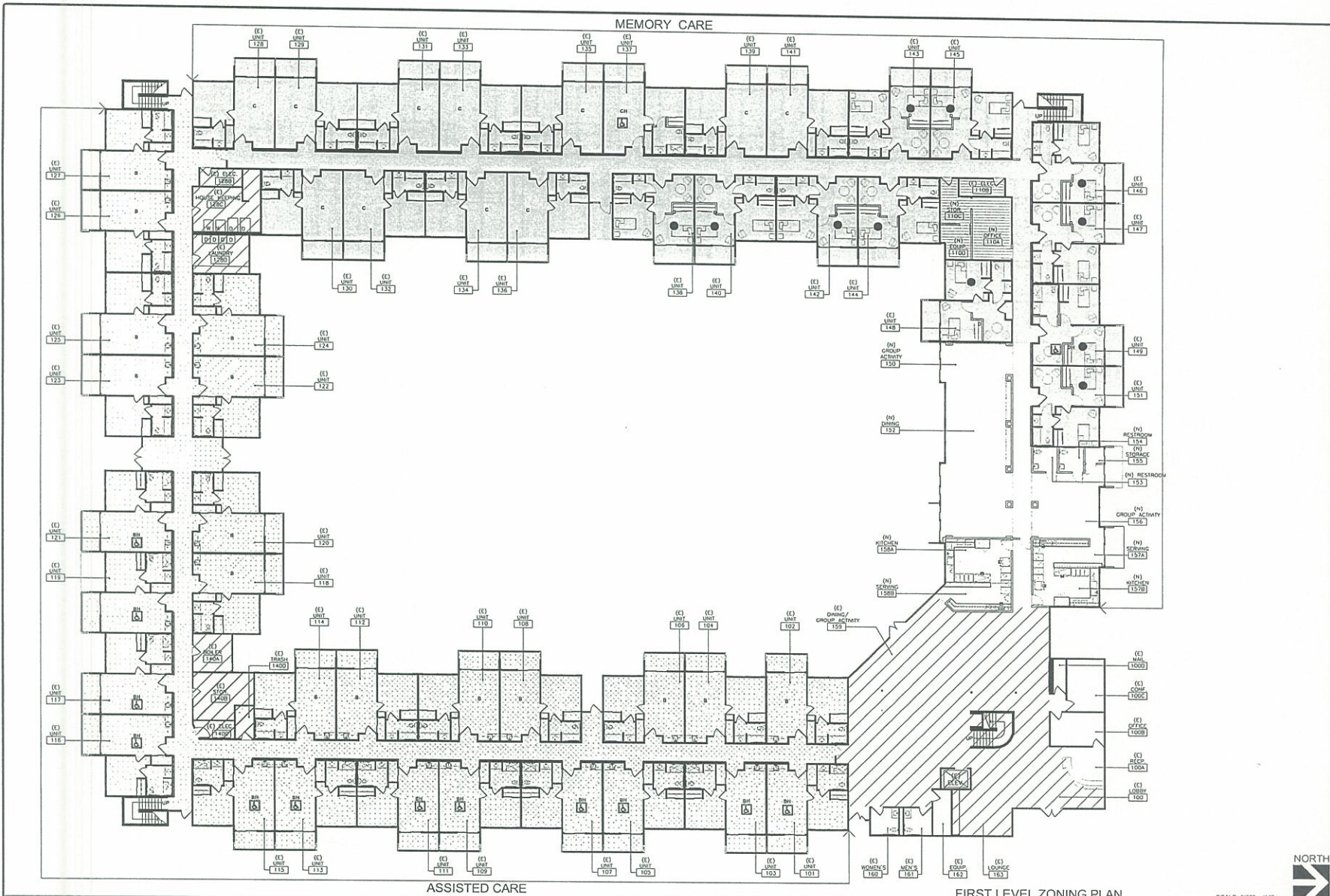
KEY NOTES
1. LINC OF SECOND FLOOR ABOVE
2. NOT USED.
3. EXISTING HORIZONTALS TO REMAIN
4. PROVIDE NEW DOOR AT ALL "D" UNITS. REFER TO TYPICAL DEMOLITION PLAN ON SHEET 4001, FLOOR PLAN OR SHEET 4002 AND DOOR SCHEDULE OR SHEET 4010
5. GC TO LOCK IN PLACE EXISTING DOOR / WINDOW AND REMOVE HANDLE AS REQUIRED
6. PROVIDE SOLIX FRIGTED FILM OR EQUAL.
7. REMOVE EXISTING DOOR AND REPLACE WITH NEW DOOR. PROVIDE CONTROL POINT FOR HARDWARE SCHEDULE. GC TO REMOVE EXISTING FRAME AS REQUIRED PER MANUFACTURER RECOMMENDATIONS.
8. REMOVE EXISTING HINGEWAVE AND REPLACE WITH NEW PER DOOR SCHEDULE

GENERAL NOTE
6. CONTRACTOR TO V.P.F. THAT ALL EXIT SIGNS ARE PER TITLE 24, CODE 2011, UPGRADE AS REQUIRED.
7. CONTRACTOR TO V.P.F. EXISTENTS ARE PROVIDED WITH MINIMUM 5'-0" X 5'-0" CLEAR LEVEL LANDING AT ALL EXITS. (MAX. 2% CROSS SLOPE) SLOPE AWAY FROM BUILDING.
8. ALL EXTERIOR DOOR LANDING SHALL HAVE SMOOTH TRANSITION TO ADJACENT FINISHED SURFACES.
9. REFER TO ELECTRICAL DRAWINGS FOR EXACT SCOPE OF WORK AND POWER SPECIFICATIONS.
10. REFER TO PLUMBING DRAWINGS FOR EXACT SCOPE OF WORK AND PLUMBING FIXTURE SPECIFICATIONS.
11. DEMOLISH AND REMOVE EXISTING FLOORING/ WALL/ CEILING FINISH U.O.N. PREPARE AS RECOMMENDED BY MANUFACTURERS TO RECEIVE NEW FINISHES. REFER TO FINISH PLAN FOR MORE INFORMATION.

SYMBOL LEGEND	
DOOR TYPE	INDICATES EXISTING LOW WALL
HARDWARE GROUP	INDICATES EXISTING WALLS TO REMAIN
DOOR ELEVATION	INDICATES EXISTING DOOR AND FRAME TO REMAIN
DENOTES PANIC HARDWARE.	INDICATES NEW WALL
DENOTES SELF-CLOSER.	INDICATES EXISTING DOOR AND FRAME TO REMAIN EXISTING
B INDICATES ONE BEDROOM STANDARD UNIT	INDICATES NEW DOOR AND FRAME TO MATCH EXISTING
BH INDICATES ONE BEDROOM ACCESSIBLE UNIT	INDICATES ROOM KEY SYMBOL
D INDICATES NEW DOUBLE OCCUPANT UNIT	ROOM NAME
DH INDICATES NEW DOUBLE OCCUPANT ACCESSIBLE UNIT	ROOM NUMBER

FIRST LEVEL OVERALL FLOOR PLAN SCALE: 3/32" = 1'-0"





No.	Date	Description

**CUP PLAZA BUILDING**  
 FIRST FLOOR ZONING PLAN



SCALE: 3/32" = 1'-0"

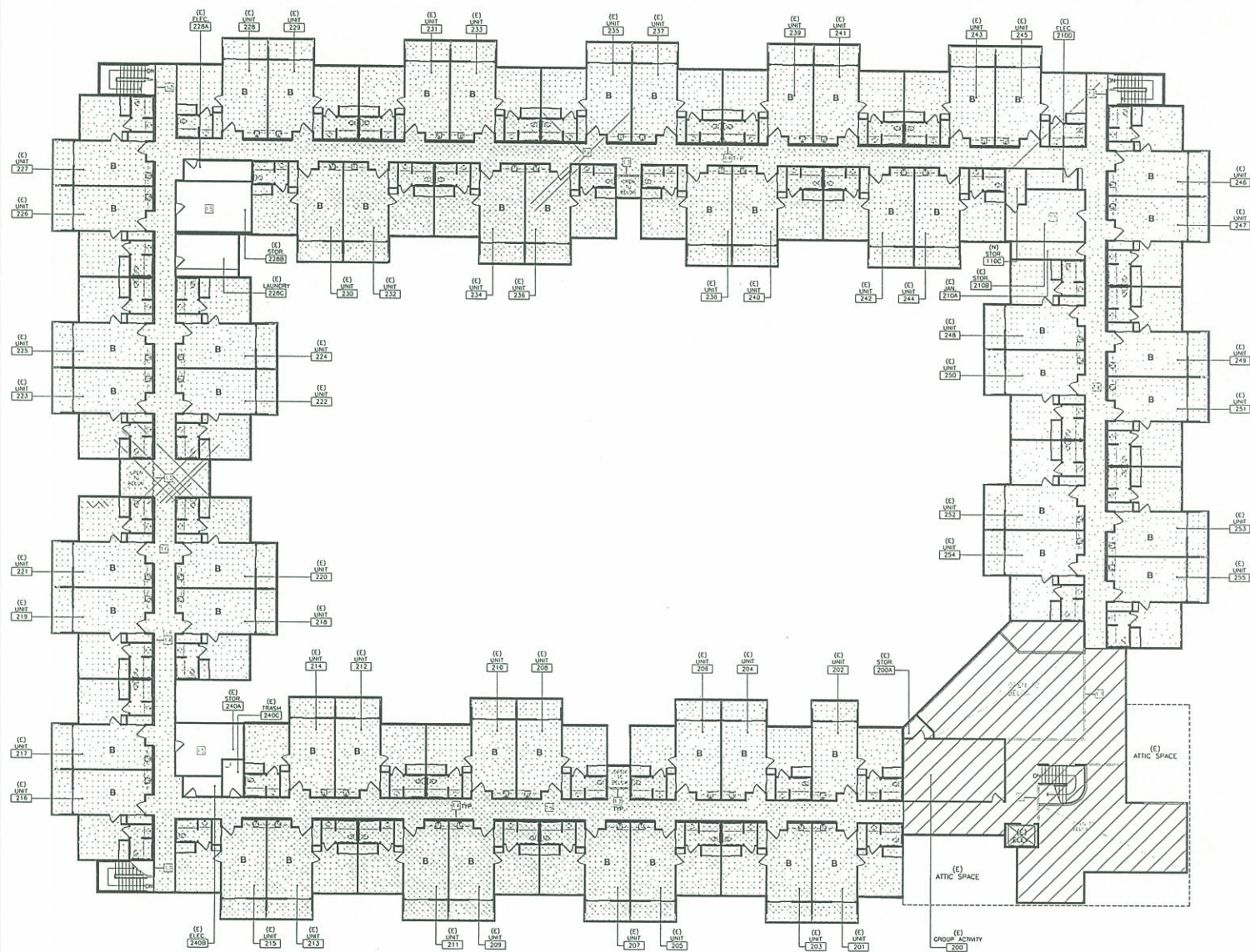
**SYMBOL LEGEND**

EXISTING SENIOR LIVING TO BE CONVERTED TO MEMORY CARE	INDICATES EXISTING COMMON AREA TO REMAIN AS IS	INDICATES EXISTING LOW WALL
EXISTING SENIOR LIVING TO BE CONVERTED TO ASSISTED CARE	INDICATES EXISTING SINGLE RESIDENT UNIT TO BE CONVERTED TO SHARE RESIDENT UNITS	INDICATES EXISTING WALLS TO REMAIN
EXISTING (E) RESIDENT UNITS TO BE CONVERTED TO COMMON SPACE	INDICATES ACCESSIBLE ROOMS	INDICATES EXISTING DOOR AND FRAME TO REMAIN
EXISTING COMMON SPACE TO BE REMODEL	INDICATES ONE BEDROOM ASSISTED LIVING STANDARD UNIT	INDICATES NEW WALL
	INDICATES ONE BEDROOM ACCESSIBLE UNIT	INDICATES NEW DOOR AND FRAME TO MATCH EXISTING
	INDICATES ONE BEDROOM MEMORY CARE STANDARD UNIT	ROOM KEY SYMBOL
	INDICATES ONE BEDROOM MEMORY CARE ACCESSIBLE UNIT	ROOM NAME
	INDICATES MEMORY CARE DOUBLE OCCUPANT UNIT	ROOM NUMBER
	INDICATES MEMORY CARE DOUBLE OCCUPANT ACCESSIBLE UNIT	

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Date: 11/05/13  
 Designer: R.E.A.  
 Project #: 201341  
 File Name: 11 project sheet graphics







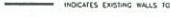







SECOND LEVEL ZONING PLAN

SCALE: 3/32" = 1'-0"

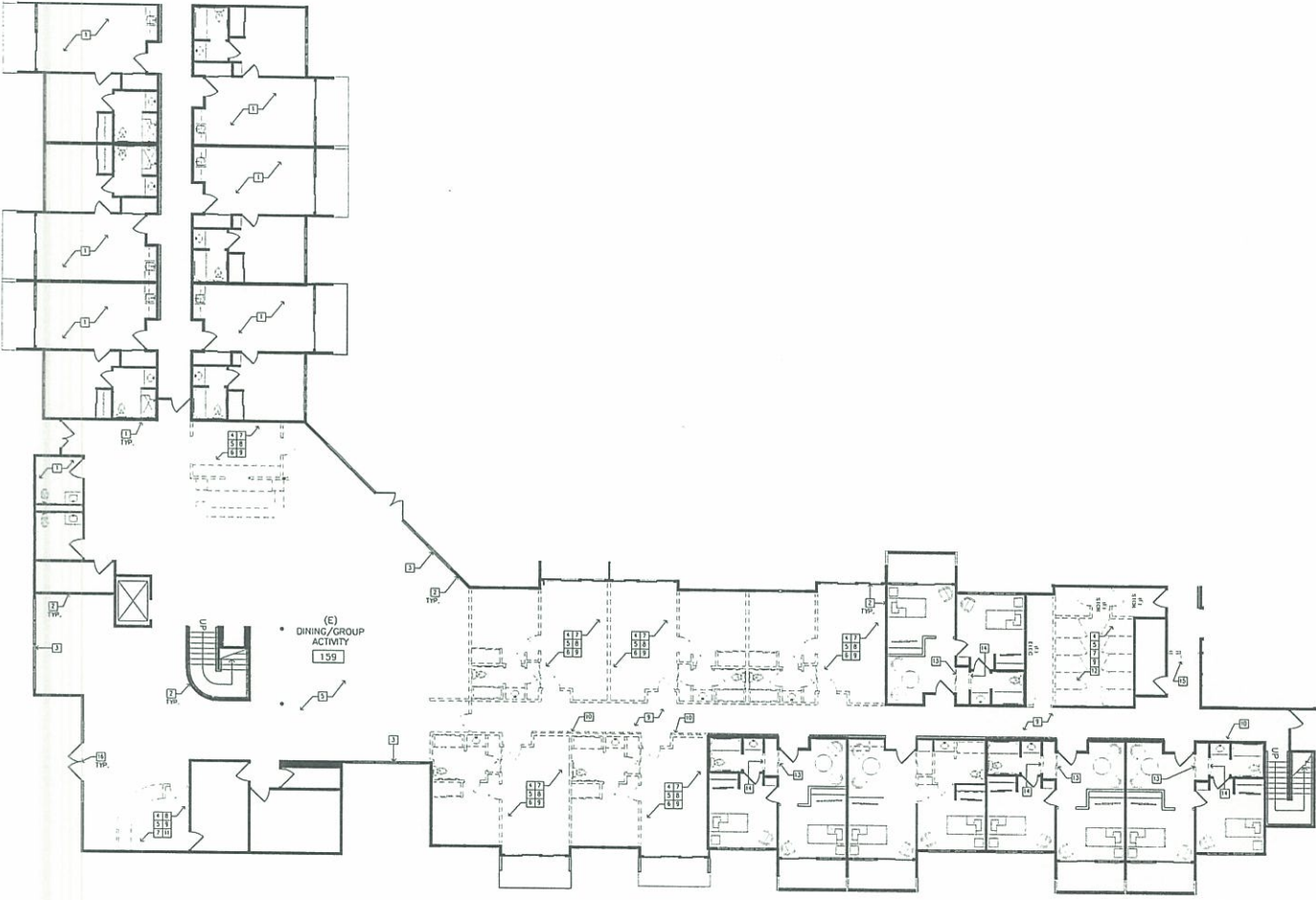


SYMBOL LEGEND

-  EXISTING COMMON AREA TO REMAIN AS IS
-  EXISTING SENIOR LIVING TO BE CONVERTED TO ASSISTED CARE
-  INDICATES ONE BEDROOM ASSISTED LIVING STANDARD UNIT
-  INDICATES EXISTING LOW WALL
-  INDICATES EXISTING WALLS TO REMAIN
-  INDICATES EXISTING DOOR AND FRAME TO REMAIN
-  INDICATES NEW WALL
-  INDICATES NEW DOOR AND FRAME TO MATCH EXISTING
-  ROOM KEY SYMBOL
-  ROOM NUMBER

Rev.	Date	Description

CUP  
PLAZA BUILDING  
SECOND LEVEL  
ZONING PLAN



DEMOLITION PLAN

SCALE: 1/8" = 1'-0"



DEMOLITION GENERAL NOTES

- ORGANIZE AND PROTECT WORK AS REQUIRED TO ASSURE SAFETY AND PROTECTION OF INDIVIDUALS AND ADJACENT IMPROVEMENTS AFFECTED BY DEMOLITION AND RENOVATION OPERATIONS. PROVIDE WARNING SIGNS, LIGHTS, BARRICADES AND ALL OTHER PROTECTIVE DEVICES REQUIRED TO ASSURE SAFE PRACTICES. THE WORK SHALL PROCEED IN A MANNER TO MINIMIZE THE SPREAD OF DUST AND FLYING PARTICLES.
- PREVENT MOVEMENT OR SETTLEMENT OF STRUCTURES, PROVIDE AND PLACE BRACING AND BE RESPONSIBLE FOR SAFETY AND SUPPORT OF STRUCTURE. ASSUME LIABILITY FOR SOIL MOVEMENT, SETTLEMENT, COLLAPSE, DAMAGE, OR INJURY.
- NOT USED.
- CEASE OPERATIONS AND NOTIFY ARCHITECT IMMEDIATELY IF SAFETY OR STRUCTURE APPEARS ENDANGERED. TAKE PRECAUTIONS TO PROTECT THE STRUCTURE. DO NOT RESUME OPERATIONS UNTIL SAFETY IS RESTORED AND ASSURED. G.C. SHALL BE SOLELY RESPONSIBLE FOR MAINTAINING STRUCTURAL INTEGRITY OF ALL WORK. SEE ALSO NOTE 12 ON THIS SHEET.
- DO NOT CLOSE OR OTHERWISE OBSTRUCT MEANS OF EGRESS, SIDEWALKS, OR STREETS WITHOUT OBTAINING A PERMIT TO DO SO.
- MURKISH, DEBRIS, MATERIALS, AND EQUIPMENT NOT TO BE SALVAGED, RESULTING FROM DEMOLITION SHALL BECOME THE PROPERTY OF THE CONTRACTOR, AND SHALL BE DISPOSED OF OFF THE SITE TO AN APPROVED ESTABLISHED DUMPSTER, AND NOT ALLOWED TO ACCUMULATE.
- CUT OFF PIPE OR CONDUIT IN WALLS OR PARTITIONS TO BE REMOVED. CAP, VALVE, OR PLUG AND SEAL REMAINING PORTION OF PIPE OR CONDUIT AFTER BYPASSING.
- DISCONNECT, CAP, AND REMOVE MECHANICAL REGISTERS, DUCTING AS REQUIRED.
- VERIFY THAT UTILITIES HAVE BEEN DISCONNECTED AND CAPPED.
- SURVEY EXISTING CONDITIONS AND CORRELATE WITH REQUIREMENTS INDICATED TO DETERMINE EXTENT OF SELECTIVE DEMOLITION REQUIRED.
- WHEN UNANTICIPATED MECHANICAL, ELECTRICAL, OR STRUCTURAL ELEMENTS THAT CONFLICT WITH INTENDED FUNCTION OR DESIGN ARE ENCOUNTERED, INVESTIGATE AND MEASURE THE NATURE AND EXTENT OF CONFLICT. PROMPTLY SUBMIT A WRITTEN REPORT TO ARCHITECT.
- EXISTING UTILITIES MAINTAIN SERVICES INDICATED TO REMAIN AND PROTECT THEM AGAINST DAMAGE DURING SELECTIVE DEMOLITION OPERATIONS.
- G.C. SHALL SHUT OFF, DISCONNECT, REMOVE, AND SEAL OR CAP OFF INDICATED UTILITIES SERVING AREAS TO BE SELECTIVELY DEMOLISHED. DO NOT START SELECTIVE DEMOLITION WORK UNTIL UTILITY DISCONNECTING AND SEALING HAVE BEEN COMPLETED AND VERIFIED.
- DO NOT USE CUTTING TORQUES UNTIL WORK AREA IS CLEARED OF FLAMMABLE MATERIALS. AT CONCRETE SPACES, SUCH AS TUNNELS AND PIPE INTERIORS, VERIFY CONDITION AND CONTENTS OF HIDDEN SPACE BEFORE STARTING FLAME-CUTTING OPERATIONS. MAINTAIN FIRE-FIGHTING PORTABLE FIRE-SUPPRESSION DEVICES DURING FLAME-CUTTING OPERATIONS.
- REPAIR, REPLACE, PATCH, AND REPAIR MATERIALS AND SURFACES CUT OR DAMAGED DURING SELECTIVE DEMOLITION, BY METHODS AND WITH MATERIALS TO MATCH EXISTING.
- PROTECT CONSTRUCTION INDICATED TO REMAIN AGAINST DAMAGE DURING SELECTIVE DEMOLITION.
- CLEAN ADJACENT STRUCTURES AND IMPROVEMENTS OF DUST, AND DEBRIS CAUSED BY SELECTIVE DEMOLITION.
- PATCH AND SEAL AS REQUIRED EXISTING CONCRETE FLOOR WHERE DEMO OCCURRED.
- DISCONNECT, DEMO AND REMOVE ALL ABANDONED, UNUSED ELECTRICAL WIRING, CONDUITS, AND JUNCTION BOXES BACK TO ELECTRICAL PANEL(S) AND LABEL NEW PANEL DIRECTORY AS SPARE.
- DISCONNECT, DEMO AND REMOVE ALL ABANDONED, UNUSED THERMOSTATS. PATCH OPENING WALL REPAIRS AS REQUIRED AND PULL WIRING TO UNDERGO OF EXISTING STRUCTURE ABOVE.
- DEMO AND REMOVE EXISTING CARPET, V.P.C. SHEET, VINYL, CERAMIC TILES, FLOORING AND BASE. FLOORING CARPET, V.P.C. SHEET, VINYL, CERAMIC TILES, FLOORING, AND BASE TO RECEIVE NEW FLOORING IN PLACE. AREA TO RECEIVE NEW FLOORING, REMOVE FROM MASSING. SEE FIRST PLAN FOR MORE INFORMATION, V.P.C.

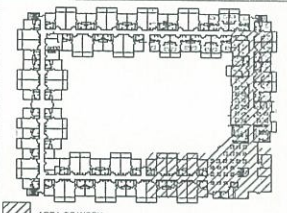
WALL LEGEND

- INDICATES EXISTING WALLS TO REMAIN
- INDICATES EXISTING DOOR AND FRAME TO REMAIN
- INDICATES EXISTING NON-BEARING WALL TO BE DEMOLISHED. G.C. MUST VERIFY IN FIELD EXISTING CONDITIONS BEFORE DEMOLITION AND REPORT TO ARCHITECTS FOR ANY DISCREPANCY
- EXISTING DOOR, FRAME AND HARDWARE IS TO BE REMOVED, CLEANED, REPAIRED AND RE-FINISHED. SAVE ALL ITEMS FOR RE-USE.

KEY NOTES

- EXISTING AREA TO REMAIN AS IS.
- EXISTING BUILDING SHELL TO REMAIN.
- EXISTING STOREFRONT WINDOW SYSTEM TO REMAIN.
- DEMOLISH AND REMOVE EXISTING PARTITION, ALL DEVICES, OUTLET RECEPTACLES, CONDUIT, INSULATION, PARTITION HARDWARE, ETC. AS REQUIRED. G.C. MUST FIELD VERIFY EXISTING CONDITIONS AND REMOVE WOOD JOIST AS NEEDED.
- DEMOLISH AND REMOVE EXISTING FLOORING/ WALL/ CEILING FINISH. REPAIRS AS RECOMMENDED BY MANUFACTURERS TO RECEIVE NEW FINISHES. REFER TO FIRST PLAN FOR MORE INFORMATION.
- REMOVE EXISTING PLUMBING FIXTURE, V.O.A., CAP AND RELOCATE WATER LINES AND SEWER LINES PER NEW LAYOUT.
- REMOVE ALL MECHANICAL UNITS DUCTWORK AND WIRING AS REQUIRED REFER TO FLOOR PLAN.
- REMOVE EXISTING WALL WORK, CAP AND RELOCATE WATER LINES AND SEWER LINES PER NEW LAYOUT.
- G.C. TO REMOVE, PATCH AND PREP. FOR NEW FINISH ALL EXISTING WALLS TO REMOVE EXISTING HANDRAIL.
- REMOVE EXISTING SPOFFY AND ALL RELATED I.E. LIGHT FIXTURE, DUCTS, INSULATION, CONDUIT, ETC.
- EXISTING LOCKERS TO BE REMOVED. PATCH AND REPAIR AS NEEDED ALL AREAS AFFECTED BY DEMOLITION.
- EXISTING CLOSET TO BE REMOVED. PATCH AND REPAIR TO MATCH EXISTING ALL AREAS AFFECTED BY DEMOLITION. TYPICAL AT ALL UNITS TYPE "D" REFER TO A200 FOR EXACT LOCATION.
- CUT NEW OPENING TO RECEIVE NEW DOOR, PATCH AND REPAIR TO MATCH EXISTING ALL AREAS AFFECTED BY DEMOLITION. TYPICAL AT ALL UNITS TYPE "D" REFER TO A200 FOR EXACT LOCATION.
- REMOVE EXISTING DOOR.
- REMOVE EXISTING DOOR TO ACCOMMODATE NEW HARDWARE.

KEY PLAN



333 81 Convent Road, Tustin, California 92680  
 (714) 832-3333 F: (714) 838-2665  
 www.rengelco.com

Date	Description
11.01.13	ISSUE FOR PLAN CHECK

Date	Description

Date	Description

WELBROOK  
 architects  
 7808 CALIFORNIA AVE  
 RIVERSIDE CA 92504

PHASE II  
 PLAZA BUILDING

FIRST FLOOR  
 DEMOLITION  
 PLAN

Project #	201301
Date	10.30.13
Scale	R.C.A.
Author	201301
Check	10/30/13

A1.0





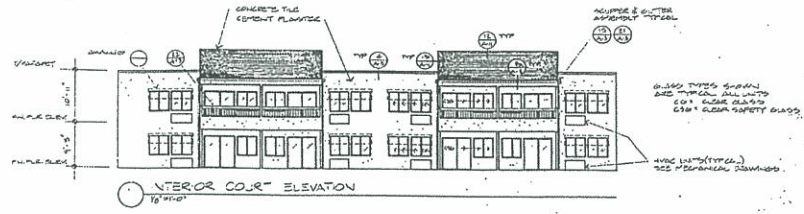






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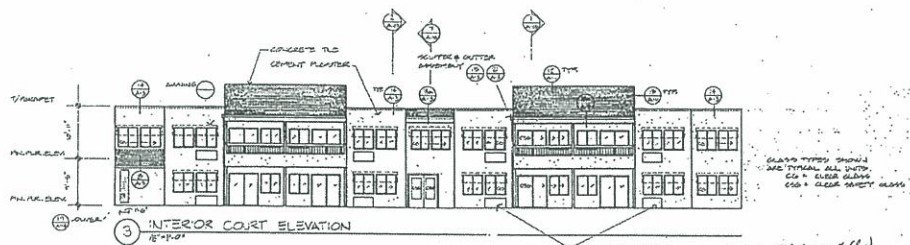
OLIVE GROVE ACTIVE RETIREMENT CENTER  
Phase II  
Riverside, California



1 INTERIOR COURT ELEVATION  
16'-0"



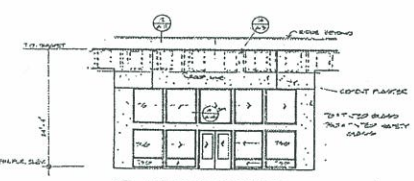
2 INTERIOR COURT ELEVATION  
16'-0"



3 INTERIOR COURT ELEVATION  
16'-0"

*Notes: T.V. and fish mounted on wall panel to find inspiration*

*WALL WITH (TYPICAL) SEE MECHANICAL DRAWINGS to be painted "Apron" (typ)*



4 INTERIOR COURT ELEVATION  
16'-0"



5 INTERIOR COURT ELEVATION  
16'-0"

EXTERIOR ELEVATIONS





Zone	Locations	Maximum Densities / Intensities				Additional Criteria		
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Req'd Open Land <sup>3</sup>	Prohibited Uses <sup>4</sup>	Other Development Conditions <sup>5</sup>
		Average <sup>6</sup>	Single Acre <sup>7</sup>	with Bonus <sup>8</sup>				
<b>A</b>	Runway Protection Zone and within Building Restriction Line	0	0	0	0	All Remaining	<ul style="list-style-type: none"> <li>› All structures except ones with location set by aeronautical function</li> <li>› Assemblages of people</li> <li>› Objects exceeding FAR Part 77 height limits</li> <li>› Storage of hazardous materials</li> <li>› Hazards to flight <sup>9</sup></li> </ul>	› Avigation easement dedication
<b>B1</b>	Inner Approach/Departure Zone	0.05 (average parcel size ≥20.0 ac.)	25	50	65	30%	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, nursing homes</li> <li>› Places of worship</li> <li>› Bldgs with &gt;2 aboveground habitable floors</li> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>› Aboveground bulk storage of hazardous materials <sup>11</sup></li> <li>› Critical community infrastructure facilities <sup>12</sup></li> <li>› Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Locate structures maximum distance from extended runway centerline</li> <li>› Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>› Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>› Avigation easement dedication</li> </ul>
<b>B2</b>	Adjacent to Runway	0.1 (average parcel size ≥10.0 ac.)	100	200	260	No Req't	Same as Zone B1	<ul style="list-style-type: none"> <li>› Locate structures maximum distance from runway</li> <li>› Minimum NLR of 25 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>› Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>› Avigation easement dedication</li> </ul>
<b>C</b>	Extended Approach/Departure Zone	0.2 (average parcel size ≥5.0 ac.)	75	150	195	20%	<ul style="list-style-type: none"> <li>› Children's schools, day care centers, libraries</li> <li>› Hospitals, nursing homes</li> <li>› Bldgs with &gt;3 aboveground habitable floors</li> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>› Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Minimum NLR of 20 dB in residences (including mobile homes) and office buildings <sup>13</sup></li> <li>› Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>› Deed notice required</li> </ul>
<b>D</b>	Primary Traffic Patterns and Runway Buffer Area	(1) ≤0.2 (average parcel size ≥5.0 ac.) or <sup>16</sup> (2) ≥5.0 (average parcel size ≤0.2 ac.)	100	300	390	10%	<ul style="list-style-type: none"> <li>› Highly noise-sensitive outdoor nonresidential uses <sup>10</sup></li> <li>› Hazards to flight <sup>9</sup></li> </ul>	<ul style="list-style-type: none"> <li>› Airspace review required for objects &gt;70 feet tall <sup>15</sup></li> <li>› Children's schools, hospitals, nursing homes discouraged <sup>17</sup></li> <li>› Deed notice required</li> </ul>
<b>E</b>	Other Airport Environs	No Limit	No Limit <sup>18</sup>			No Req't	› Hazards to flight <sup>9</sup>	<ul style="list-style-type: none"> <li>› Airspace review required for objects &gt;100 feet tall <sup>15</sup></li> <li>› Major spectator-oriented sports stadiums, amphitheaters, concert halls discouraged beneath principal flight tracks <sup>18</sup></li> </ul>
<b>*</b>	Height Review Overlay	Same as Underlying Compatibility Zone				Not Applicable	Same as Underlying Compatibility Zone	<ul style="list-style-type: none"> <li>› Airspace review required for objects &gt;35 feet tall <sup>14</sup></li> <li>› Avigation easement dedication</li> </ul>

See Chapter 3 for airport-specific additions or exceptions to these policies

Table 2A

## Basic Compatibility Criteria



## NOTES:

- <sup>1</sup> Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Policy 3.1.3(d).
- <sup>2</sup> Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at a single point in time, whether indoors or outside.
- <sup>3</sup> Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Policy 4.2.4 for definition of open land.
- <sup>4</sup> The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- <sup>5</sup> As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by state law. See Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- <sup>6</sup> The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- <sup>7</sup> Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Policy 4.2.5 for details.
- <sup>8</sup> An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Policy 4.2.6 for details.
- <sup>9</sup> Hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may cause the attraction of birds to increase is also prohibited. See Policy 4.3.7.
- <sup>10</sup> Examples of highly noise-sensitive outdoor nonresidential uses that should be prohibited include amphitheatres and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- <sup>11</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. Storage of up to 6,000 gallons of nonaviation flammable materials is also exempted. See Policy 4.2.3(c) for details.
- <sup>12</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Policy 4.2.3(d) for details.
- <sup>13</sup> NLR = Noise Level Reduction, the outside-to-inside sound level attenuation that the structure provides. See Policy 4.1.6.
- <sup>14</sup> Objects up to 35 feet in height are permitted. However, the Federal Aviation Administration may require marking and lighting of certain objects. See Policy 4.3.6 for details.
- <sup>15</sup> This height criterion is for general guidance. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the airport. Taller objects may be acceptable if determined not be obstructions. See Policies 4.3.3 and 4.3.4.
- <sup>16</sup> Two options are provided for residential densities in *Compatibility Zone D*. Option (1) has a density limit of 0.2 dwelling units per acre (i.e., an average parcel size of at least 5.0 gross acres). Option (2) requires that the density be *greater than* 5.0 dwelling units per acre (i.e., an average parcel size *less than* 0.2 gross acres). The choice between these two options is at the discretion of the local land use jurisdiction. See Table 2B for explanation of rationale. All other criteria for *Zone D* apply to both options.
- <sup>17</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.
- <sup>18</sup> Although no explicit upper limit on usage intensity is defined for *Zone E*, land uses of the types listed—uses that attract very high concentrations of people in confined areas—are discouraged in locations below or near the principal arrival and departure flight tracks. This limitation notwithstanding, no use shall be prohibited in *Zone E* if its usage intensity is such that it would be permitted in *Zone D*.

Table 2A, continued



## 4.2. Safety

- 4.2.1. *Policy Objective:* The intent of land use safety compatibility criteria is to minimize the risks associated with an off-airport aircraft accident or emergency landing.
- (a) Risks both to people and property in the vicinity of an airport and to people on board the aircraft shall be considered.
  - (b) The most stringent land use controls shall be applied to the areas with the greatest potential risks.
- 4.2.2. *Risks to People on the Ground:* The principal means of reducing risks to people on the ground is to restrict land uses so as to limit the number of people who might gather in areas most susceptible to aircraft accidents. The usage intensity criteria cited in Table 2A reflect the risks associated with various locations in the environs of the airports in the county. (Methods for determining the concentration of people for various land uses are provided in Appendix C.)
- 4.2.3. *Land Uses of Special Concern:* Certain types of land uses represent special safety concerns irrespective of the number of people associated with those uses. Land uses of particular concern include:
- (a) *Uses Having Vulnerable Occupants:* Uses in which the occupants have reduced effective mobility or are unable to respond to emergency situations shall be prohibited within all *Compatibility Zones* except *Zone E*. These uses include children's schools and day care centers (with 7 or more children), hospitals, nursing homes, and other uses in which the majority of occupants are children, elderly, and/or handicapped.
    - (1) This general policy may be superseded by airport specific policies (see Chapter 3).
    - (2) Hospitals are medical facilities which include provision for overnight stays by patients. Medical clinics are permitted in *Compatibility Zones C* and *D* provided that these facilities meet the maximum intensity standards listed in the *Compatibility Criteria* matrix, Table 2A.
  - (b) *Multi-story Buildings:* In the event of an emergency resulting from an aircraft accident, low-rise buildings can be more readily evacuated than those with more floors. On this basis, the following limitations are established:
    - (1) Within *Compatibility Zone A*, new occupied structures are not permitted.
    - (2) Within *Compatibility Zones B1* and *B2*, new buildings shall be limited to no more than two occupied floors above ground.
    - (3) Within *Compatibility Zone C*, new buildings shall be limited to no more than three occupied floors above ground.
  - (c) *Hazardous Materials Storage:* Construction of facilities for the manufacture or storage of fuel, explosives, and other hazardous materials within the airport environs is restricted as follows:
    - (1) Within *Compatibility Zone A*, manufacture or storage of any such substance is prohibited.
    - (2) Within *Compatibility Zones B1* and *B2*, only the following is permitted:
      - › Fuel or hazardous substances stored in underground tanks.



# 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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1062RI13 – Welbrook-Arlington, Ken Magargee (Representative: Rengel + Co. Architects, Terry Smith) - City of Riverside Case Nos. P13-0885 (Conditional Use Permit) and P13-0886 (Design Review). The Conditional Use Permit and Design Review propose to convert an existing two-story, 40,615 square foot senior apartment building ("Plaza") located on a 3.5 net acre (4.19 gross acre) parcel at the southeasterly corner of California Avenue and Jefferson Street, southwesterly of Euclid Street, and northwesterly of Willow Avenue, into a licensed senior facility with 82 assisted living units and 23 memory care units, and an expanded common area including dining area, lounge, and kitchen. (Zone D of Riverside 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 Mr. Kyle Smith of the City of Riverside Planning Department, at (951) 826-5220.



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

ALUC Identification No.

ZAP1062RI13

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 12.23.13  
 Property Owner WELBROOK-ARLINGTON Phone Number 714.743.9222  
 Mailing Address KEN MAGARIEE / WELBROOK-ARLINGTON  
205D W. 10TH ST. SUITE 107  
TORRANCE, CA 90504

Agent (if any) RENSEL + CO. ARCHITECTS Phone Number 714.832.3333  
 Mailing Address 333 EL CAMINO REAL  
TUSTIN, CA 92780 (ATTN: KELLY SAGUINI)  
 (ATTN: TERRI SMITH)

**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 7845 CALIFORNIA AVE.  
RIVERSIDE, CA 92504  
 Assessor's Parcel No. 227-130-023 Parcel Size 3.5 ACRES  
 Subdivision Name \_\_\_\_\_ Zoning Classification R-1  
 Lot Number \_\_\_\_\_

**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) SENIOR INDEPENDENT LIVING FACILITY IN  
R-1 ZONE

Proposed Land Use (describe) ASSISTED SENIOR LIVING FACILITY AND ASSISTED  
MEMORY CARE SENIOR LIVING

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 105 UNITS  
 For Other Land Uses Hours of Use 24 HR.  
 (See Appendix C) Number of People on Site Maximum Number 350 (OCCUPANCY MAX.)  
 Method of Calculation OCCUPANCY CALCULATION  
(PROVIDED ON ALL OF ARCHITECTURAL SHEETS)

Height Data Height above Ground or Tallest Object (including antennas and trees) 35'-0" ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 35'-0" (BUDG.) 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 Riverside Planning Division  
3900 Main St, 3rd Floor, Riverside  
Kyle J. Smith  
951-826-5220  
P13-0885/P13-0886

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**

**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:** 3.5

**HEARING DATE:** February 13, 2014

**CASE NUMBER:** ZAP1056FV13 – CV Communities, LLC  
(Representative: Ryan Thomas)

**APPROVING JURISDICTION:** Riverside County

**JURISDICTION CASE NO.:** TR36536 (Tentative Tract Map)

**MAJOR ISSUES:** The proposed project results in a density of 4.52 to 4.93 dwelling units per net acre (depending on the extent of excluded areas), which does not comply with the Compatibility Zone D criteria of 5.0 dwelling units per acre. However, certain factors are apparent that may be considered under Countywide Policy 3.3.6 to find the normally incompatible density compatible as presented in the following analysis.

**RECOMMENDATION:** Staff must recommend a finding of INCONSISTENCY for Tentative Tract Map No. 36536 based on the project not complying with the minimum 5.0 dwelling unit per acre criteria for Compatibility Zone D. However, if the Commission is willing to consider application of Countywide Policy 3.3.6, it may CONTINUE this matter to the March 13<sup>th</sup> ALUC hearing, pending FAA Obstruction Evaluation submittal.

**PROJECT DESCRIPTION:**

The Tentative Tract Map proposes to subdivide 29.55 gross acres into 84 single-family residential lots, 1 water quality basin lot, 4 open space lots, and one 7.58-acre remainder lot for a future dog park and detention basin.

**PROJECT LOCATION:**

The project site is located easterly of Winchester Road, northerly of Benton Road, westerly of Cognac Street, southerly of Brussels Street, and primarily east of Leon Road. At its closest point, the project site is located approximately 4,000 feet northerly of the northerly end of Runway 18-36 at French Valley Airport.

**LAND USE PLAN:** 2007 French Valley Airport Land Use Compatibility Plan (as amended in 2011)

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- a. Airport Influence Area: French Valley Airport
- b. Land Use Policy: Compatibility Zones C and D
- c. Noise Levels: below 55 CNEL

Land Use/Density: The proposed project is located primarily within Compatibility Zone D, with all proposed residential lots within Compatibility Zone D and only the proposed dog park and detention basin within Compatibility Zone C. Compatibility Zone D limits residential density to no more than 0.2 dwelling units per acre or a minimum of 5.0 dwelling units per acre. Overall, the Tentative Tract Map proposes a density of 2.84 dwelling units per acre based on the 29.55 gross acres. However, the French Valley Airport Land Use Compatibility Plan specifically allows for residential density to be calculated on a net basis, pursuant to Policy 2.2 of the plan. The “net” area of 16.8 acres cited on the tract map excludes the remainder parcel for the dog park and detention basin, the water quality and open space lots, and interior and exterior roads. However, Brussels Street, interior roads, and certain open space lots do not qualify as open area pursuant to French Valley Airport Additional Compatibility Policy 2.2 and Countywide Policy 4.2.4. With the inclusion of these areas in the net project area, the net project area totals 18.55 acres. Based on this net acreage, the project proposes a density of 4.52 dwelling units per acre. This density does not meet the Compatibility Zone D criteria of a minimum of 5.0 dwelling units per acre.

However, if one excludes the 7.58-acre remainder lot, the water quality basin (Lot 85), Lot “D” (a 0.97-acre open space lot separating the residential lots southerly of Street “A” from Leon Road), and the rights-of-way of the site’s General Plan roadways (Leon and Benton Roads), the net area is reduced to 17.05 acres, resulting in a net density of 4.93 dwelling units per acre.

Prohibited and Discouraged Uses: The proposed Tentative Tract Map would not include any prohibited uses (children’s schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than 3 aboveground habitable floors, highly noise sensitive outdoor nonresidential use or hazards to flight) in Compatibility Zone C or any prohibited uses (highly noise sensitive outdoor nonresidential use or hazards to flight) or discouraged uses (children’s schools, hospitals, or nursing homes) in Compatibility Zone D.

Noise: The site is located within an area subject to average aircraft noise levels below 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

Open Area: Compatibility Zones C and D require a minimum of 20% and 10% open area, respectively. Approximately 6.68 acres of the project are located within Compatibility Zone C and approximately 22.87 acres of the project are located within Compatibility Zone D. Based on these areas, 1.336 acres of open area are required within Compatibility Zone C and 2.287 acres of open area are required within Compatibility



Zone D, which total 3.623 acres of open area together. The Tentative Tract Map would provide for approximately 11.06 acres of open space, of which approximately 7.58 acres would be within the detention basin and dog park area primarily within Zone C and 3.42 acres would be within or adjacent to Leon Road within Compatibility Zone D. The project meets the individual Compatibility Zone open area requirements for each zone and jointly.

Part 77: The closest lot (lot 29) is located approximately 4,000 feet northerly of Runway 18-36. Based on this distance and the approximate Runway 36 elevation of 1347 feet above mean sea level (AMSL), any structure exceeding 1387 feet AMSL would require FAA Obstruction Evaluation review. Lot 29 pad is 1362.8 feet AMSL and the highest pad elevation is 1363.0 feet on Lot 31. The maximum building height per the zone is 40 feet. Assuming a maximum building height on Lot 29 would result in a top point elevation of 1402.8 feet. Based on these calculations, Obstruction Evaluation review by FAA is required. At a minimum, the project has been requested to submit for FAA Obstruction Evaluation review for Lot 29, based on a maximum building height of 40 feet and with the required yard setbacks. At the time of writing of this staff report, no indication of such a submittal has been provided to staff. Alternatively, the applicant may accept a requirement for FAA review of all structures with a top point elevation exceeding 1,387 feet above mean sea level at the building permit review stage.

Countywide Policy 3.3.6: While the project does not strictly comply with Zone D density criteria, the Commission may choose to consider whether to find the normally incompatible density compatible pursuant to Countywide Policy 3.3.6 if the combination of the following facts are determined to represent “other extraordinary factors or circumstances”. First, the project site is in an area below 55 CNEL, thus limiting noise impacts and potential nuisance complaints. Second, the proposed average lot size of 6,001 square feet equates to 7.26 dwelling units per acre and all but three of the residential lots are smaller than 0.2 acre in net area. Third, as detailed above, the project provides for substantially more open area than would normally be required, thus limiting any potential safety impacts on the proposed residential area. Fourth, although the project’s net density does not strictly comply with the Compatibility Zone D 5.0 dwelling units per acre minimum criteria, the project’s net density is relatively close to the criteria, such that the variance from the ALUC standard of 5.0 dwelling units per acre is insignificant. Fifth, the project is not located beneath or near the extended centerline of the runway, with the closest proposed residential lots located approximately 1,600 feet from the extended centerline of the runway.

#### **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, and shall comply with the provisions of Riverside County Ordinance No. 655, as applicable. Lights must 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, including landscaping utilizing water features, aquaculture, livestock operations, production of cereal grains, sunflower, and row crops, artificial marshes, landfills, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, incinerators, fly ash disposal, and wastewater management 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 shall be provided to all potential purchasers and tenants, and shall be recorded as a deed notice.
  4. Any ground-level or aboveground water retention or detention basin or facilities shall be designed so as to provide for a detention period for the design storm that does not exceed 48 hours and to remain totally dry between rainfalls. Vegetation in and around such facilities that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.

In the event that the requirements of this condition cannot be met, the permittee shall work with the Riverside County Economic Development Agency – Aviation Division and a qualified bird strike/wildlife hazard management consultant to prepare a Wildlife Hazard Management Plan that is acceptable to both the airport operator and the United States Department of Agriculture Wildlife Services agency.

5. Prior to the issuance of building permits for any structures with a top point exceeding 1,387 feet above mean sea level, the applicant shall have received a determination of “Not a Hazard to Air Navigation” from the Federal Aviation Administration Obstruction Evaluation Service for each such structure. Copies of



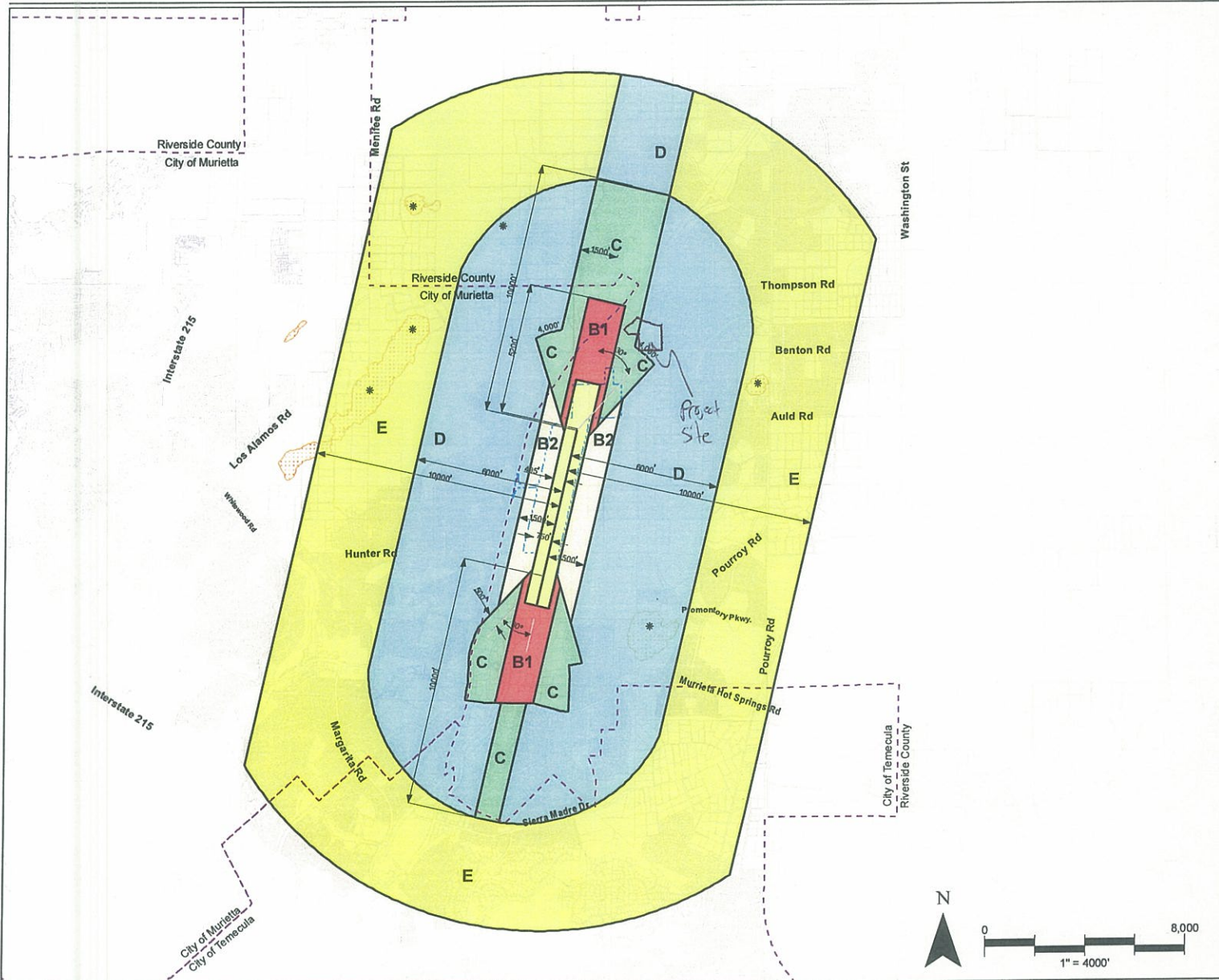
such FAA determinations shall be provided to the Riverside County Planning Department, Riverside County Building and Safety Department, and the Riverside County Airport Land Use Commission, with sufficient identification of case numbers as to enable prompt filing.

Y:\AIRPORT CASE FILES\French Valley\ZAP1056FV13\ZAP1056FV13febsr.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)





**Legend**

**Compatibility Zones**

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

**Boundary Lines**

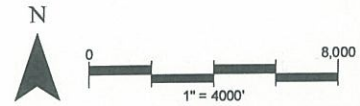
- - - Airport Property Line
- - - City Limits
- \* Height Review Overlay Zone

**Note**

Airport Influence Area boundary measured from a point 200 feet beyond runway ends in accordance with FAA airspace protection criteria (FAR Part 77). All other dimensions measured from runway ends and centerlines.

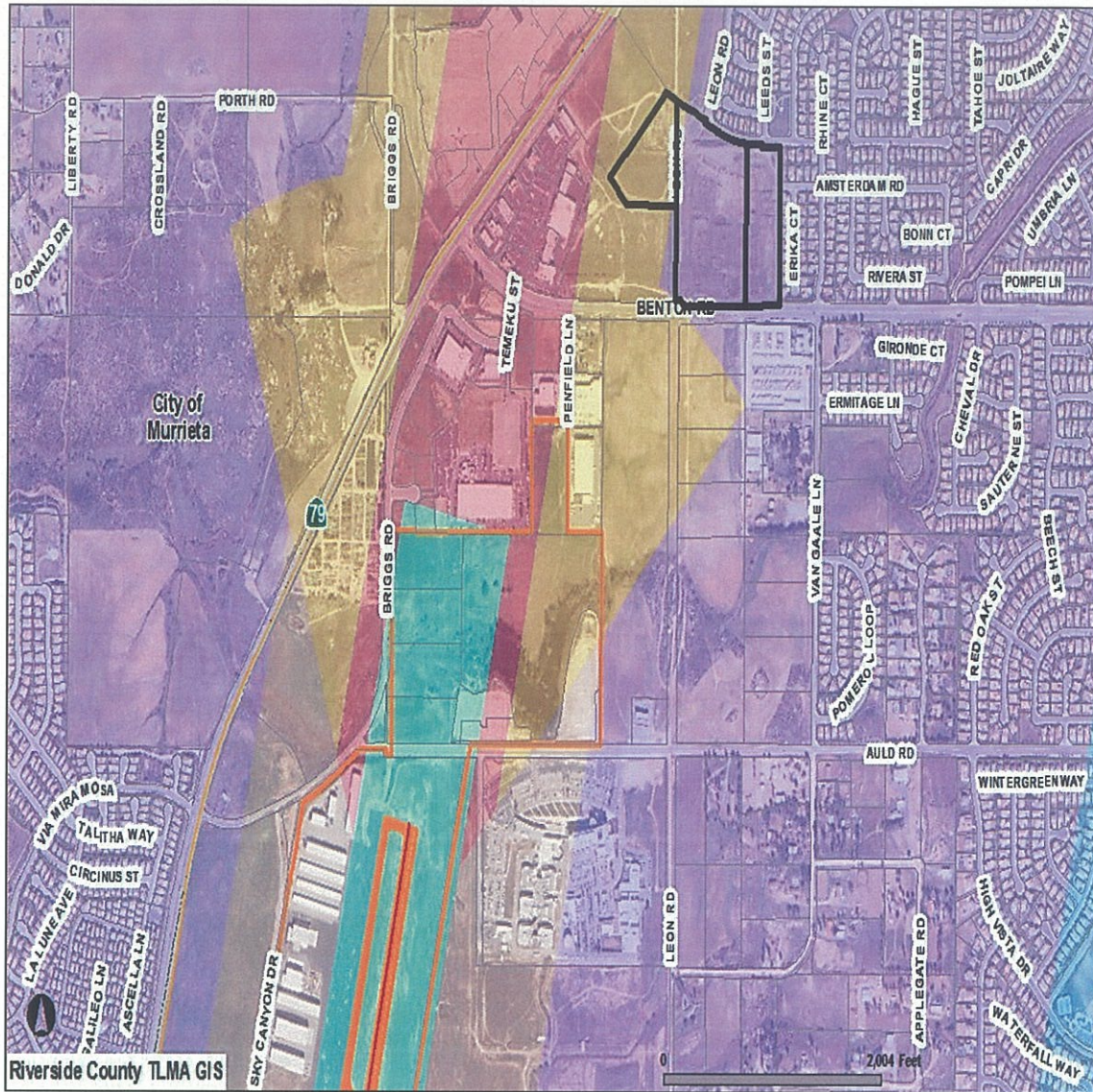
See Chapter 2, Table 2A from compatibility criteria associated with this map.

Riverside County  
Airport Land Use Commission  
  
Riverside County  
Airport Land Use Compatibility Plan  
Policy Document  
  
(April 2010)





RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
963-060-021 963-100-003 963-100-004

**\*IMPORTANT\***

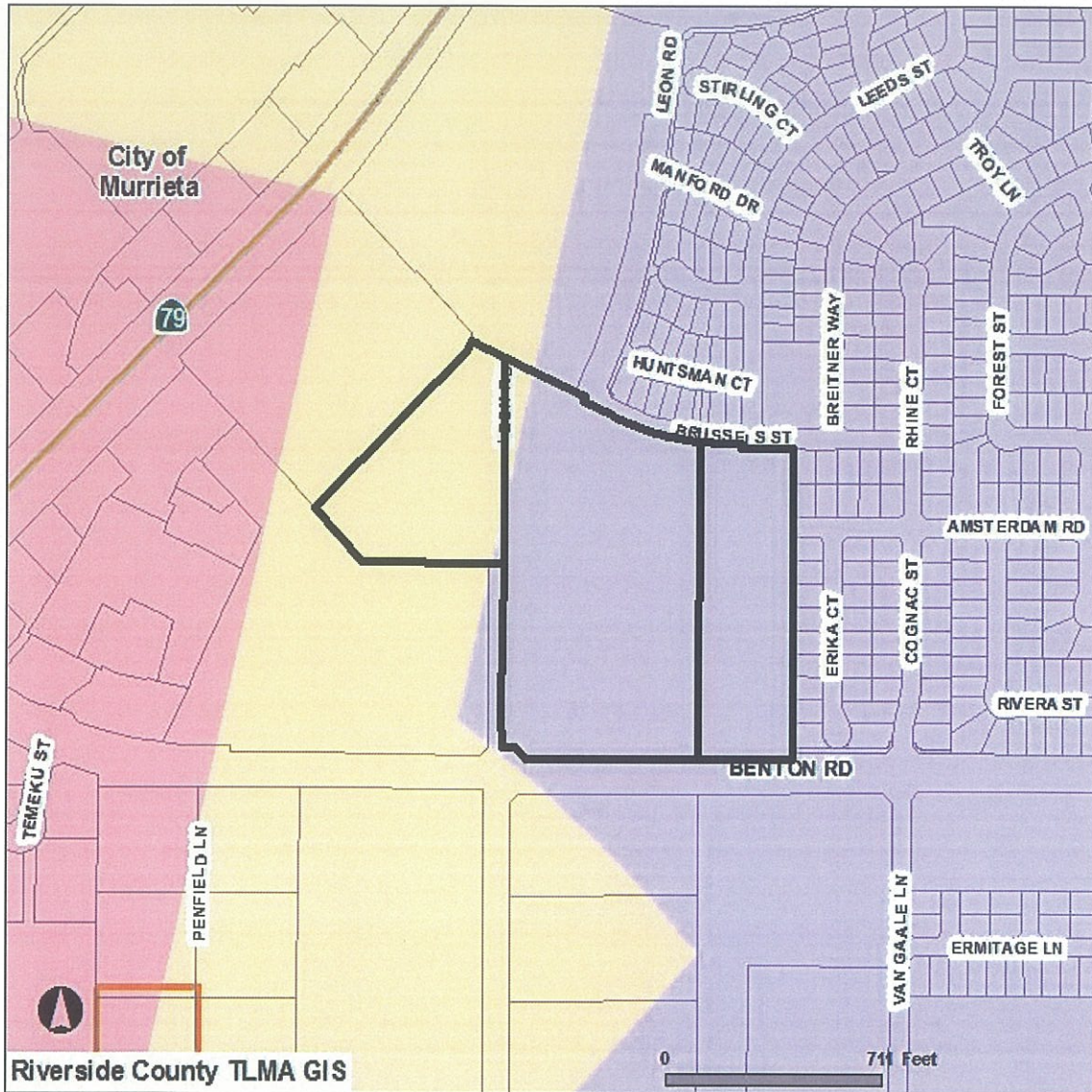
Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness 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.

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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
 963-060-021 963-100-003 963-100-004

AIRPORTS

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

**\*IMPORTANT\***

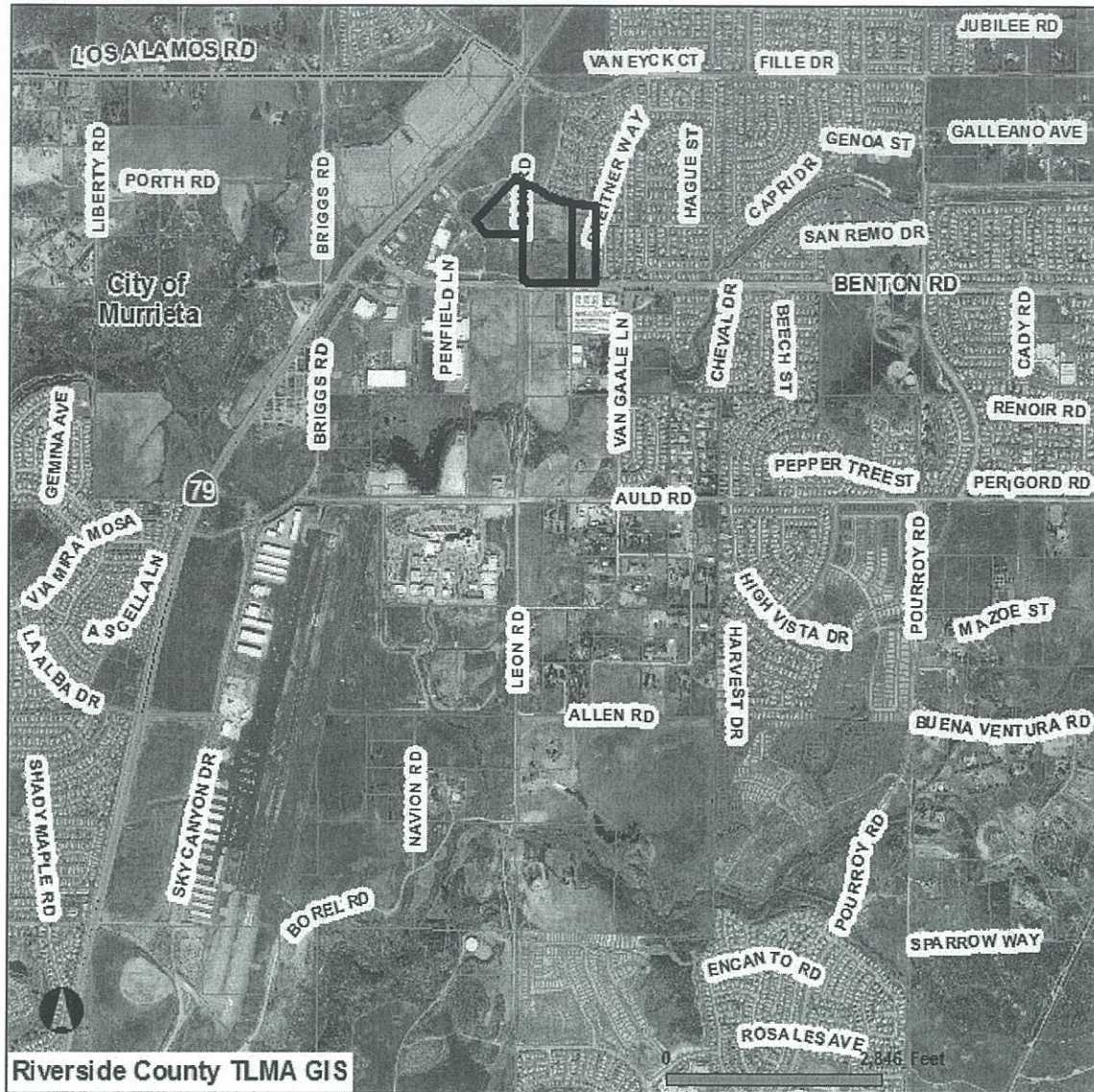
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 963-060-021 963-100-003 963-100-004

**\*IMPORTANT\***

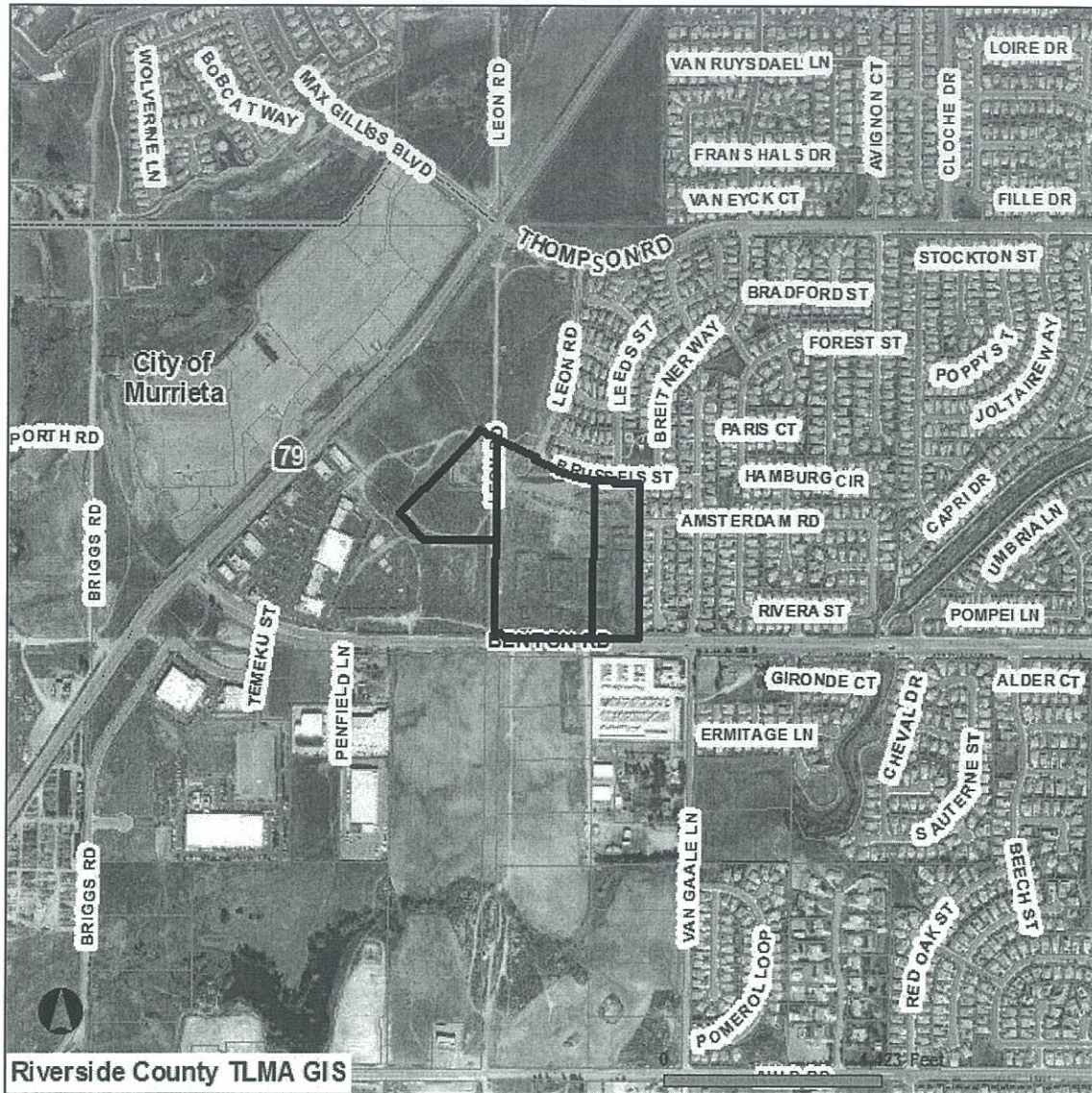
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 963-060-021 963-100-003 963-100-004

**\*IMPORTANT\***

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RIVERSIDE COUNTY GIS



**Selected parcel(s):**

963-060-021 963-100-003 963-100-004

**\*IMPORTANT\***

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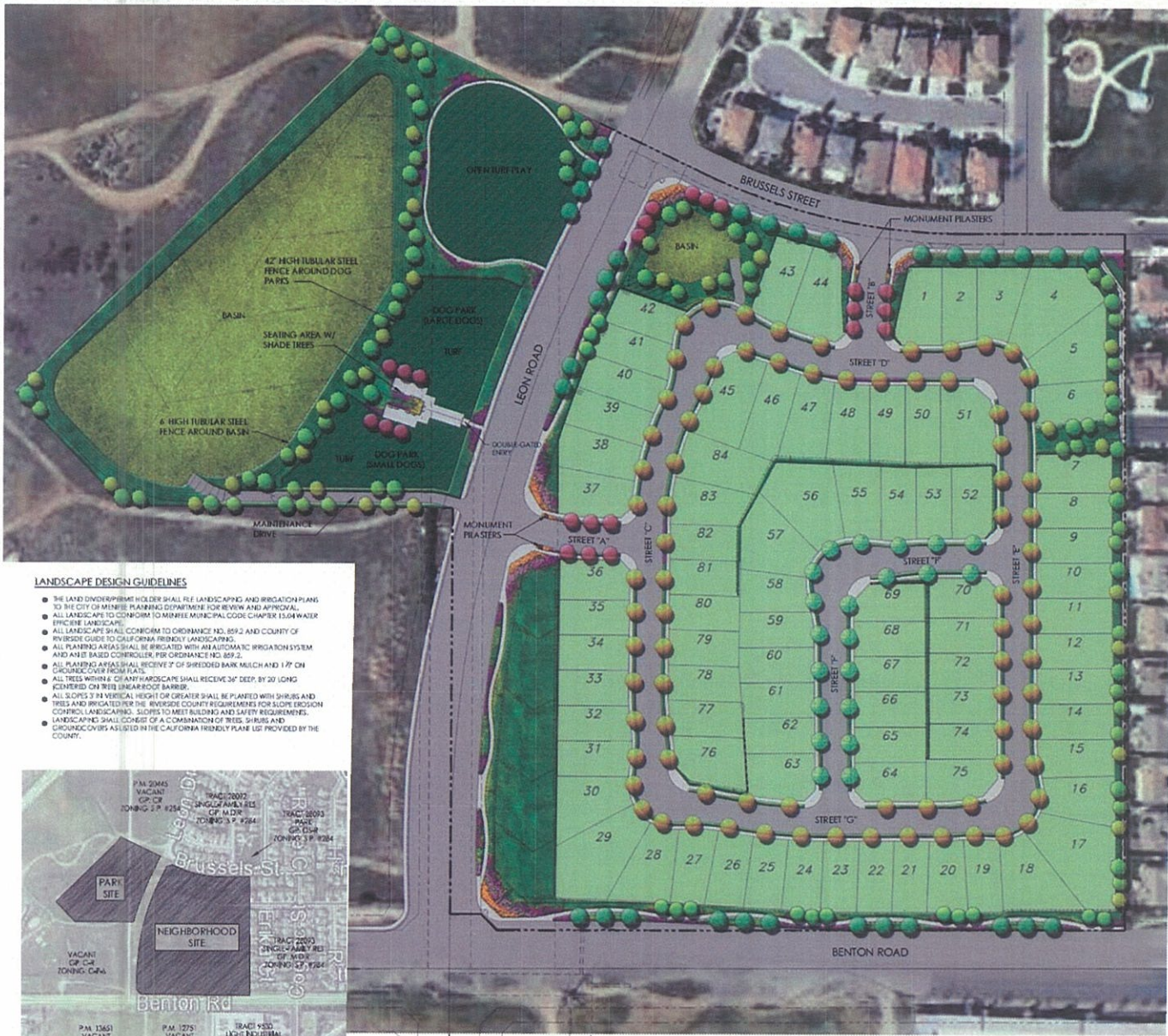
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Version 131127









- LANDSCAPE DESIGN GUIDELINES**
- THE LAND DEVELOPER/OWNER SHALL REFERENCE LANDSCAPING AND IRRIGATION PLANS TO THE CITY OF MENIFEE PLANNING DEPARTMENT FOR REVIEW AND APPROVAL.
  - ALL LANDSCAPE TO CONFORM TO MINIFEE MUNICIPAL CODE CHAPTER 15.04 WATER EFFICIENT LANDSCAPING.
  - ALL LANDSCAPE SHALL CONFORM TO ORDINANCE NO. 859.2 AND COUNTY OF RIVERSIDE GUIDE TO CALIFORNIA FRIENDLY LANDSCAPING.
  - ALL PLANTING AREAS SHALL BE IRRIGATED WITH AN AUTOMATIC IRRIGATION SYSTEM AND AN HETI BASED CONTROLLER, PER ORDINANCE NO. 859.2.
  - ALL PLANTING AREAS SHALL RECEIVE 2" OF SHARED BARK MULCH AND 1" OF COIR/GRADE COVER FROM PLANT.
  - ALL TREES WITHIN 6' OF ANY FENCE OR WALL SHALL RECEIVE 36" DEEP, BY 20' LONG COVERED CHIP TRAIL LINEAR ROOT BARRIER.
  - ALL SLOPES 3:1 IN VERTICAL HEIGHT OR GREATER SHALL BE PLANTED WITH SHRUBS AND TREES AND IRRIGATED PER THE RIVERSIDE COUNTY REQUIREMENTS FOR SLOPE EROSION CONTROL LANDSCAPING. SLOPES TO MEET BUILDING AND SAFETY REQUIREMENTS.
  - LANDSCAPING SHALL CONSIST OF A COMBINATION OF TREES, SHRUBS AND GROUNDCOVERS AS LISTED IN THE CALIFORNIA FRIENDLY PLANT LIST PROVIDED BY THE COUNTY.



**CONCEPTUAL PLANT LEGEND**

BOTANICAL NAME	COMMON NAME	SIZE	WUCOLS WATER USAGE	SPACING	QTY
<b>STREET TREE - LEON ROAD</b>					
EUCALYPTUS	AFRICAN SUMAC	24" BOX	MEDIUM	AS SHOWN	5 TOTAL
<b>STREET TREE - BENTON ROAD</b>					
FRAXINUS G. 'SAYWOOD'	KATWOOD ASH	24" BOX	MEDIUM	AS SHOWN	12 TOTAL
<b>STREET TREE - BRUSSELS STREET</b>					
LAGERSTROEMIA 'LUSCARGRA'	CRAPE MYRTLE	24" BOX	MEDIUM	AS SHOWN	10 TOTAL
<b>STREET TREE - BRUSSELS STREET</b>					
PLATANUS A. 'BLOODGOOD'	LONDON PLANE TREE	24" BOX	MEDIUM	AS SHOWN	81 TOTAL
LILIUM PARVIFLORUM 'GRAKE'	EVERGREEN LILY	24" BOX	MEDIUM	AS SHOWN	22 TOTAL
<b>FOCAL / ENTRY / ACCENT TREES</b>					
LAGERSTROEMIA 'NATCHIZ'	CRAPE MYRTLE	24" BOX	MEDIUM	AS SHOWN	24 TOTAL
OLEA EUROPAEA	OLIVE	36" BOX	LOW	AS SHOWN	
PRUNELLA C. 'ANGELICAPURBA'	PURPLE LEAF PLUM	36" BOX	MEDIUM	AS SHOWN	
PYRUS CALLERYANA 'BACADO'	BACADO PEAR	24" BOX	MEDIUM	AS SHOWN	
<b>* LANDSCAPE AND SLOPETREES</b>					
GLEDITSIA PAPHIOLICA	AUSTRALIAN MELLOW	15 GALLON	MEDIUM	AS SHOWN	119 TOTAL
EUCALYPTUS SYDNEYANA	SWEET GUM	15 GALLON	MEDIUM	AS SHOWN	
FICUS CHINENSIS	CHINESE FIG	18 GALLON	MEDIUM	AS SHOWN	
PLATANUS A. 'BLOODGOOD'	LONDON PLANE TREE	15 GALLON	MEDIUM	AS SHOWN	
PLATANUS CALIFORNICA 'HOLBROOK'	CALIFORNIA PLANE TREE	15 GALLON	LOW	AS SHOWN	
QUERCUS AGROBOLIA	COAST LIVE OAK	15 GALLON	LOW	AS SHOWN	
QUERCUS ENDELMANNII	ENDELMANN OAK	15 GALLON	LOW	AS SHOWN	
EUCALYPTUS	AFRICAN SUMAC	15 GALLON	LOW	AS SHOWN	
<b>** SHRUBS</b>					
AGAPANTHUS AMERICANUS	IBIS/AGAPANTHUS	1 GALLON	MEDIUM	2' O.C.	
ANEMONE FLAVIDA	KANGAROO PAW	1 GALLON	LOW	2' O.C.	
CERCIIS FURCATA	REDBUD	1 GALLON	LOW	4' O.C.	
DATISLA VIGATA	NORFOLK ISLE	1 GALLON	MEDIUM	2' O.C.	
DODONAEA V. 'PAPPUSIA'	PURPLE HOPSAGE	1 GALLON	MEDIUM	4' O.C.	
EURYTHOE JAPONICA	EVERGREEN BUCHENBERG	1 GALLON	MEDIUM	4' O.C.	
HIBISCUS DELTOIDAEUS	FRIGIDARY GIBBERNA	1 GALLON	MEDIUM	4' O.C.	
GREVILLEA	GREVILLEA	1 GALLON	LOW	4' O.C.	
HETEROSTACHYS SERRIPERENS	BLUE OAT GRASS	1 GALLON	MEDIUM	18" O.C.	
HEMEROCALLIS HYBRID	DAYLILY	1 GALLON	MEDIUM	4' O.C.	
ILEX RETICULATA	PIRNET	1 GALLON	MEDIUM	4' O.C.	
MIRTUS COMMUNIS 'COMPACTA'	COMPACT MYRTLE	1 GALLON	MEDIUM	4' O.C.	
NANDINA DOMESTICA	HEAVENLY BAMBOO	1 GALLON	MEDIUM	4' O.C.	
PHOENIX FRASER	RED-BEAK PHOENIX	1 GALLON	MEDIUM	4' O.C.	
RETICULARIA TORBIA	WHIRLIPS DWARF	1 GALLON	MEDIUM	4' O.C.	
RHAMNUS INDOCA	INDIA HAWTHORN	1 GALLON	MEDIUM	4' O.C.	
RHUS CHRYSA	SUGAR BUSH	1 GALLON	LOW	4' O.C.	
ROSA ANOMALA 'CHERIE'	ROSEMARY	1 GALLON	LOW	4' O.C.	
SALVIA LEUCANTHA	MEXICAN SAGE	1 GALLON	LOW	4' O.C.	
VERBENA TENAX	SPRING BUCKLE VERBENA	1 GALLON	MEDIUM	4' O.C.	
<b>** VINES</b>					
CELASTRUM SEMPERVIRENS	CAROLINA JESSAMINE	1 GALLON	MEDIUM	10' O.C.	
PARTHENOCESSUS	BOSTON IVY	1 GALLON	MEDIUM	10' O.C.	
TROPAEOLUM	STAR JASMINE	1 GALLON	MEDIUM	10' O.C.	
<b>GROUNDCOVERS</b>					
BACCHARIS P. 'PROTON POINT'	DWARF COYOTE BUSH	1 GALLON	LOW	36" O.C.	
CEANOTHUS G. HORIZONTALIS	CAROLINEE CREEPER	1 GALLON	LOW	36" O.C.	
CERCIIS FLAVICOLOR	SAGELEAF REDBUD	1 GALLON	LOW	36" O.C.	
GALIUM SP.	GAZANIA	PLANT	MEDIUM	12" O.C.	
LONICERA JAPONICA 'HALIMAR'	HAUN HONEYBUCKLE	PLANT	LOW	12" O.C.	
MYOPORUM PAPHIOLICA	MYOPORUM	1 GALLON	LOW	24" O.C.	
ROSA ANOMALA 'CHERIE'	PROSTRATE ROSEMARY	1 GALLON	LOW	24" O.C.	
TALL FESCUE	TURF (FUNCTIONAL USE)	SEED	80% OF ELO	15 LB. / 1000 S.F.	
<b>WATER QUALITY SWALE</b>					
CAREX PANSA	CALIF. MEADOW SEDGE	1 BUSH		12" O.C.	

BELOW ARE VALLEY WIDE AND COUNTY BUILDING AND SAFETY REQUIREMENTS FOR PLANT QUANTITIES

\* 15 GALLON PER 100 SF. OF LANDSCAPE

\*\* (1) 15 GALLON SHRUB PER 100 SF. OF IRRIGATED AREA OR COMMON BONES (2) 15 GALLON SHRUB PER 100 SF. OF LANDSCAPE (1) 15 GALLON

# CONCEPTUAL LANDSCAPE PLAN

## TIERA DEL REY - TR. 36536

L-1  
LANDSCAPE MASTER PLAN

Scale: 1" = 50'

N O R T H

City of Menifee

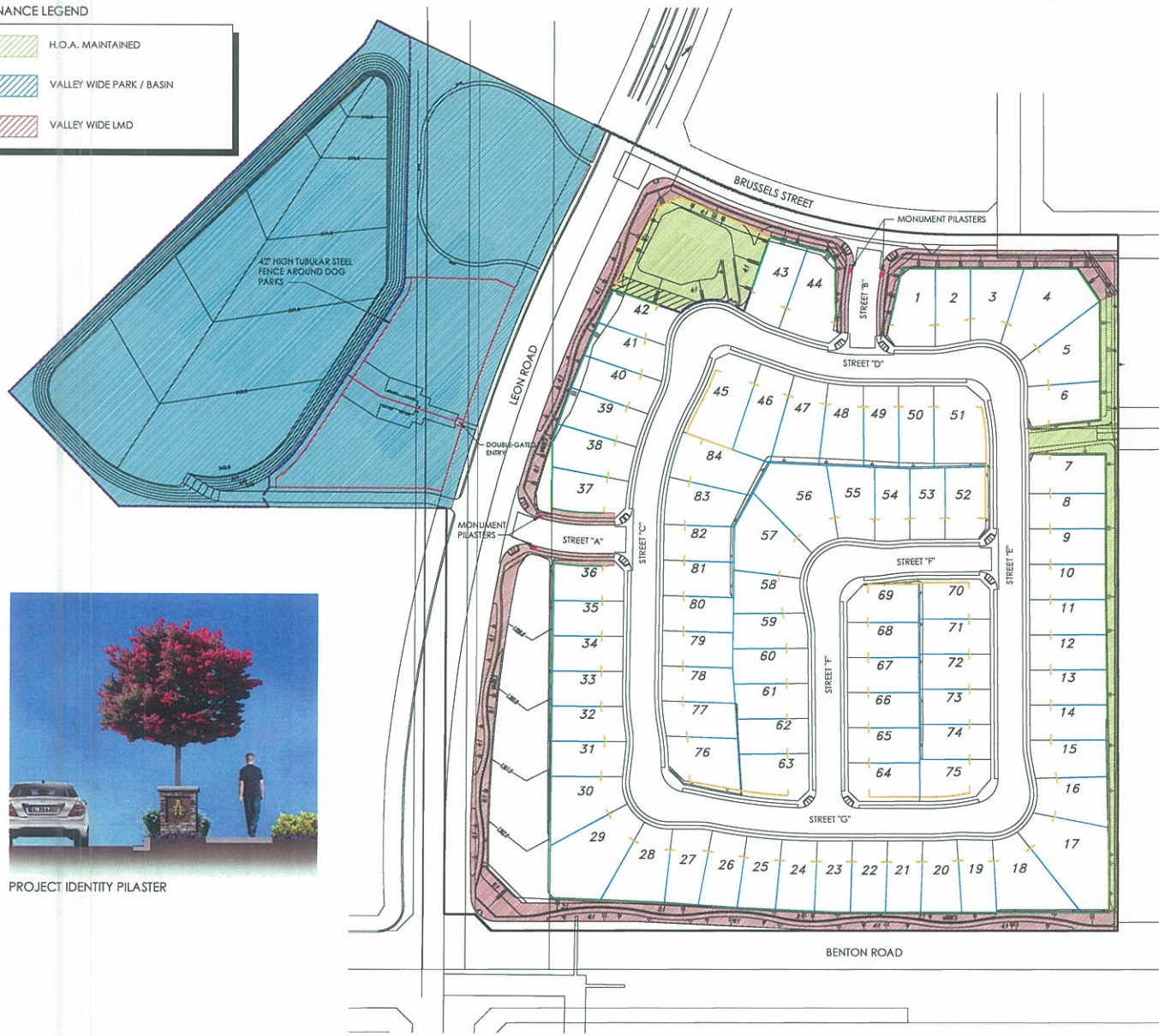
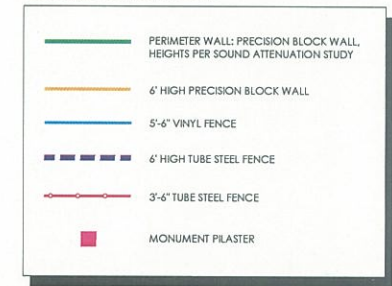
9/21/2013



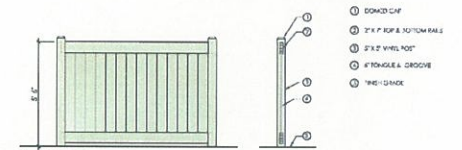
MAINTENANCE LEGEND



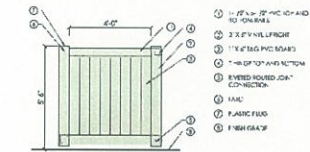
WALL AND FENCE LEGEND



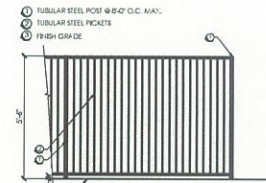
PROJECT IDENTITY PILASTER



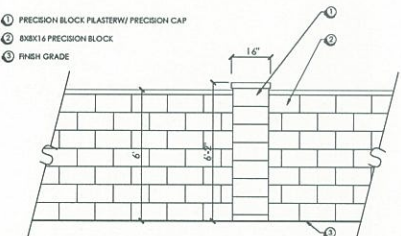
5'-6" VINYL FENCE



5'-6" VINYL GATE



6' TUBULAR STEEL FENCE



PRECISION BLOCK WALL

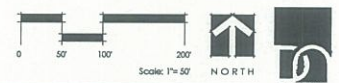
- ① DOWNED CAP
- ② 2" X 2" KOP & 10" X 10" BASE
- ③ 2" X 2" VINYL POST
- ④ 1" FINGER & GROOVE
- ⑤ 1" HD UNION

- ① 1" X 2" VINYL CAP AND 10" X 10" BASE
- ② 2" X 2" VINYL POST
- ③ 1" FINGER & GROOVE
- ④ 1" X 2" VINYL GATE
- ⑤ 1" X 2" VINYL GATE
- ⑥ 1" X 2" VINYL GATE
- ⑦ 1" X 2" VINYL GATE
- ⑧ 1" X 2" VINYL GATE

- ① TUBULAR STEEL POST @ 8'-0" O.C. MAX.
- ② TUBULAR STEEL PICKETS
- ③ FINISH GRADE

- ① PRECISION BLOCK PLASTER/W/ PRECISION CAP
- ② 8X8X16 PRECISION BLOCK
- ③ FINISH GRADE

L-2  
WALL AND FENCE PLAN  
MAINTENANCE EXHIBIT



CONCEPTUAL LANDSCAPE PLAN

TIERA DEL REY - TR. 36536

City of Menifee





# 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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1056FV13 – CV Communities, LLC (Representative: Ryan Thomas) - County of Riverside Case No. TR36536 (Tentative Tract Map). The Tentative Tract Map proposes to subdivide 29.2 - 29.55 gross acres located easterly of Winchester Road, northerly of Benton Road, westerly of Cognac Street, southerly of Brussels Street, and primarily easterly of Leon Road into 84 single-family residential lots, 1 water quality basin lot, 4 open space lots, and one 7.58 remainder lot for a future dog park and detention basin (Zones C and D of French Valley 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 Mr. Matt Straite of the County of Riverside Planning Department, at (951) 955-8631.



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

ALUC Identification No.

**ZAPI056FV13**

**PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)**

Date of Application 12/23/2013  
 Property Owner CU COMMUNITIES LLC Phone Number 909-376-5322  
 Mailing Address 900 QUAIL STREET  
NEWPORT BEACH, CA 92660

Agent (if any) RYAN THOMAS Phone Number —  
 Mailing Address SAME

**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 N/W CORNER OF BENTON ROAD AND LEON ROAD  
 Assessor's Parcel No. 963-100-003, 963-100-004, 963-060-021 Parcel Size 21.97 GROSS AC  
 Subdivision Name TIERRA DEL REY - TRACT 36536 Zoning SP 284 ZONING  
 Lot Number 1-84 (RESIDENTIAL) LOT 85 - WQ BASIN Classification SP 284 ZONING

**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 VACANT  
 (describe)

Proposed Land Use SINGLE FAMILY RESIDENTIAL  
 (describe)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 84 SFR PROPOSED  
 For Other Land Uses Hours of Use N/A  
 (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) HIGHEST PAD ELEVATION = 1363 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	12-31-13
Agency Name	Riverside County
Staff Contact	MATT STRAYE
Phone Number	
Agency's Project No.	TM36536
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input type="checkbox"/> Use Permit <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:** 3.6

**HEARING DATE:** February 13, 2014

**CASE NUMBER:** ZAP1054V13 – Universal Health Services (Representative: Jeff Wright, Heliplanners)

**APPROVING JURISDICTION:** City of Temecula

**JURISDICTION CASE NO.:** PA 13-0141 (Modified Conditional Use Permit)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends that the proposed hospital heliport be found **CONSISTENT** with the Countywide Policies of the 2004 Riverside County Airport Land Use Compatibility Plan, subject to the conditions specified herein.

### PROJECT DESCRIPTION:

Universal Health Services proposes to establish a temporary heliport (specifically, a hospital helistop) for the Temecula Valley Hospital. The facility will consist of a 48-foot in diameter (1,808 square foot) Touchdown and Liftoff (TLOF) Area on a ground mounted concrete landing pad and a Final Approach and Takeoff (FATO) Area 87-feet in diameter (5,941 square feet) surrounded by a safety area 16-feet in width at the edge of the FATO, perimeter lighting, and painted markings, with 16 foot tall ground mounted illuminated wind cone. A permanent heliport is anticipated for the hospital and is shown on the plans provided and included in the noise analysis, but is not currently included in this review by the Airport Land Use Commission.

The acoustical study prepared by ESA is predicated on an assumption of Mercy Air and REACH Air Medical Services accessing the heliport eight times per month during a twelve month period, accounting for a total of 96 flights or 192 operations (one flight equals two operations: an arrival and a departure) per year and 0.526 operations per annual-average day. The Eurocopter 135 (EC-135) is the anticipated type of helicopter that would utilize the facility. However, the EC-135 helicopter does not have a noise profile in the Integrated Noise Model (INM), so the EC-130 was used as an appropriate substitute for noise modeling.

### PROJECT LOCATION:

The proposed Temecula Valley Hospital has an address of 31700 Temecula Parkway, located northerly of Temecula Parkway and south of De Portola Road. The property is not located within an existing Airport Influence Area.

## **BACKGROUND:**

Basis for Review: As stated in Section 1.5.1 of the Countywide Policies of the Riverside County Airport Land Use Compatibility Plan, any “proposal for a new airport or heliport whether for public use or private use (Public Utilities Code Section 21661.5)” requires referral to the Airport Land Use Commission for a determination of consistency with the Commission’s Plan prior to approval by the local jurisdiction “if the facility requires a state airport permit.” The Riverside County Airport Land Use Compatibility Plan (RCALUCP) Policy Document, adopted on October 14, 2004, articulates “procedures and criteria” that the Airport Land Use Commission (ALUC) “shall utilize when evaluating certain types of airport development proposals that...are subject to ALUC review and are addressed by the Compatibility Plan.” In the case of a new airport or heliport, the proposal may be approved if it is consistent with the specific review policies listed in Section 5.2 of the Countywide Policies.

The ALUCP further states that, in its review of an Airport Master Plan or Airport Layout Plan, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts on the surrounding land uses and must base its review on the proposed airfield design. In this regard, one of the critical issues is whether existing and/or approved land uses in the surrounding area would be considered incompatible with the heliport if the heliport were already in existence. Another critical issue is whether the proposal includes measures to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses. Such measures could potentially include the siting of flight tracks so as to minimize impacts, selection of operational procedures to minimize impacts, installation of noise barriers or structural noise insulation, and/or acquisition of property interests on the impacted land.

With regard to noise, any proposed construction or alteration “that would result in a significant increase in cumulative noise exposure (measured in terms of CNEL) shall include measures to reduce the exposure to a less-than-significant level.” “In locations having an existing ambient noise level of less than 55 dB CNEL, a project that would increase the noise level by 5.0 dB or more” would be considered to result in a significant noise increase. However, in areas with existing ambient noise levels of 55-60 CNEL, a project that would increase the noise level by 3.0 dB or more would be considered to result in a significant noise increase. In areas with existing ambient noise levels greater than 60 CNEL, a project that would increase the noise level by 1.5 dB or more would be considered to result in a significant noise increase.

Surrounding Land Use: The existing land uses surrounding the hospital consist of single family residential and commercial uses to the south, medical offices to the west, multi-family residential, commercial, and medical uses to the east, and single-family residential uses and vacant land to the north. The projected flight path for approaches to, and departures from, the interim heliport would operate in either a north-flow or south-flow configurations. The north-flow configuration would have arrivals fly a heading of 213° and depart in a heading of 33°. The south-flow configuration would have arrivals fly a heading of 48° and depart in a heading of 228°. These approaches and departures would take flights over the vacant and single-family residential areas to the northeast and the single-family residential and multi-family residential uses to the southwest.



In addition, the safety and noise hazards must be balanced against the health and safety benefits of the facility. According to the Hospital's website, the hospital includes emergency services and 20-bed ICU. It is expected that the primary situation in which the heliport would be used would be for the transport of critically ill and injured patients from emergency scenes and from other health care facilities.

Noise Study: A noise study was prepared by ESA and submitted to ALUC staff. Based on the assumed 16 operations (arrival and departure) per month and 192 operations per year, the noise study assumes 0.526 operations per annual-average day for modeling purposes. Existing 24-hour noise conditions on the project site and in the surrounding area were based on measurements taken from four locations as part of an original noise analysis for the hospital. Existing noise measurements at these locations indicate that noise at two of the sites is between 55 and 60 dB CNEL and above 60 dB CNEL for the other two locations.

For the two sites between 55 and 60 dB CNEL, the projected noise levels from the interim heliport would be between 0.0 and +0.1 dB. For the locations greater than 60 dB CNEL, the projected noise levels from the interim heliport would be between +0.1 dB and +0.2 dB. Therefore, the proposed interim heliport would not exceed the 3.0 dB threshold for areas with 55-60 dB CNEL and the 1.5 dB threshold for areas above 60 dB CNEL. The projected noise contours from the interim heliport would contain the 65 and 60 dB CNEL contours entirely within the hospital property, with the 55 dB CNEL contour encroaching onto the southerly portions of two single-family residential properties on De Portola Road north of the hospital.

The sites analyzed included some of the closest affected properties, including sensitive receptors, consisting of residential land uses. As noted in the analysis impacts to these sensitive receptors would be less than 60 dB with the interim heliport. Therefore, impacts to sensitive receptors would be less than significant pursuant to Countywide Policy 4.1.4 and Table 2B.

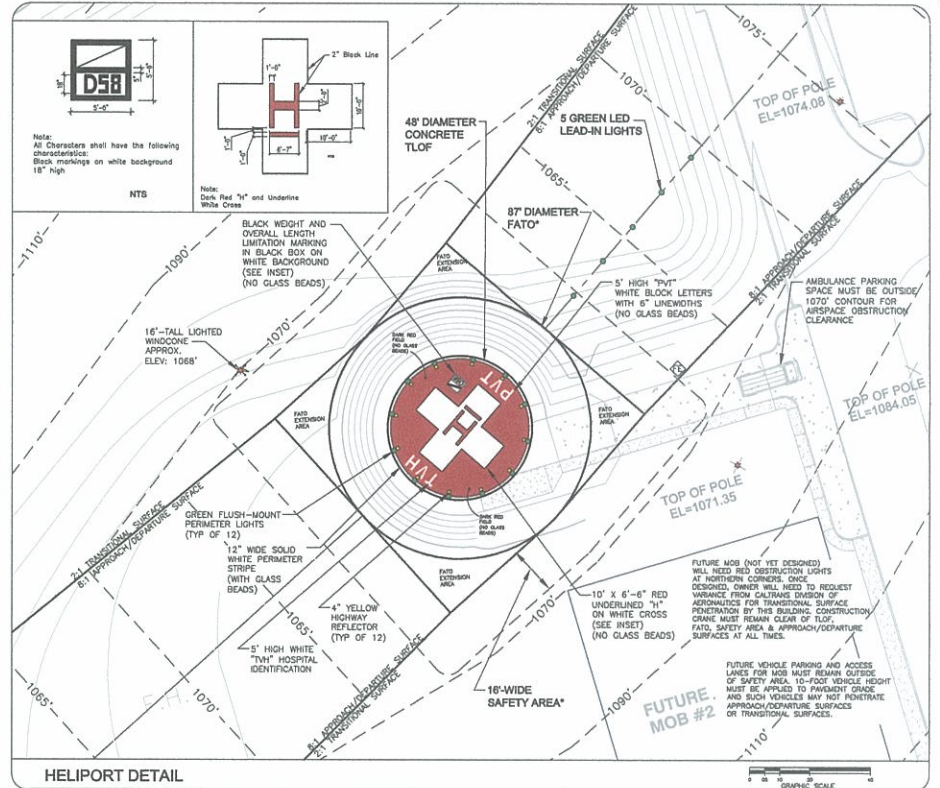
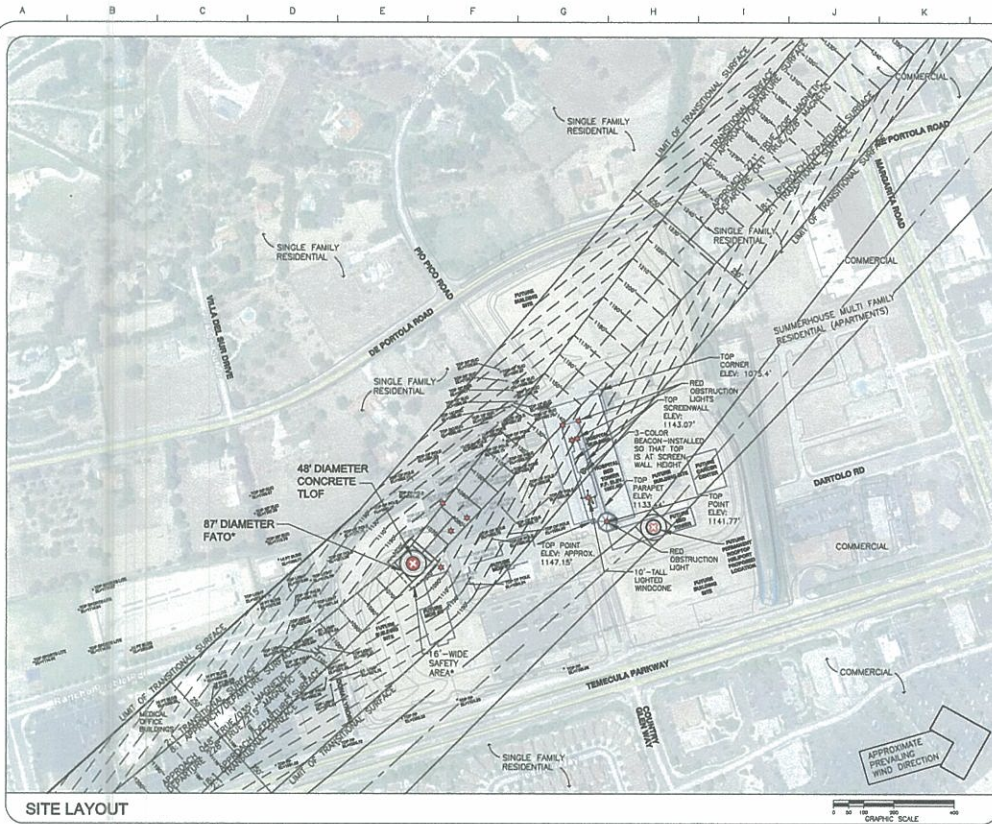
The study determined that the noise generated by helicopter operations would be well within residential standards established by the City of Temecula. The noise analysis did not address single event noise occurrences from individual flights, which would likely have a greater noise level as a single event compared to the average noise impacts as addressed by the CNEL, due to the relatively low amount of anticipated average annual daily operations. Although these single event impacts would be greater, they would be relatively infrequent with approximately 1 operation every 2 days on average. Infrequent sleep disturbance for residential land uses could occur during nocturnal operations. Due to the infrequency of these events and the masking effects of background traffic noise, the impact would be less than significant.

FAA Airspace Determination: On July 3, 2013, the Federal Aviation Administration issued a determination that the proposed project (Airspace Case No. 2013-AWP-745-NRA) is "acceptable from an airspace utilization standpoint and will not adversely affect the safe and efficient use of airspace by aircraft."

**CONDITIONS:**

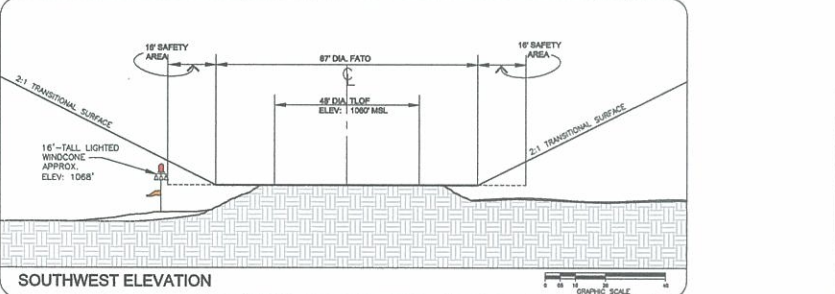
1. No operations (takeoffs or landings) shall be conducted until such time as the State of California Department of Transportation Division of Aeronautics has issued a Site Approval Permit and subsequent Heliport Permit pursuant to Sections 3525 through 3560 of Title 21 of the California Code of Regulations.
2. The heliport shall be designed and constructed in accordance with FAA Advisory Circular 150/5390-2B, *Heliport Design*.
3. Establishment and operations shall comply with the recommendations and requirements of the Federal Aviation Administration letter dated July 3, 2013, a copy of which is attached hereto.
4. Helicopter idle time shall be minimized as much as possible.
5. The Riverside County Airport Land Use Commission (ALUC) requests that Temecula Valley Hospital consider returning to ALUC to seek advisory comments regarding mitigation of noise impacts on surrounding properties in the event that the average number of monthly operations exceeds sixteen (16) within any given quarterly period.



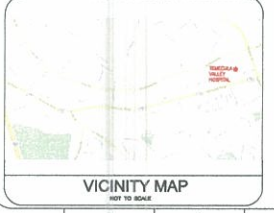


HELIPORT DATA PANEL		Elevation	Above mean sea level (MSL)	1080'
Heliport name	Temecula Valley Hospital	Model(s)	---	---
Street Address	31700 Temecula Parkway, Temecula, CA 92592	Maximum main rotor diameter	48'	Ball 205, 212, 412
Usage (public/private)	Private (Public safety use only)	Maximum overall length	57.8'	
FAA airspace class number	---	Maximum gross takeoff weight	N/A	
FAA airspace determination letter date	---	Maximum fuel capacity	N/A	
FAA Heliport Design Advisory Circular in effect at time of design	AC 150/5399-2C	FATO (incl. approach & takeoff area)	87' Diameter	
FAA Heliport Design Advisory Circular heliport classification	Heliport	TLOF (touchdown & lift-off area)	48' Diameter	
NEPA Publication #418, Heliports, heliport classification	H-2	Safety area width*	16'	
State permit	---	Total unobstructed width (FATO plus safety area on each side)*	119'	
Heliport Permit number & date	---	Field/airfield approach, minimum fuel retention capacity	N/A	
City or county use permit	---	TLOF surface material	Concrete	
Geographic coordinates (NAD 83) at heliport center	Latitude 33° 28' 48.75" N Longitude 117° 06' 28.76" W	TLOF surface gradient & direction	1% NW	
Local magnetic declination (to nearest degree)	13° E	Center-to-center TLOF separation (where applicable)	N/A	
Approach course alignment (magnetic)	209° & 035°	Lighting Activation - Heliport (Perimeter Lights, Windcone)	Phot Controls (23.05 Min)	
Departure course alignment (magnetic)	215° & 026°	Lighting Activation - Runway (3-Color Beacon, Obstruction Lghts, Windcone)	Photocell (Dusk to Dawn)	
*No objects allowed above TLOF elevation within FATO or Safety Area (except maximum 2' height for perimeter lighting)				

**INTERIM HELIPORT TO BE REMOVED UPON COMPLETION OF PERMANENT HELIPORT ON FUTURE BED TOWER**



THIS SHEET FOR GENERAL REFERENCE AND AGENCY APPROVALS ONLY. NOT FOR CONSTRUCTION.



LEGEND	
● 3-Color (Green-White-Yellow) Heliport Beacon (FEC Heliports Model H90663 or equivalent)	● Green LED Flush-Mount Perimeter Light (FEC Heliports Model H905712 or equivalent)
⬇ Internally-Lighted Windcone w/Red Obstruction Light (FEC Heliports Model H90663 or equivalent)	● (Optional) 3M "Raised Pavement Marker" Model PSA-291 Yellow 1/2" yellow lenses or similar
⬆ Pole-Mounted Dual Red LED Obstruction Light w/Flare (FEC Heliports Model H90563 or equivalent)	● Dashed and/or airspace contours expressed as feet above Mean Sea Level (MSL)
⬆ Portable Fire Extinguisher (Rating 20-A, 120-BC Per Combined NFPA 418, and California Fire Code Standards)	⊠ To Be Removed, Lowered or Reallocated For Obstruction Clearance, As Appropriate
	⊠ Citraeros Aeronautics Approval Box

Heliplanners Proj. Code: LHST Drafted: DG Checked: JWW © Heliplanners 2013	Date: 03-20-11 Rev 7: 03-08-12 Rev 1: 04-19-11 Rev 8: 10-09-12 Rev 2: 06-22-11 Rev 9: 01-31-13 Rev 3: 08-24-11 Rev 10: 02-08-13 Rev 4: 02-22-11 Rev 11: 03-11-13 Rev 5: 02-26-11 Rev 12: 04-04-13 Rev 6: 01-09-12 Rev 13: 04-20-13	Client: HMC Architects 5935 Cornerstone Court, Studio 300 San Diego, CA 92121 Phone: (619) 744-4077 Proj. No.: 1359004-000	Owner: Universal Health Services 367 South Gulch Road King Of Prussia, PA 19406 Project: Temecula Valley Hospital Interim Heliport Layout Plan Exhibit:	Heliplanners www.heliplanners.com Aviation Planning Consultants 31110 Avenida del Reposo Temecula, California 92591-1718 USA Phone: (951) 693-5000 Fax: (951) 693-5042
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RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
 959-080-026

**\*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 Jan 29 14:12:49 PST 2014

Version 131127





U.S Department  
of Transportation  
  
Federal Aviation  
Administration

Western-Pacific Region  
Los Angeles Airports District Office  
P.O. Box 92007  
Los Angeles, CA 90009

July 3, 2013

Mr. Jeffery Wright  
Heliplanners  
31110 Avenida Del Reposo  
Temecula, California 92591-1718

Temecula Valley Hospital  
Temecula, California  
Airspace Case No. 2013-AWP-745-NRA  
Lat. 33-28-48.80 N, Long. 117-06-28.80 W (NAD 83)

Dear Mr. Wright:

The Federal Aviation Administration (FAA) has completed an airspace study in response to your proposal submitted on FAA Form 7480-1, *Notice of Landing Area Proposal*, for the activation and establishment of the subject private heliport in Temecula, California on behalf of the hospital. Our analysis determined that the proposal is acceptable from an airspace utilization standpoint and will not adversely affect the safe and efficient use of airspace by aircraft. Therefore, the FAA does not object to the establishment of the proposed landing area, provided the following conditions are met:

- a. The landing area is operated for private-use only.
- b. Operations are to be conducted at this facility only during Visual Flight Rule (VFR) conditions, and in accordance with the ~~restrictions/communications requirements of the overlying class of~~ airspace.
- c. The landing area operator shall ensure and maintain obstruction-free routes of ingress/egress to the landing area.
- d. Ensure unauthorized persons are restrained from access to the takeoff/landing area during helicopter flight operations by use of erecting a non-obstructing safety barrier such as fencing.
- e. Lower the nearest parking light poles northeast of the touchdown and lift-off (TLOF) area that penetrate the 8:1 slope. From the center point of helipad TLOF, Pole#1 036 degrees, 168 ft., Pole#2 013 degrees, 221 ft., Pole#3 003 degrees, 222 ft.
- f. Adjust the ingress/egress routes in the northeast quadrant or shift the TLOF area north a few feet. Recommend changing egress route heading from 028 degrees to 020 degrees or by shifting location of the helipad prior to construction by a few feet north would allow departure on a 028 degree heading or adjust the outbound heading to 020 degrees MAG from current TLOF location to clear the main hospital building. Northwest corner of the hospital building penetrates 8:1 departure surface and 2:1 transitional surface.
- g. A representative of Flight Standards Service (AFS) must evaluate/conduct a follow-up inspection of the heliport after construction for compliance prior to its operational use.

- h. Contact should be made with the California Department of Transportation, Aeronautics Division (CALTRANS) in order for their office to make an evaluation and determination in regards to obtaining a state heliport permit. Your point of contact is:

Mr. Jeff Brown  
Senior Aviation Safety Officer  
California Department of Transportation  
Division of Aeronautics, MS40  
P.O. Box 942874  
Sacramento, CA 94274  
916-654-4565

This airspace study did not include an environmental review to determine whether or not the proposed development is environmentally acceptable in accordance with the National Environmental Policy Act (NEPA) of 1969 (Public Law 91-190), as amended.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effect the proposal would have on existing or planned traffic patterns of neighboring airports, the effect it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA) and known natural objects within the affected area would have on the heliport proposal. Also, this determination in no way preempts or waives any ordinances, laws, or regulations of any other government body or agency.

The FAA cannot prevent the construction of structures near heliports. The facility environs can only be protected through such means as local zoning ordinances or acquisition of property rights.

This determination expires on December 3, 2014, unless it is otherwise extended, revised, or terminated, or the facility is constructed before that date. An extension may be requested through our office, if necessary, up to 15-days prior to this expiration date.

Also enclosed is the Airport Master Record, FAA Form 5010-5 for establishment of a "private use" landing area within our database system. Within 30-days after the landing area becomes operational, we would appreciate you completing this form for the heliport by signing, dating and returning it to me at this office, so your facility can be added into the FAA Airport Data System.

If you have any questions, I may be contacted at 310/725-3628.

Sincerely,

  
Margie Drilling  
Airport Planner



cc: California Department of Transportation  
Mr. Jeff Brown  
Senior Aviation Safety Officer  
Division of Aeronautics, MS 40  
P.O. Box 942874  
Sacramento, CA 94274

6 September 2013

Mr. John Guerin  
Principal Planner  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 9<sup>th</sup> Floor  
Riverside, CA 92501

Airport Land Use Commission  
Received  
SEP 12 2013

**Subject: Temecula Valley Hospital Helistop, Temecula, California  
Airport Land Use Commission Application  
Revised Heliport Layout Plan**

Dear Mr. Guerin,

Enclosed is our revised helistop layout plan for Temecula Valley Hospital, to accompany our previously submitted Airport Land Use Commission application. We would like to draw your attention to the following factors:

1. The northeastern flight path has been rotated 8° counterclockwise per FAA's condition f in its July 3, 2013 airspace determination letter. The new route of ingress egress is located at 033° TRUE/ 020° MAGNETIC. This aligns the flight path further from Tower 1 but still does not fly over neighboring homes.
2. It should be noted that contrary to FAA's wording, at the previous flight path location, the hospital violated neither the 2:1 transitional nor the 8:1 approach/departure surfaces.
3. The parking lot light standards have already been lowered and equipped with red obstruction lights and do not violate the approach/departure or transitional surfaces. This had been completed before FAA's site visit. Because the heliport was not yet in place and therefore we could not see the lights from its final elevation, it was difficult for FAA's inspector to undertake accurate measurements. You can verify each light's surveyed top elevation (MSL) with respect to adjoining airspace conditions on our Heliport Layout Plan. Caltrans Aeronautics will again certify that the light standards remain beneath the approach/departure and transitional surfaces during their final inspection.



We look forward to the Commission's positive response to this helistop, which will help Temecula Valley Hospital to better serve Riverside County's residents.

Please contact us should you have further questions regarding the information provided.

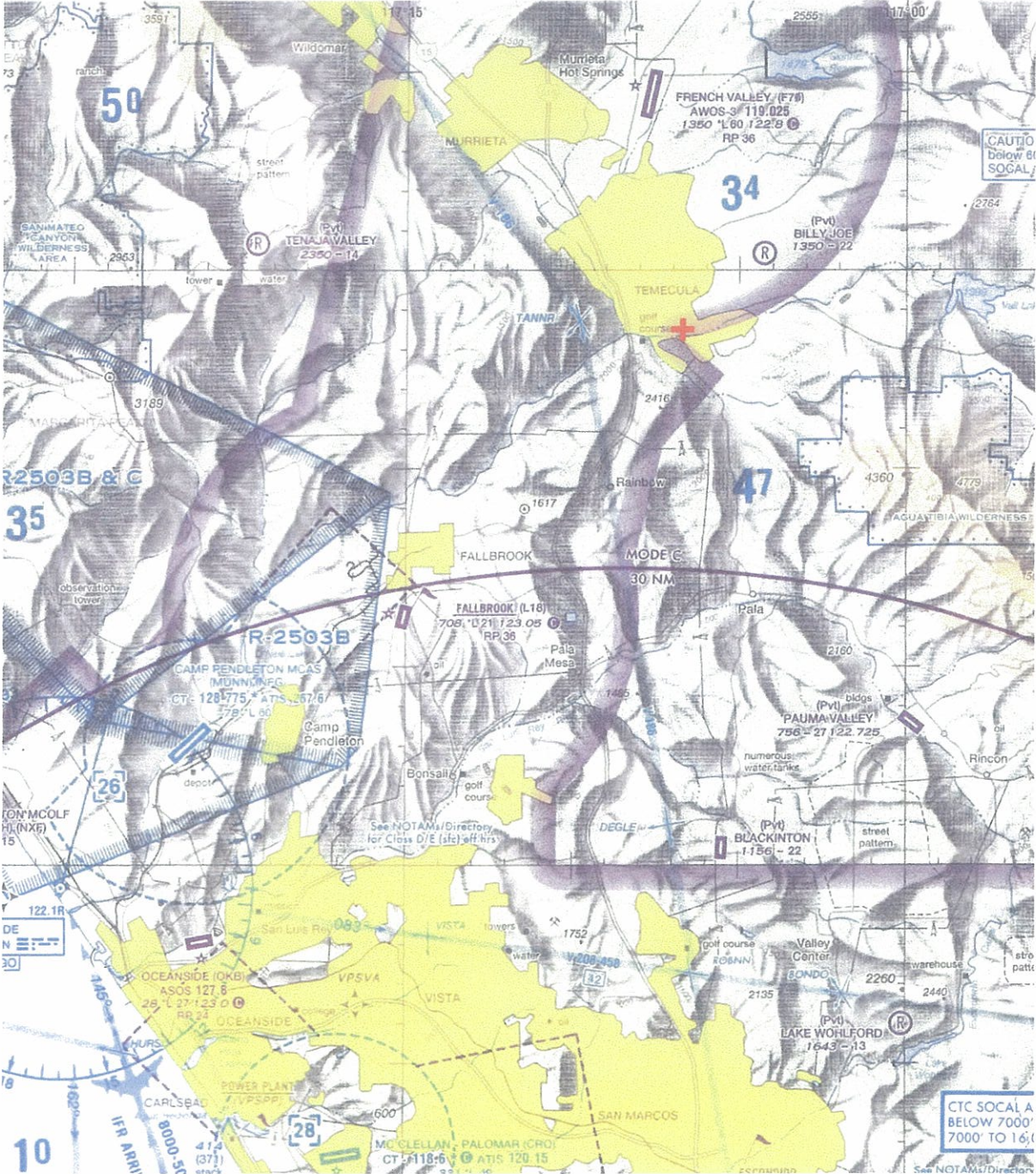
Sincerely,

Kathryn D. Wright

A handwritten signature in blue ink that reads "Kathryn D. Wright". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

Encl: Revised Heliport Layout Plan

C: Steve Wilson  
Mike Fontana  
Mike Smith, Caltrans Division of Aeronautics



**Temecula Valley Hospital Helistop**  
Temecula, California  
Approximate Location on San Diego Terminal Area Chart



# Temecula Valley Hospital, Helistop Relocation

## Helistop Noise Analysis

Prepared for  
City of Temecula  
41000 Main Street  
Temecula, CA 92590

January 2014



## Acronym List

ANEP	Arrival Northeast Point-track
ASWP	Arrival Southwest Point-track
CNEL	Community Noise Equivalent Level
dB	decibel
DNEP	Departure Northeast Point-track
DSWP	Departure Southwest Point-track
EC	Eurocopter
INM	Integrated Noise Model
MSL	mean sea level
RCALUCP	Riverside County Airport Land Use Compatibility Plan
SEIR	Supplemental Environmental Impact Report
UHS	Universal Health Services



# **HELISTOP NOISE ANALYSIS**

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## **Temecula Valley Hospital, Helistop Relocation**

### **Project Overview**

Universal Health Services (UHS) is proposing a major modification to the Temecula Regional Hospital, now referred to as the Temecula Valley Hospital (Hospital), to provide adjustments to the design and operations of the approved, but undeveloped helistop facility at the hospital. The Hospital is located at 31700 Temecula Parkway in the City of Temecula (City) in Riverside County. The site is located on the north side of Temecula Parkway (also identified as Highway 79 South), south of De Portola Road, and approximately 700 feet west of Margarita Road. The land uses in the vicinity of the hospital campus are as follows:

- To the north and northwest, the land uses include undeveloped land and single-family residences, respectively.
- To the southwest and southeast, beyond Temecula Parkway the land uses include single-family residences and commercial properties, respectively.
- To the west, the land use is professional medical offices.
- To the east, the land uses include multi-family residential, commercial and medical uses, as well as a flood control channel.

The Hospital began operations in October 2013 and as previously approved, is being constructed and operated in several phases. The proposed Major Modification would relocate the previously approved helistop to two new locations, an interim location for use during preliminary project phases that would be removed when the permanent location is constructed on top of the future hospital tower, during a later phase of the project. The change in location of the helistops, and the potential impacts related to those new locations, requires preparation of a Supplemental Environmental Impact Report (SEIR). This analysis quantifies the noise exposure of both the interim and future helistop conditions.

### **Methodology**

#### **Integrated Noise Model**

The Integrated Noise Model (INM), Version 7.0d, has been used to quantify helicopter noise exposure in the vicinity of the interim and future helistop locations. The INM is the FAA-approved noise model for quantifying fixed-wing and rotorcraft noise. The model input requires

information specific to each helistop including the total number of helicopter operations, the flight paths used to access the helistop, the specific helicopter types, and the time of day at which the operations occur.

The INM works by defining a network of grid points at ground level. It then selects the shortest distance from each grid point to each flight track and computes the noise exposure generated by each helicopter (or aircraft) operation, along each flight track. Corrections are applied for atmospheric acoustical attenuation, acoustical shielding of the engines by the helicopter, and speed variations. The noise exposure levels for each operation are then summed at each grid location. The cumulative noise exposure levels at all grid points are then used to develop Community Noise Equivalent Level (CNEL) contours for selected values (e.g. 55, 60 and 65 dB CNEL). Using the results of the grid point analysis, noise contours of equal noise exposure are then plotted. The INM includes the ability to model the effects of changes in ground elevations (terrain), but does not include the ability to account for shielding or reflectivity of noise from buildings or other structures, or non-aircraft generated noise sources.

## Characteristics of Sound

Sound can be technically described in terms of its sound pressure (amplitude) and frequency (similar to pitch).

Amplitude is a direct measure of the magnitude, or loudness, of a sound without consideration for other factors that may influence its perception. The ranges of sound pressures that occur in the environment are so large that they are expressed on a logarithmic scale. The standard unit of measurement of sound is the decibel (dB). A sound pressure level in dB describes the pressure of a sound relative to a reference pressure. By using a logarithmic scale, the wide range in sound pressures is compressed to a more usable range of numbers.

For example, a sound level of 70 dB has 10 times the acoustic energy as a level of 60 dB; while a sound level of 80 dB has 100 times the acoustic energy as a level of 60 dB. In terms of human response to noise, the perception of changes in noise level is very different. A sound 10 dB higher than another sound is usually judged to be twice as loud. A sound 20 dB higher is judged four times as loud and so forth. Therefore, due to the logarithmic nature of sound, linear addition cannot be applied when combining two noise levels. For instance, 50 dB CNEL plus 50 dB CNEL would not equal 100 dB CNEL. Rather, it would equal 53 dB CNEL due to the logarithmic scale of decibels. The combination of two noise levels is achieved by converting the noise levels into acoustic energy, adding the energy together, and then applying a logarithmic function to convert the resulting value back into a decibel value. The following table illustrates the principal of decibel addition.



Difference between two decibel values	Amount added to higher value
0 or 1	3
2 or 3	2
4 to 9	1
10 or more	0

Source: United States Department of Labor, Occupational Safety & Health Administration, [www.osha.gov/dts/osta/otm/noise/health\\_effects/decibels.html](http://www.osha.gov/dts/osta/otm/noise/health_effects/decibels.html), accessed January 10, 2014.

## Cumulative Noise Metrics

Cumulative noise metrics have been developed to assess community response to noise. They are useful because these scales attempt to include the loudness of the noise, the duration of the noise, the total number of noise events, and the time of day these events occur into one single number rating scale.

- Title 21 of the California State Aeronautics Regulations specifies the use of CNEL for quantifying cumulative aircraft noise exposure. CNEL is the 24-hour average sound level in decibels with an additional weighting placed on evening (7:00:00 pm – 9:59:59 pm) and nighttime (10:00:00 pm – 6:59:59 am) operations to account for the increased sensitivity people have to noise events during these hours. CNEL metric and the evening and nighttime weightings are described in detail in the “Time of Day” section below.

The UHS helistop planning consultant, Heliplanners, provided the information needed to generate the CNEL contours. Additional information was obtained from the previously prepared EIRs. The specific data used to model the CNEL contours is described in the following sections.

## Helicopter Operations and Fleet

Based on the helicopter operations data provided, two primary local operators, Mercy Air and REACH Air Medical Services, would access the helistop eight times per month during a twelve month period, accounting for a total of 96 flights or 192 operations (one flight equals two operations: an arrival and a departure). Title 21 of the California State Aeronautics Regulations and Federal Aviation Regulation Part 150 require that the CNEL contours be based on the annual-average day operations over a 365-day period. This equals approximately 0.526 operations per annual-average day. The hospital improvements (i.e., the decommissioning of the interim helistop and operation of permanent helistop) are not expected to result in an increase in the number of helicopters utilizing the helistop. Thus, the same numbers of operations were used to calculate the noise exposure for both the interim and permanent helistop locations.

The type of helicopter that would utilize the interim and permanent helistops is the Eurocopter 135 (EC-135), which currently does not have a noise profile in the INM. However, the EC-130 is an appropriate substitute for the EC-135 and was used to model the EC-135 operations.

A detailed breakdown of the annual-average day operations for the interim and future helistop locations is included in **Table 1**.

**TABLE 1  
ANNUAL-AVERAGE DAY OPERATIONS**

INM Helicopter Type	Helicopter Type	Daytime Operations	Evening Operations	Nighttime Operations	Total
EC-130	EC-135	0.421	0.053	0.053	0.526
<b>Total</b>		<b>0.421</b>	<b>0.053</b>	<b>0.053</b>	<b>0.526</b>

Individual operations numbers may not sum to the total due to rounding.  
Source: Heliplanners, ESA Airports Analysis, 2013

## Time of Day

As noted previously, the separation of helicopter operations into daytime (7:00:00 am to 6:59:59 pm), evening (7:00:00 pm to 9:59:59 pm), and nighttime (10:00:00 pm – 6:59:59 am) is important because the INM includes an additional weighting during the evening and nighttime hours to account for the increased sensitivity people have to noise events during these hours. Evening operations are weighted as three daytime operations and nighttime operations are weighted as ten daytime operations. This results in a 4.77 and 10-decibel penalty for each event during these periods, respectively. The time of day that each operation occurred was noted in the data provided by Heliplanners and summarized in **Table 2**.

**TABLE 2  
HELICOPTER OPERATION TIMES OF DAY (CNEL)**

INM Helicopter Type	Daytime (7:00:00 am – 6:59:59 pm)	Evening (7:00:00 pm – 9:59:59 pm)	Nighttime (10:00:00 pm – 6:59:59 am)	Total
EC-130	80.0%	10.0%	10.0%	100.0%

Source: Heliplanners, 2013

## Flight Corridors

The flight corridors used to access the helistops are an important factor in determining the geographic distribution of noise on the ground. Flight corridors for helicopter operations were modeled for the north-flow and south-flow configurations for both the interim and permanent conditions. Flight corridor use percentages were derived from information provided by Heliplanners. Based on this data, use percentages were developed for north-flow and south-flow operations. Using this information, four primary arrival and departure corridors were developed for the interim condition. When operating in a north flow configuration, arrivals would fly a true heading of 213° to the helistop, while departures would fly a true heading of 33°. **Figure 1** depicts the interim helistop north-flow flight corridors. When operating in a south-flow configuration, arrivals would fly a true heading of 48° to the helistop, while departures would fly a true heading of 228°. **Figure 2** depicts the interim helistop south-flow flight corridors.

Future operations were modeled to and from the future permanent helistop. When operating in a north-flow configuration, arrivals would fly a true heading of 218° to the helistop, while



departures would fly a true heading of 38°. **Figure 3** depicts the permanent helistop north-flow flight corridors. When operating in a south-flow configuration, arrivals would fly a true heading of 49° to the helistop, while departures would fly a true heading of 229°. **Figure 4** depicts the permanent helistop south-flow flight corridors.

Flight corridor use percentages have been assigned according to the data received from Heliplanners and are shown in **Tables 3** and **4**.

**TABLE 3**  
**EC-135 HELICOPTER FLIGHT CORRIDOR USE PERCENTAGES**  
**INTERIM CONDITION**

Corridor	Departures			Corridor	Arrivals		
	Day	Evening	Night		Day	Evening	Night
DNEP	10.0%	10.0%	10.0%	ANEP	90.0%	90.0%	90.0%
DSWP	90.0%	90.0%	90.0%	ASWP	10.0%	10.0%	10.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>		<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Heliplanners, 2013

DNEP: Departure Northeast Point-track  
DSWP: Departure Southwest Point-track  
ANEP: Arrival Northeast Point-track  
ASWP: Arrival Southwest Point-track

**TABLE 4**  
**EC-135 HELICOPTER FLIGHT CORRIDOR USE PERCENTAGES**  
**FUTURE CONDITION**

Corridor	Departures			Corridor	Arrivals		
	Day	Evening	Night		Day	Evening	Night
DNEP	10.0%	10.0%	10.0%	ANEP	90.0%	90.0%	90.0%
DSWP	90.0%	90.0%	90.0%	ASWP	10.0%	10.0%	10.0%
<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>	<b>Total</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>

Source: Heliplanners, 2013

## CNEL Contours

The interim helistop is located at ground level on the western side of the hospital property at an elevation of 1,060 feet mean sea level (MSL). The permanent helistop is planned to be located on top of a future second hospital tower at an elevation of 1,135 feet MSL. Using the INM, the 55-65 dB CNEL contours have been prepared for the interim and permanent helistop locations and are shown on Figures 5 and 6, respectively.<sup>1</sup> The CNEL contours shown on Figures 5 and 6 depict noise exposure from helicopter operations only and do not represent the noise exposure resulting from non-aircraft sources. The interim 60 dB CNEL contour encompasses approximately 2.6 acres and the future 60 dB CNEL contour encompasses approximately 3.2 acres. While the total operations, time of day, and helicopter types operating at the hospital are not expected to change as a result of the modifications to the hospital campus, the contours are different in size and location due to the change in pad location, change in elevation, and the use of unique flight paths in the interim and permanent condition. For example, the CNEL contours for the permanent

<sup>1</sup> Due to their small size (i.e., less than 0.0 acres), the 70 and 75 dB CNEL contours were omitted from Figures 5 and 6.

helistop location are larger than the interim helistop location because the increased elevation reduces the effect of ground attenuation that occurs with helicopter operations close to the ground. The reduced ground attenuation allows the sound to propagate further than the interim helipad at ground level. Title 21 of the California State Aeronautics Act established that areas exposed to aircraft noise levels less than 65 dB CNEL are considered compatible with residential uses. The 60 and 65 dB CNEL contours resulting from the proposed project shown in Figures 5 and 6 are completely contained on the hospital campus. Therefore, no residential areas would experience a significant noise impact from the proposed helistop facilities as defined by Title 21 of the State Aeronautics Act.

The Riverside County Airport Land Use Compatibility Plan (RCALUCP) criteria for noise defines 60 dB CNEL as the maximum allowable CNEL for new residential land uses in the vicinity of airports or helistops. For other noise sensitive land uses including hotels, places of worship, meeting halls, office buildings, etc., the RCALUCP defines 65 dB CNEL as the maximum allowable noise exposure level. The 60 and 65 dB CNEL contours resulting from the proposed project are completely contained on the hospital campus. Therefore, no residential areas would experience a significant noise impact as defined by Table 2B in the RCALUCP.

For construction of new or expanded airports or heliports, the RCALUCP identifies significant impacts resulting from the proposed action using three criteria: for locations having an existing ambient noise level of 55 dB CNEL or less, an increase of 5-dB or more is deemed significant; for locations having an existing ambient noise level between 55 and 60 dB CNEL, an increase of 3-dB or more is deemed significant; and for locations having an existing ambient noise level of more than 60 dB CNEL, an increase of 1.5-dB or more is deemed significant. **Table 5** below was taken from the previous SEIR conducted in January of 2008. As part of the SEIR, noise monitoring was performed at five locations (see **Figure 7**) to determine the ambient noise levels in proximity to the hospital. The INM was used to calculate the helicopter-generated CNEL at each of the measurement locations. The measured and ambient CNEL values were then compared to determine if these locations would experience an increase in a CNEL of 3-dB or more at Sites 1 and 3, and 1.5-dB or more at Sites 2 and 5. As shown in **Tables 6 and 7**, Sites 1 and 3 did not experience an increase of 3-dB, nor did Sites 2 and 5 experience an increase of 1.5dB from the interim or permanent helistop operation. Therefore, no residential areas would experience a significant increase in noise as defined by Section 5.1.2 of the RCALUCP.



**TABLE 5  
SUMMARY OF EXISTING AMBIENT NOISE MEASUREMENTS**

Location Number	Location Description	Measurement Period	Measured Average Noise Level, dB(A)	AMBIENT CNEL, dB
1	30390 De Portola Road	24 hours	45.2-59.3	59.8
2	30955 De Portola Road	24 hours	48.8-62.3	62.8
3	31775 De Portola Road	24 hours	45.2-59.2	57.8
4	On project site, at offset of proposed five-story bed tower	20 minutes	50.3	N/A
5	31602 Calle Los Padres (adjacent to Highway 79)	24 hours	47.0-57.9	60.8

## NOTES:

Ambient Samples collected by Wieland Associates, Inc. on July 17 and 18, 2007.

A 24-hour noise measurement was not obtained at location #4 due to the inability to provide adequate security for the equipment. Instrumentation used to obtain the noise measurements consisted of integrating sound level meters (Models 712, 820, and 870) and an acoustical calibrator (Model CAL200).

All instrumentation meets the requirements of the American National Standards Institute (ANSI) S1.4-1971.

SOURCE: Wieland Associates, Inc., 2007.

**TABLE 6  
SUMMARY OF EXISTING AMBIENT NOISE MEASUREMENTS AND INM LOCATION POINT NOISE FOR THE INTERIM CONDITION**

Site Number	Site Description/Address	Measurement Period	AMBIENT CNEL, dB	Helicopter CNEL, dB	Combined Ambient and Helicopter CNEL, dB	Difference Between Ambient and Combined Helicopter CNEL, dB
1	30390 De Portola Road	24 hours	59.8	26.9	59.8	0.0
2	30955 De Portola Road	24 hours	62.8	46.6	62.9	+0.1
3	31775 De Portola Road	24 hours	57.8	38.7	57.9	+0.1
4	On project site, at offset of proposed five-story bed tower	20 minutes	N/A	N/A	N/A	N/A
5	31602 Calle Los Padres (adjacent to Highway 79)	24 hours	60.8	47.2	61.0	+0.2

## NOTES:

Ambient Samples collected by Wieland Associates, Inc. on July 17 and 18, 2007.

A 24-hour noise measurement was not obtained at location #4 due to the inability to provide adequate security for the equipment. Instrumentation used to obtain the noise measurements consisted of integrating sound level meters (Models 712, 820, and 870) and an acoustical calibrator (Model CAL200).

All instrumentation meets the requirements of the American National Standards Institute (ANSI) S1.4-1971.

SOURCE: Wieland Associates, Inc., 2007, ESA Airports Analysis.

**TABLE 7  
SUMMARY OF EXISTING AMBIENT NOISE MEASUREMENTS AND INM LOCATION POINT NOISE FOR  
THE PERMANENT CONDITION**

Site Number	Site Description/ Address	Measurement Period	AMBIENT CNEL, dB	Helicopter CNEL, dB	Combined Ambient and Helicopter CNEL, dB	Difference Between Ambient and Helicopter CNEL, dB
1	30390 De Portola Road	24 hours	59.8	23.9	59.8	0.0
2	30955 De Portola Road	24 hours	62.8	43.9	62.9	+0.1
3	31775 De Portola Road	24 hours	57.8	43.7	58.0	+0.2
4	On project site, at offset of proposed five-story bed tower	20 minutes	N/A	N/A	N/A	N/A
5	31602 Calle Los Padres (adjacent to Highway 79)	24 hours	60.8	41.2	60.8	0.0

**NOTES:**

Ambient Samples collected by Wieland Associates, Inc. on July 17 and 18, 2007.

A 24-hour noise measurement was not obtained at location #4 due to the inability to provide adequate security for the equipment. Instrumentation used to obtain the noise measurements consisted of integrating sound level meters (Models 712, 820, and 870) and an acoustical calibrator (Model CAL200).

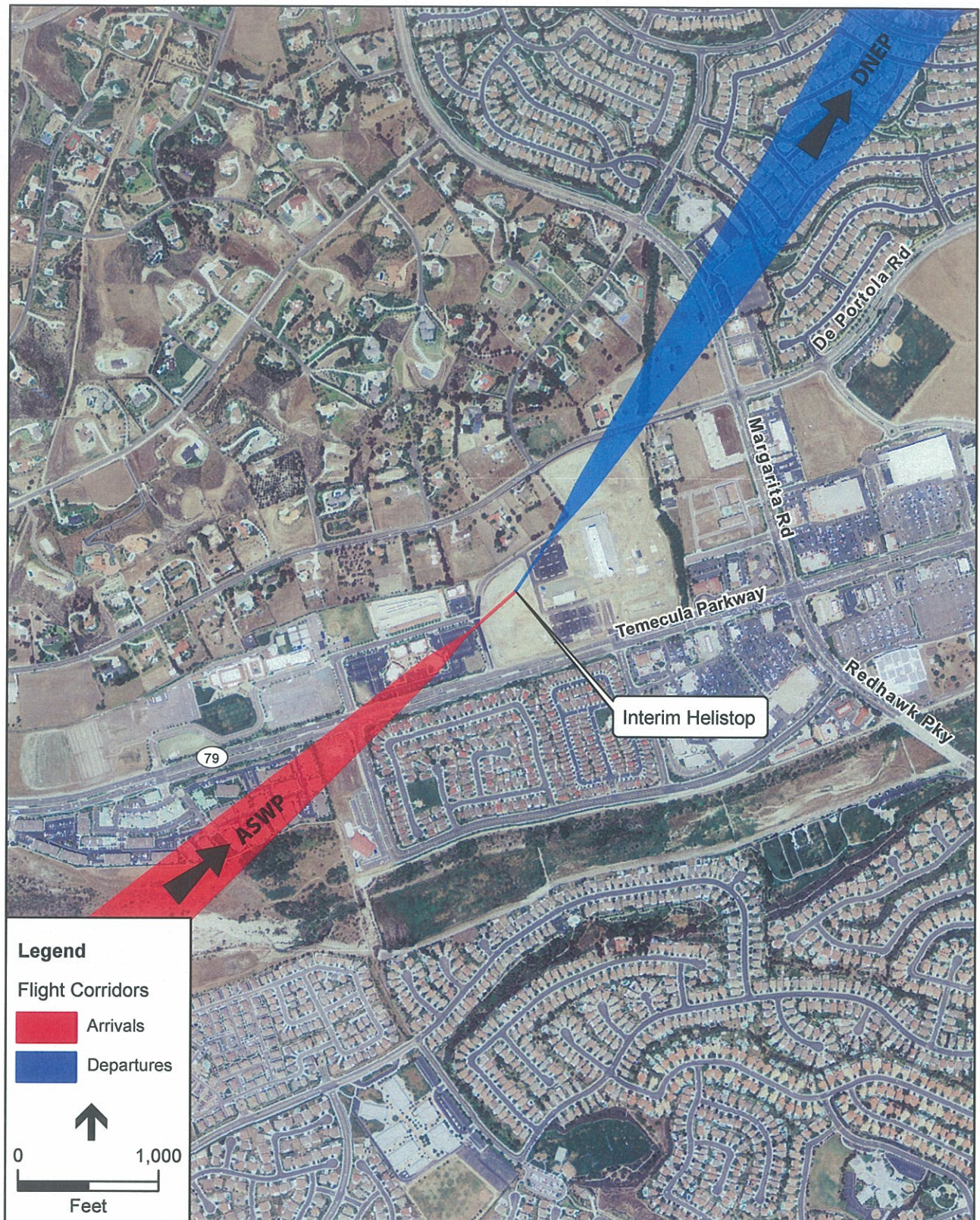
All instrumentation meets the requirements of the American National Standards Institute (ANSI) S1.4-1971.

SOURCE: Wieland Associates, Inc., 2007, ESA Airports Analysis.

For non-aircraft noise sources, the City of Temecula's Noise Ordinance and General Plan criteria set noise standards for residential areas at 65 dB CNEL for low- and medium-intensity housing, and 70 dB CNEL for multi-family housing. With respect to aircraft-related noise, the City's Noise Ordinance and General Plan set the maximum acceptable noise exposure for new residential development at 60 dB CNEL. As shown in Figures 5 and 6, the 60 dB CNEL contours resulting from the proposed actions are completely contained on the hospital campus. Therefore, no residential land uses would experience a significant noise impact as defined by the City of Temecula's Noise Ordinance and General Plan.

**Mitigation:** None required.



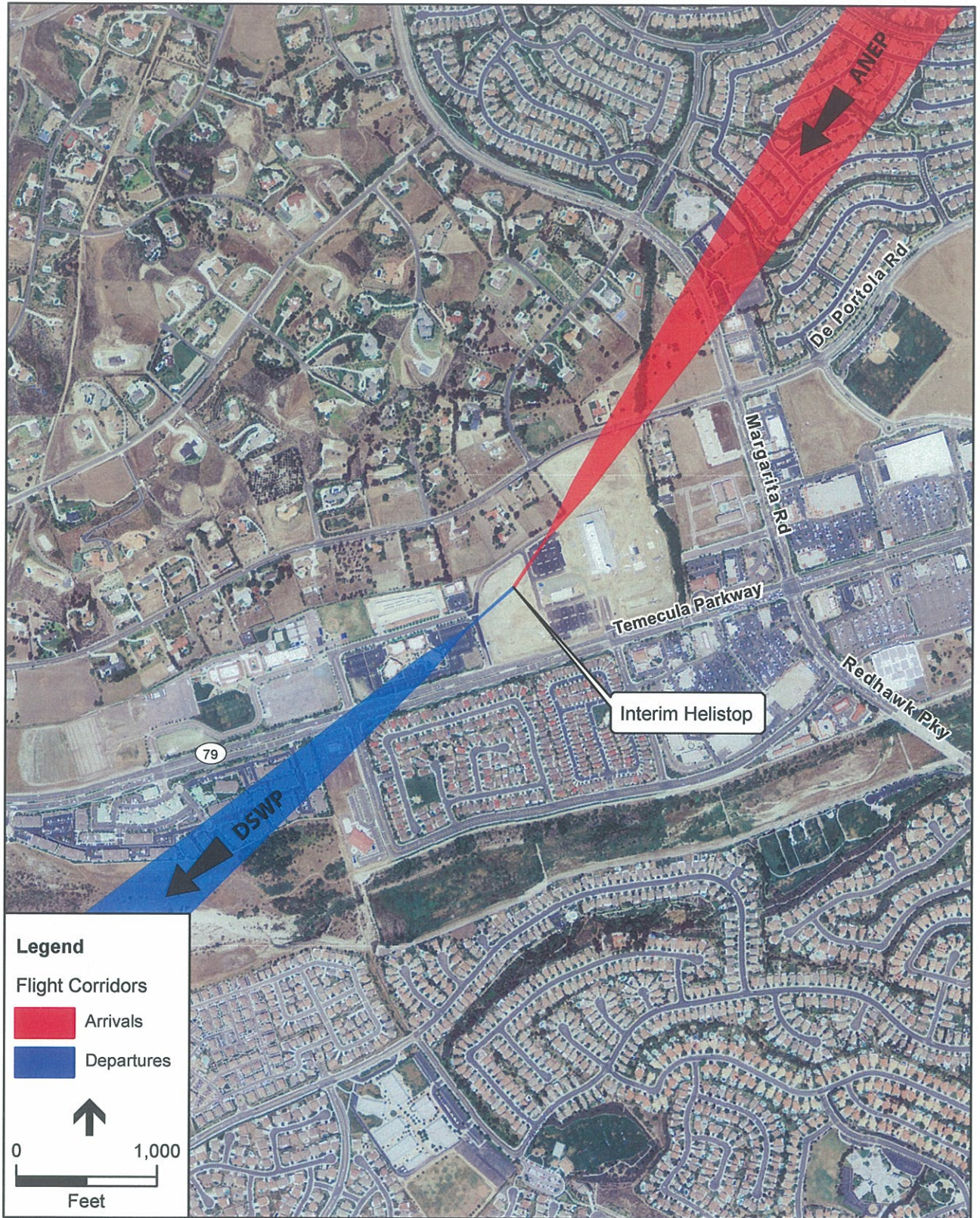


SOURCE: ESA Airports, 2013; INM 7.0d; USDA, 2012

Temecula Valley Hospital Helistop SEIR .130652

**Figure 1**  
Interim Helistop - North-Flow Flight Corridors



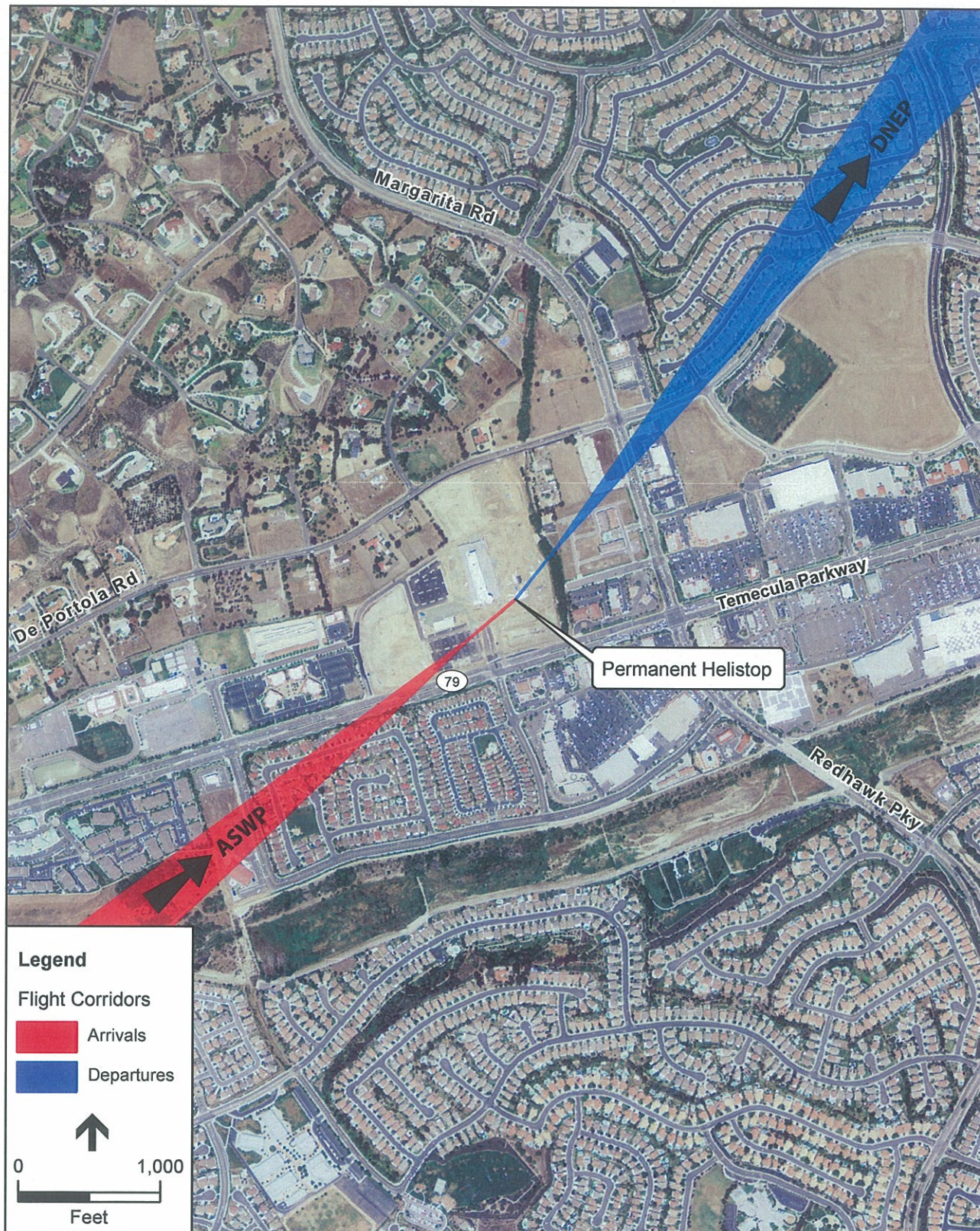


SOURCE: ESA Airports, 2013; INM 7.0d; USDA, 2012

Temecula Valley Hospital Helistop SEIR .130652

**Figure 2**  
Interim Helistop - South-Flow Flight Corridors



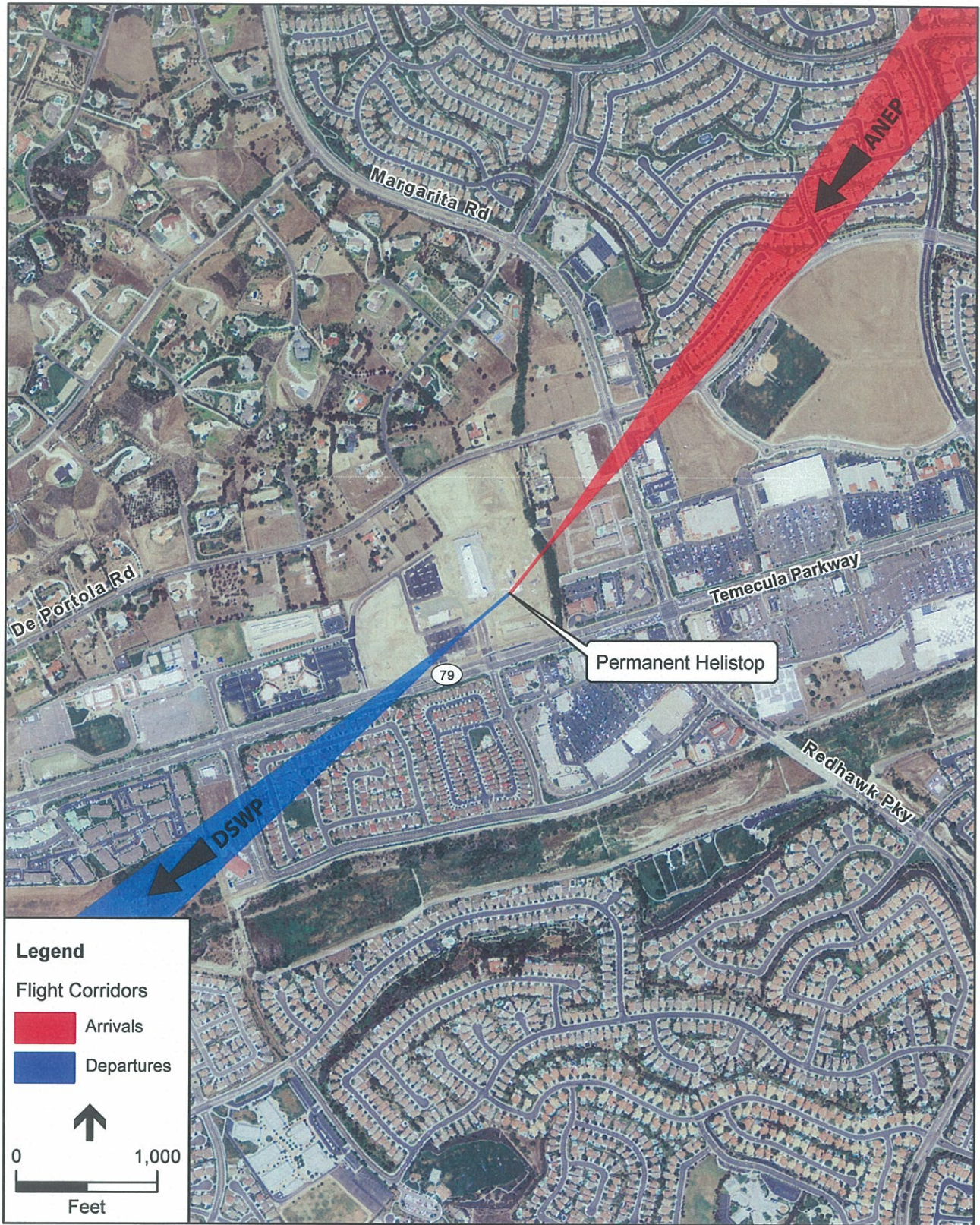


SOURCE: ESA Airports, 2013; INM 7.0d; USDA, 2012

Temecula Valley Hospital Helistop SEIR .130652

**Figure 3**  
Permanent Helistop - North-Flow Flight Corridors



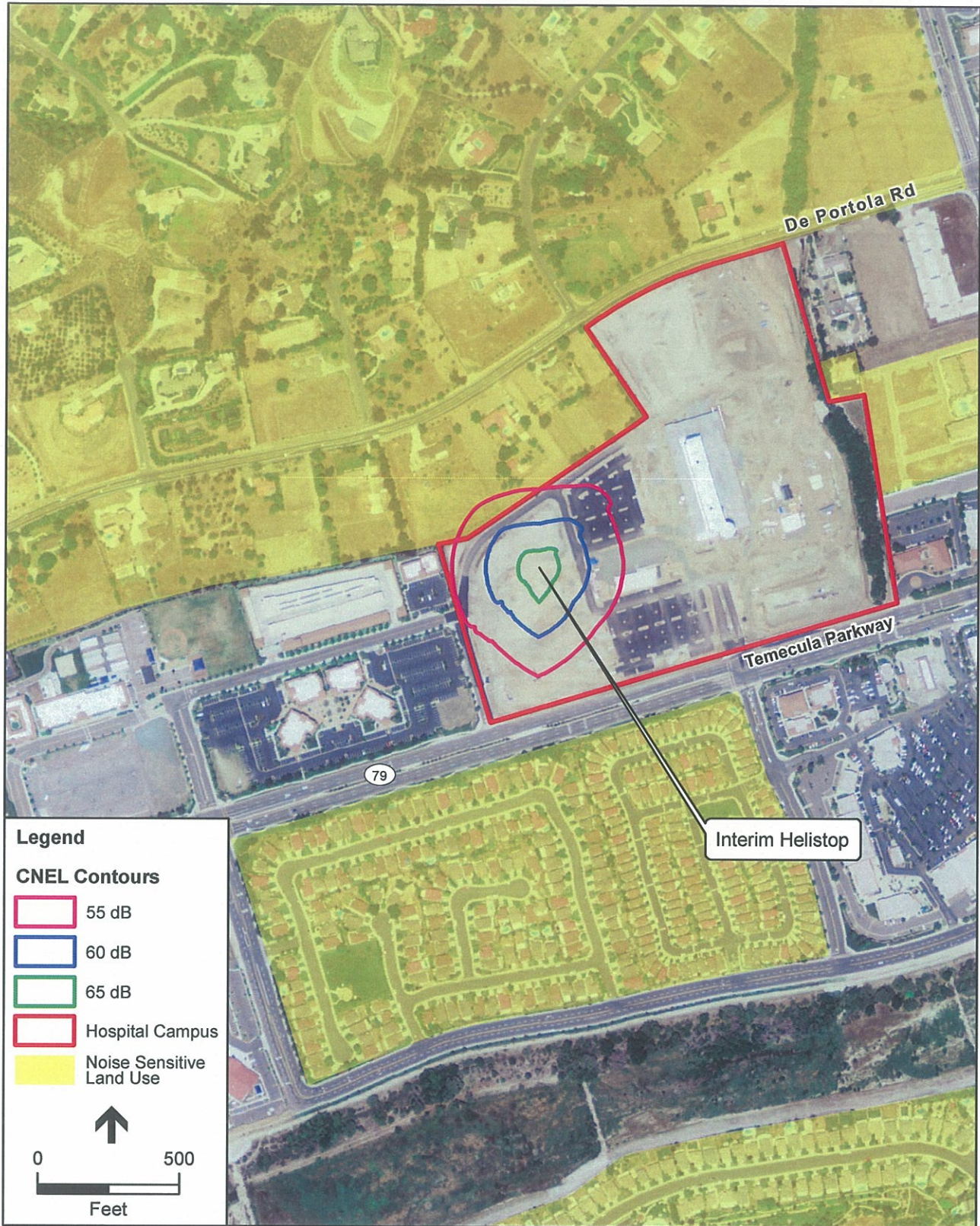


SOURCE: ESA Airports, 2013; INM 7.0d; USDA, 2012

Temecula Valley Hospital Helistop SEIR .130652

**Figure 4**  
Permanent Helistop - South-Flow Flight Corridors





SOURCE: ESA Airports, 2013; INM 7.0d; City of Temecula; USDA, 2012  
 NOTE: The CNEL contours depict the noise exposure from helicopter operations only and do not represent the noise exposure resulting from non-aircraft sources.

Temecula Valley Hospital Helistop SEIR .130652

**Figure 5**  
 Interim Helistop - CNEL Contours



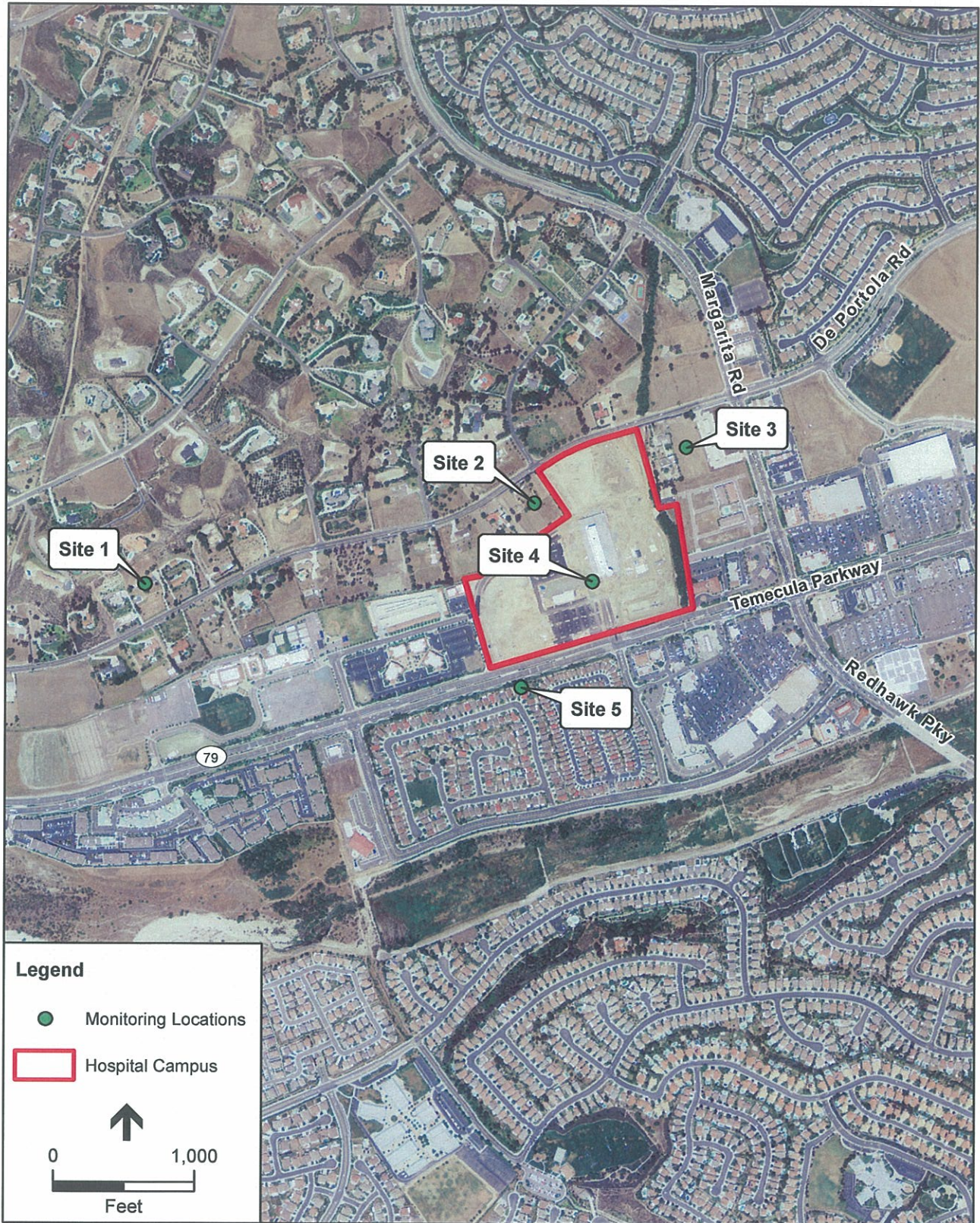


SOURCE: ESA Airports, 2013; INM 7.0d; City of Temecula; USDA, 2012  
 NOTE: The CNEL contours depict the noise exposure from helicopter operations only and do not represent the noise exposure resulting from non-aircraft sources.

Temecula Valley Hospital Helistop SEIR .130652

**Figure 6**  
 Permanent Helistop - CNEL Contours





SOURCE: ESA Airports, 2013; INM 7.0d; USDA, 2012

Temecula Valley Hospital Helistop SEIR .130652

**Figure 7**  
Ambient Noise Monitoring Locations



ALUC have authority over the operation of any airport (including where and when aircraft fly, airport security, and other such matters).

## 1.5. Types of Actions Reviewed

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.

1.5.2. *Other Land Use Actions Subject to ALUC Review:* In addition to the above types of land use actions for which ALUC review is mandatory, other types of land use actions are subject to review under the following circumstances:

- (a) Until such time as (1) the Commission finds that a local agency's general plan or specific plan is consistent with the *Airport Land Use Compatibility Plan*, or (2) the local agency has overruled the Commission's determination of inconsistency, state law provides that the ALUC may require the local agency to refer all actions, regulations, and permits involving land within an airport influence area to the Commission for review (Public Utilities Code Section 21676.5(a)). Only those actions that the ALUC elects not to review are exempt from this requirement. Commission policy is that only the *major land use actions* listed in Policy 1.5.3 shall be submitted for review.
- (b) After a local agency has revised its general plan or specific plan (see Section 3.2) or has overruled the Commission, the Commission no longer has authority under state law to require that all actions, regulations, and permits be referred for review. However, the Commission and the local agency can agree that the Commission should continue to review individual projects in an advisory capacity.
  - (1) The Commission requests local agencies to continue to submit *major land use actions* as listed in Policy 1.5.3. ALUC review of these types of projects can serve to enhance their compatibility with airport activity.



- (a) Findings that the forecasts and development identified in the airport plan would not result in greater noise, overflight, and safety impacts or height restrictions on surrounding land uses than are assumed in the *Airport Land Use Compatibility Plan*.
- (b) A determination that any nonaviation development proposed for locations within the airport boundary (excluding federal- or state-owned property) will be consistent with the compatibility criteria and policies indicated in this *Compatibility Plan* with respect to that airport (see Policy 1.2.5 for definition of aviation-related use).

## 5.2. Criteria for Proposed New Airports or Heliports

5.2.1. *Substance of Review:* In reviewing proposals for new airports and heliports, the Commission shall focus on the noise, safety, airspace protection, and overflight impacts upon surrounding land uses.

- (a) Other types of environmental impacts (e.g., air quality, water quality, natural habitats, vehicle traffic, etc.) are not within the scope of Commission review.
- (b) The Commission shall evaluate the adequacy of the proposed facility design (in terms of federal and state standards) only to the extent that the design affects surrounding land use.
- (c) The Commission must base its review on the proposed airfield design. The Commission does not have the authority to require alterations to the airfield design.

5.2.2. *Airport/Land Use Relationships:* The review shall examine the relationships between existing and planned land uses in the vicinity of the proposed airport or heliport and the impacts that the proposed facility would have upon these land uses.

- (a) Questions to be considered should include:
  - (1) Would the existing or planned land uses be considered incompatible with the airport or heliport if the latter were already in existence?
  - (2) What measures are included in the airport or heliport proposal to mitigate the noise, safety, airspace protection, and overflight impacts on surrounding land uses? Such measures might include:
    - › Location of flight tracks so as to minimize the impacts;
    - › Other operational procedures to minimize impacts;
    - › Installation of noise barriers or structural noise insulation;
    - › Acquisition of property interests (fee title or easements) on the impacted land.
- (b) The noise impact assessment criteria listed in Policy 5.1.2 with respect to airport expansion projects shall also be considered with regard to the review of new airport development.

# **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 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, 14<sup>th</sup> Floor, Riverside, California 92501, Monday through Thursday from 8:00 a.m. to 5:00 p.m., except Wednesday, February 12 (Lincoln's Birthday), and by appointment on Fridays from 8:30 a.m. to 5:00 p.m.

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

DATE OF HEARING: February 13, 2014

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1054FV13 – Universal Health Services (Representative: Jeff Wright, Heliplanners) – City Case No. PA 13-0141 (Modified Conditional Use Permit) – A proposal to establish a temporary heliport (specifically, a hospital helistop) for the Temecula Valley Hospital, located at 31700 Temecula Parkway along the northerly side of Temecula Parkway, opposite Country Glen Way, and southerly of De Portola Road, in the City of Temecula. The facility will consist of a 48-foot diameter (1,808 square feet) Touchdown and Liftoff Area (TLOF) on a ground mounted concrete landing pad with perimeter lighting and painted markings, within an 87-foot diameter final approach and takeoff area, plus a 16 foot tall ground mounted illuminated wind cone.

**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, and reviews proposals for new airports and heliports. All other concerns should be addressed to Mr. Stuart Fisk, City of Temecula Planning Department, at (951) 506-5159.



# APPLICATION FOR MAJOR LAND USE ACTION REVIEW

## RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

ALUC Identification No.

ZAP 1054 FUI3

### PROJECT PROPONENT (TO BE COMPLETED BY APPLICANT)

Date of Application JULY 31, 2013  
Property Owner UNIVERSAL HEALTH SERVICES Phone Number (951) 303-6539  
Mailing Address TEMECULA VALLEY HOSPITAL  
31700 TEMECULA PARKWAY  
TEMECULA, CA 92592

Agent (if any) HELIPLANNERS JEFF WRIGHT Phone Number (951) 693-5090  
Mailing Address JEFF WRIGHT  
31110 AVENIDA DEL REPOSO  
TEMECULA, CA 92591

### 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 31700 TEMECULA PARKWAY  
TEMECULA, CA 92592  
Assessor's Parcel No. 959-080-026 Parcel Size 25.85 ACRES  
Subdivision Name \_\_\_\_\_ Zoning  
Lot Number 26 Classification (PDO) 9

### 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 HOSPITAL  
(describe)

Proposed Land Use HOSPITAL WITH HELISTOP  
(describe)

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_  
For Other Land Uses Hours of Use 24 HOUR  
(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 1147.15 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 (TO BE COMPLETED BY AGENCY STAFF)**

Date Received	<u>7-31-2013</u>	Type of Project	
Agency Name	<u>CITY OF TEMECULA PLANNING DEPT</u>	<input type="checkbox"/> General Plan Amendment	
Staff Contact	<u>STUART FINK</u>	<input type="checkbox"/> Zoning Amendment or Variance	
Phone Number	<u>(951) 506-5159</u>	<input type="checkbox"/> Subdivision Approval	
Agency's Project No.	<u>PA13-0141</u>	<input checked="" type="checkbox"/> Use Permit	
		<input type="checkbox"/> Public Facility	
		<input checked="" type="checkbox"/> Other	<u>SUPPLEMENTAL FIR</u>

**ALUC REVIEW (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

Application Receipt	Date Received _____	By _____
	Is Application Complete? <input type="checkbox"/> Yes <input type="checkbox"/> No	
	If No, cite reasons _____	

Airport(s) Nearby	_____							
Primary Criteria Review	Compatibility Zone(s)	<input type="checkbox"/> A	<input type="checkbox"/> B1	<input type="checkbox"/> B2	<input type="checkbox"/> C	<input type="checkbox"/> D	<input type="checkbox"/> E	<input type="checkbox"/> Ht.
	Allowable (not prohibited) Use?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Density/Intensity Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Open Land Requirement Met?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Height Acceptable?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				
	Easement/Deed Notice Provided?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	_____				

Special Conditions	Describe: _____
	_____

Supplemental Criteria Review	Noise	_____
	Safety	_____
	Airspace Protection	_____
	Overflight	_____

**ACTIONS TAKEN (TO BE COMPLETED BY ALUC EXECUTIVE DIRECTOR)**

ALUC Executive Director's Action	<input type="checkbox"/> Approve	Date _____
	<input type="checkbox"/> Refer to ALUC	
ALUC Action	<input type="checkbox"/> Consistent	Date _____
	<input type="checkbox"/> Consistent with Conditions (list conditions/attach additional pages if needed)	_____
	<input type="checkbox"/> Inconsistent (list reasons/attach additional pages if needed)	_____



July 31, 2013

Mr. John Guerin  
Principal Planner  
Riverside County Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 9<sup>th</sup> Floor  
Riverside, CA 92501

**Subject: Temecula Valley Hospital Helistop, Temecula, California  
Airport Land Use Commission Application**

Dear Mr. Guerin:

HMC Architects has retained Heliplanners to assist with planning, design and permitting aspects of a helistop (helicopter landing facility) at the new Temecula Valley Hospital (currently under construction). This letter serves as our application to the Riverside County Airport Land Use Commission for review of the project. The Temecula Valley Hospital campus is located at 31700 Temecula Parkway, Temecula, CA 92592.

### **Project Need**

Universal Health Services (owner) is in the process of building the Temecula Valley Hospital to serve the City of Temecula and surrounding areas on a 35-plus-acre project site. The Hospital will be open 24 hours a day, seven days a week and will be available to all people in need. The helistop's primary use would be to transport patients out to hospitals with a higher level of care. The hospital will have a STEMI receiving center so there may be occasional incoming patient-bearing flights. These factors support the need for helicopter access to Temecula Valley Hospital to better serve Riverside County residents.

### **Project Description**

The helistop will consist of a 48' diameter at-grade concrete landing pad with associated wind cone, lighting, and painted markings. It has been designed to accommodate EMS and public service helicopters as large as the Bell 205, 212, and 412 for medical use. The design complies with FAA Advisory Circular 150/5390-2C, *Helicopter Design*. It will be located in the campus' northwestern quadrant.

The site lies within Class E airspace. The closest public use airport is French Valley (F70) (6.6 nm NNW). The site is well outside that airport's normal traffic pattern.

The project team is initiating a Supplemental Environmental Impact Report with the City of Temecula serving as lead agency under CEQA.

### **Other Agencies**

Heliplanners has submitted the project to the Federal Aviation Administration (FAA) for airspace review per Part 157, Notice of Landing Area Proposal, of the Federal Aviation Regulations. Enclosed is a copy of FAA's airspace determination letter.

July 31, 2013  
Mr. Guerin  
Page 2

**Heliplanners**  
*Aviation Planning Consultants – Heliport Specialists*

We have submitted our Heliport Layout Plan (HLP) to Caltrans' Division of Aeronautics, the agency tasked with permitting all heliports and airports in the state. Caltrans approved the HLP on June 12, 2013. We enclose a stamped, signed copy.

We look forward to the Commission's positive response to this helistop, which will help Temecula Valley Hospital to better serve Riverside County's residents.

We stand ready to answer any questions that you might have. Please call at your convenience.

Sincerely,



Jeffrey W. Wright

encl: Heliport Layout Plan  
Federal Aviation Administration airspace determination letter  
Check for standard ALUC application fee

c: Via email:  
HMC Architects: Steve Wilson  
ICF: Debra Einstein Leight  
Excel Engineering: Mike Levin  
Turner/DPR: Tom McCready  
City of Temecula: Stuart Fisk



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 4.1 Compatibility Plan Status Update. Staff will provide an oral update at the February 13 meeting.

March ARB – Mead & Hunt has generated residential and nonresidential potential yield displacement analyses for areas within the City of Perris and unincorporated Riverside County. Such analyses were previously prepared for the cities of Riverside and Moreno Valley. The analyses for areas within the March Joint Powers Authority jurisdiction are ongoing as of January 30, 2014. The initial schedule continues to slip, although there has been forward progress.

Hemet-Ryan – EDA has sent a letter to Cal Fire requesting a meeting. No other progress toward an Airport Layout Plan has been reported.

Banning – The City Public Works Department is reviewing the draft funding agreement sent by ALUC last month. Work on this amendment will commence 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 02-13-14.doc