



# 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., October 9, 2014

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**  
Arthur Butler  
Riverside

Glen Holmes  
Hemet

John Lyon  
Riverside

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

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

Non-exempt materials related to an item on this agenda submitted to the Airport Land Use Commission or its staff after distribution of the agenda packet are available for public inspection in the Airport Land Use Commission's office located at 4080 Lemon Street, 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 CASES

### HEMET RYAN AIRPORT

- 2.1 ZAP1034HR14 – AT&T (Representative: Trillium Consulting, Tim Miller) – County Case No. CUP No. 3702 (Conditional Use Permit). Conditional Use Permit No. 3702 proposes to establish an unmanned telecommunications facility consisting of antennas on an 88-foot high monopole tower, with associated equipment shelter, on a 355 square foot lease area within a 20.0-acre parcel located southerly of Florida Avenue/SH-74, easterly of a southerly straight-line extension of Calvert Avenue, and northerly of the westerly extension of Stetson Avenue within the unincorporated community of Green Acres. (Area III of Hemet-Ryan Airport Influence Area). Continued from September 11, 2014. ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONDITIONAL CONSISTENCY

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

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

**BANNING AIRPORT**

2.2 ZAP1018BA14 – Museum of Pinball, Inc. (Representative: Ramon Aoanan) – City of Banning Case No. 14-8005 (Conditional Use Permit). The Conditional Use Permit would allow for the conversion of a former manufacturing facility into a pinball machine museum and arcade. Two existing buildings totaling 83,436 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, and seating areas, lounges, offices, and educational/vocational areas. A third existing building totaling 34,220 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide for RV (42 spaces) camping areas and amenities such as a jogging path, swimming pool and tennis courts. The site consists of approximately 18.17 acres net (19.76 acres gross) located easterly of Hathaway Street, northerly of Westward Avenue, and southerly of Lincoln Street, and bisected by Barbour Street, in the City of Banning. (Airport Compatibility Zones D and B2 of the Banning Municipal Airport Influence Area). Continued from September 11, 2014. ALUC Staff Planner: Russell Brady at (951) 955-0549, or e-mail at [rbrady@rctlma.org](mailto:rbrady@rctlma.org)

Staff Recommendation: CONTINUE OFF CALENDAR

**3.0 PUBLIC HEARING: NEW CASES****HEMET RYAN AIRPORT**

3.1 ZAP1035HR14 – U.S. Pacific Capital/Eddy Chao (Representative: Russell Rumansoff, Herron and Rumansoff Architects, Inc) – City of Hemet Case No.: SDR 14-002 (Site Development Review). The applicant proposes to develop a three-story 120-unit independent living senior apartment facility (“La Pension del Sol”: 117,920 square feet of floor area, maximum height of 43 feet) on a 3.31-acre (net area) parcel located on the southerly side of (West) Latham Avenue, easterly of (North) Lyon Avenue and westerly of (North) Elk Street. Structures exceeding 35 feet or two stories in height are subject to ALUC discretionary review, as are institutional uses. (Area III of the Hemet-Ryan 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

**MARCH AIR RESERVE BASE**

3.2 ZAP1098MA14 – Newcastle Partners (Representative: Jackson Smith) - March JPA Case Nos. GPA 14-01 (General Plan Amendment), SP-5, Amendment No. 2 (Specific Plan Amendment) and PP13-02, A1 (Amendment to Plot Plan). GPA 14-01 and SP-5, Amendment No. 2 propose to change the General Plan designation and zoning of a 1.19-acre parcel located easterly of Meridian Parkway and Opportunity Way, northerly of Van Buren Boulevard, and westerly of Interstate 215 from Public Facility to Industrial. The applicant proposes to merge this parcel with the 25.74-acre property to the north, which was previously approved for the development of a 510,000 square foot speculative industrial building. The added 1.19 acres would be utilized to provide 106 additional parking spaces to serve the users of the industrial building, as per PP 13-02, A1, increasing the total number of automobile parking spaces provided to 330. SP-5 Amendment No. 2 would also amend the text of the Meridian Specific Plan to reflect the change in use for this parcel. (Area II of the March Air Reserve Base/Inland Port 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

**MARCH AIR RESERVE BASE**

- 3.3 ZAP1099MA14 – SSR Investment Co. (Representative: MDMG, Inc.) – County Case Nos. GPA No. 950 (General Plan Amendment), CZ No. 7830 (Change of Zone). The applicant proposes to amend the Mead Valley Area Plan land use designation of a 5.01 gross acre (4.54 net acre) property (APN 317-270-002) located at the southeasterly corner of Water Street and Tobacco Road (southerly of Water Street, easterly of Tobacco Road, northerly of Orange Avenue, and westerly of Harvill Avenue) within the unincorporated community of Mead Valley from Rural Community: Very Low Density Residential (RC:VLDR) to Community Development: Business Park (CD:BP) through GPA No. 950, and to change the zoning classification of the site from Light Agriculture One-Acre Minimum (A-1-1) to Industrial Park (I-P) through CZ No. 7830. In its initiation of the General Plan Amendment, the Board of Supervisors broadened its scope to also include the three properties to the south (APN 317-270-003, 317-270-004, 317-270-011), expanding the project area to 18.46 acres and extending its southerly boundary to Orange Avenue. The County proposes to also change the designation of those three parcels from RC:VLDR to CD:BP through GPA No. 950. (Area II of 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

**PALM SPRINGS INTERNATIONAL AIRPORT**

- 3.4 ZAP1022PS14 – CIG Towers, LLC (Representative: Norman MacLeod) – City of Palm Springs Case Nos. CUP 5.1321 (Conditional Use Permit) and VAR 6.533 (Variance). CUP 5.1321 is a proposal to establish an unmanned telecommunication facility consisting of antennas on two new 66-foot high monopalm towers, with related equipment shelters, on a 2,420 square foot lease area within a 1.5-acre parcel located westerly of the dwelling units at Golden Sands Mobile Home Park and easterly of the golf course fairway (also easterly of Savanna Way and northerly of Golden Sands Drive) in the City of Palm Springs. VAR 6.533 is a proposal to allow the two 66-foot high structures in the O (Open Land) Zone. Without a variance, the allowable height limit for antennas is 15 feet. (Zone C of the Palm Springs International 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: CONDITIONAL CONSISTENCY

**CHINO AIRPORT**

- 3.5 ZAP1019CH14 – SC Limonite, LLC/Stratham Homes (Representative: Pat Potts) – City of Eastvale Case Nos. 14-1398 (General Plan Amendment [GPA], Change of Zone [CZ], and Major Development Plan [MDP]) and Tentative Tract Map (TTM) No. 36775. The GPA proposes to amend the land use designation of 43.05 acres (gross) located northerly of Limonite Avenue and westerly of Harrison Avenue in the City of Eastvale from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The CZ proposes to change the zoning classification on the site from One-Family Dwellings (R-1) to Planned Residential Development (PRD). The MDP proposes the development of 319 condominium units with clubhouse and recreation amenities. The TTM proposes to subdivide the 43.05-acre (gross) property for 319 condominium units. (Compatibility Zone D of Chino 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 (GPA and Change of Zone);  
INCONSISTENT (Tract Map and Master Development Plan)

**MARCH COMPATIBILITY PLAN**

- 3.6 ZAPEA01MA13 – March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan (ALUCP) – EIR: SCH #2013071042. The Riverside County Airport Land Use Commission (ALUC) proposes to adopt an ALUCP establishing criteria for the evaluation of the compatibility of land uses proposed to be located in the vicinity of March Air Reserve Base/Inland Port Airport, in accordance with ALUC's duties as set forth in State law. The proposed ALUCP includes an expansion of the airport influence area (which defines potential effects of future aircraft operations) within portions of the County of Riverside and the cities of Menifee, Moreno Valley, Perris, and Riverside. (The airport influence area also includes land under the jurisdiction of the March Joint Powers Authority.) Compatibility criteria in the proposed ALUCP address four types of compatibility concerns: safety, noise, airspace protection and overflight. The provisions of the ALUCP apply only to future development and not existing land uses. The ALUCP does not propose the development or acquisition of land, nor does the ALUC have any jurisdiction over the operation of the airport or aircraft in flight. ALUC Staff Planner: John Guerin at (951) 955-0982, or e-mail at [jguerin@rctlma.org](mailto:jguerin@rctlma.org)

Staff Recommendation: CONTINUE to November 13, 2014

**4.0 ADMINISTRATIVE ITEMS**

4.1 Director's Approvals

4.2 2015 ALUC Commission Meeting Schedule

**5.0 APPROVAL OF MINUTES**

September 11, 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:** 2.1 ~~3-2~~

**HEARING DATE:** October 9, 2014 (continued from September 11, 2014)

**CASE NUMBER:** ZAP1034HR14 – AT&T (Representative: Trillium Consulting, Tim Miller)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** CUP 3702 (Conditional Use Permit)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends ~~CONTINUANCE to October 9, 2014, subject to proof of submittal and acceptance of Form 7460-1 by the Federal Aviation Administration (FAA) Obstruction Evaluation Service. In the event that such acceptance (acknowledgement as a “Work in Progress” by the FAA) occurs prior to the forthcoming September 11 hearing, staff would recommend a finding of~~ CONDITIONAL CONSISTENCY for the project, subject to the conditions specified herein and such additional conditions as may be required by the Federal Aviation Administration (FAA) Obstruction Evaluation Service.

**PROJECT DESCRIPTION:**

Conditional Use Permit No. 3702 proposes to establish an unmanned telecommunications facility consisting of antennas on an 88-foot high monopole tower, with associated equipment shelter, on a 355 square foot lease area within a 20.0-acre parcel.

**PROJECT LOCATION:**

The site is located southerly of Florida Avenue/SH-74, easterly of a southerly straight-line extension of Calvert Avenue, and northerly of the westerly extension of Stetson Avenue within the unincorporated community of Green Acres, approximately 10,450 feet westerly of Runway 5-23 at Hemet-Ryan Airport.

**LAND USE PLAN:** 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP)

Adjacent Airport:

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Below 55 dBA CNEL

**BACKGROUND:**

Prohibited Uses: The proposed communications facility is not a prohibited use in Area III, as defined by the 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan. The HRACALUP requires discretionary review by ALUC for structures greater than 35 feet in height in Area III and does not prohibit any specific uses.

Part 77: The elevation of Runway 5-23 at its westerly terminus is approximately 1507 feet above mean sea level (AMSL). At a distance of approximately 10,450 feet from the runway, any structure with an elevation at top point exceeding 1611.5 feet AMSL would require Federal Aviation Administration (FAA) review through the Form 7460-1 process. The elevation of the proposed pad is approximately 2055 feet AMSL. With a proposed height of 88 feet, the proposed structure would have a top point elevation of 2143 feet AMSL. Therefore, FAA review is required. ~~As of the time of writing of this staff report, no submittal has been made to FAA~~

**The applicant team submitted Form 7460-1 for both the permanent 88 foot tower and the temporary 108 foot construction crane on September 15. Aeronautical Study Numbers (ASNs) 2014-AWP-6761-OE and 2014-AWP-6762-OE have been assigned to these proposals. At the time of writing of this staff report, no determination has been issued by FAA.**

Noise: Average noise levels on this site from aircraft operations would be below 55 dBA CNEL.

**CONDITIONS:**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management facilities, composting operations, trash transfer stations that are open on one or more

sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (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 of the property.
  4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.
  5. Prior to issuance of a building permit, the applicant shall have received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service.

# 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)



# Hemet - Ryan

## General Plan Roadways ROADCLASS

- Not Defined
- ARTERIAL
- COLLECTOR
- EXPRESSWAY
- MAJOR
- MOUNTAIN ARTERIAL
- SECONDARY
- URBAN ARTERIAL

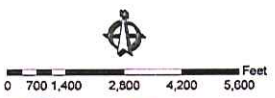
- ⋯ Highways
- Streets
- AIA

## Runways

- Runway Status
- EXISTING
- PROPOSED
- AIRPORTS

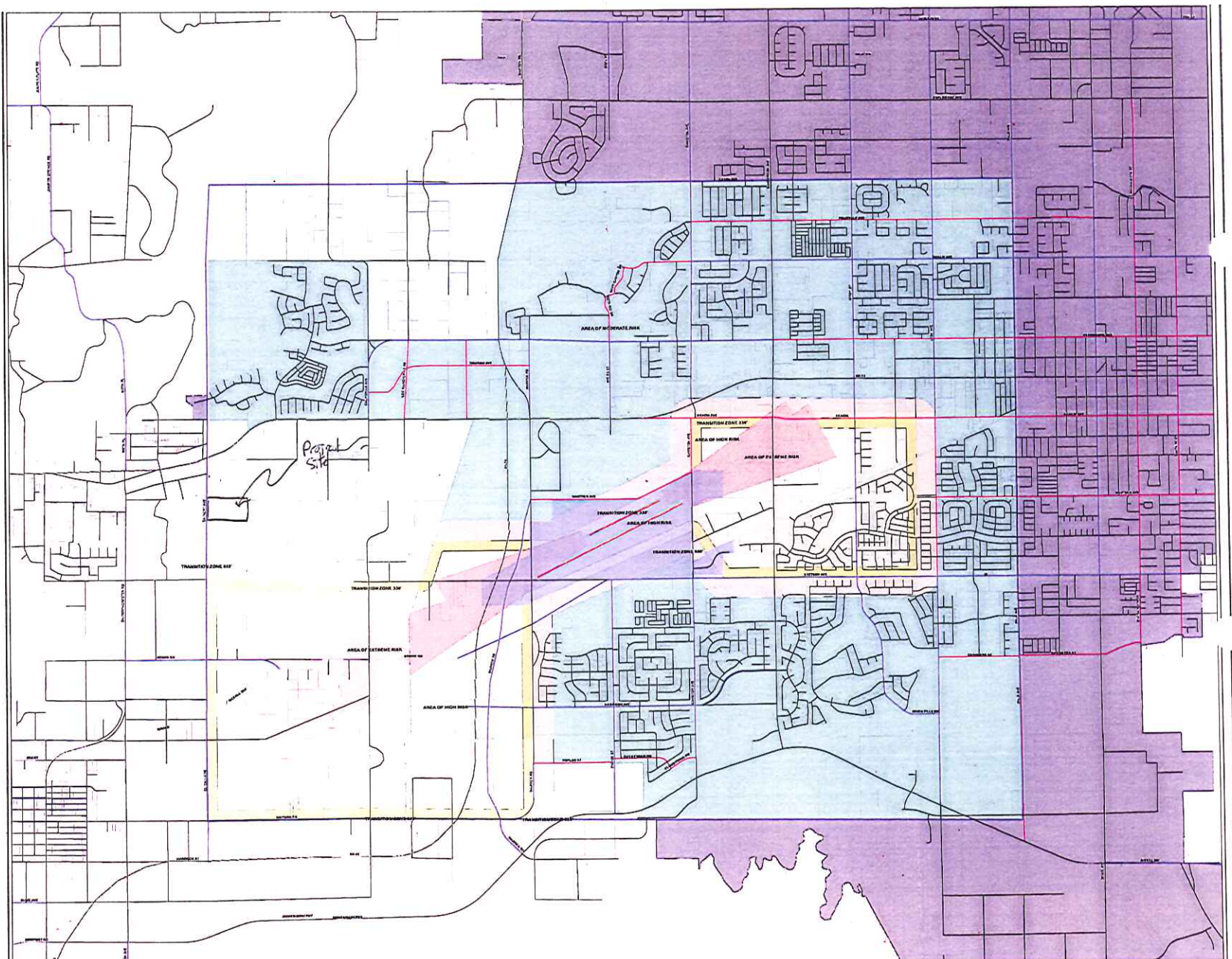
## Hemet Safety Zones

- AREA1
- AREA2
- AREA3
- TR330
- TR660
- Cities

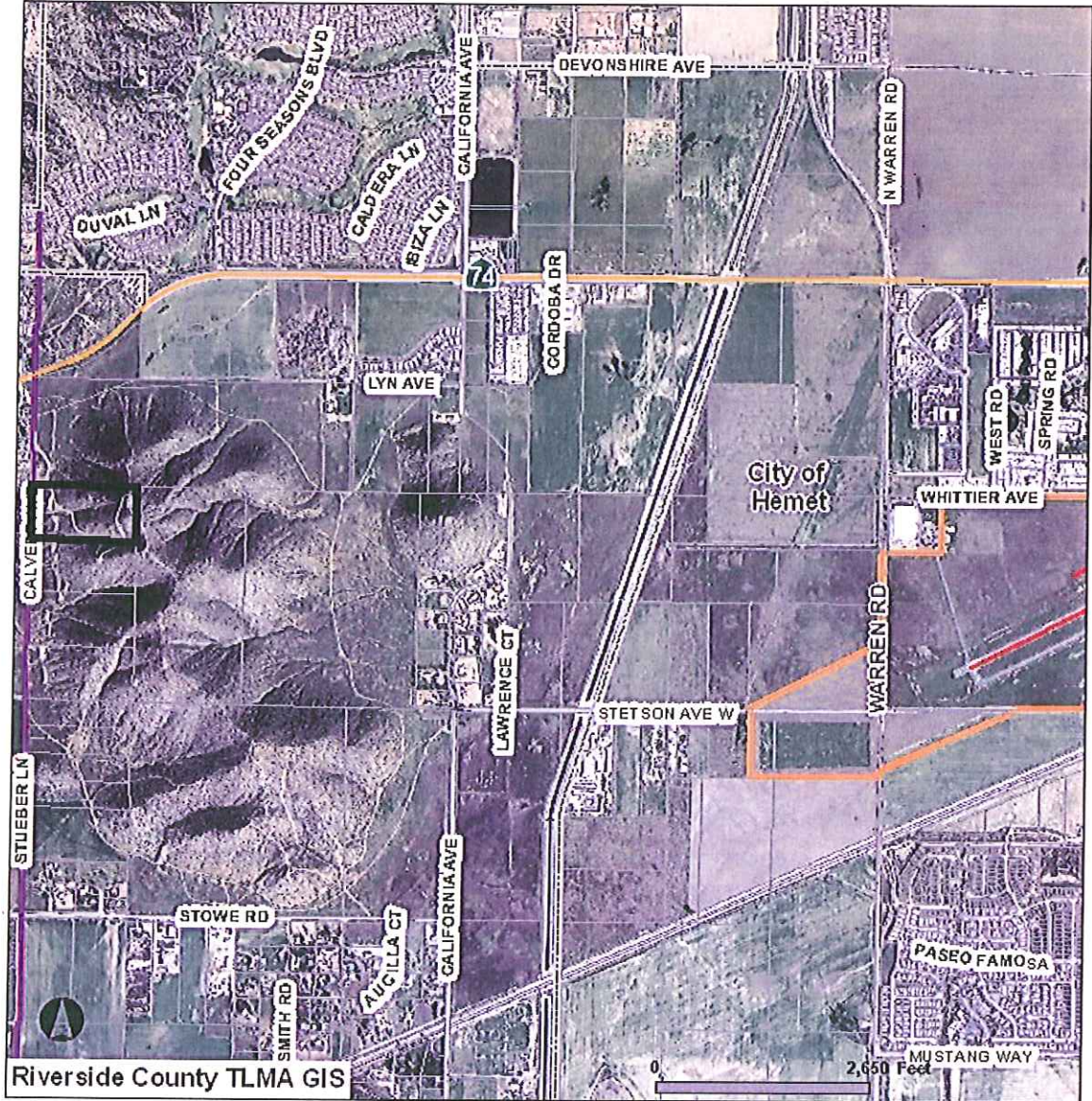


1 inch = 660 feet

Disclaimer: While every effort is made to ensure the accuracy of the information presented on this map, the user assumes all responsibility for any errors or omissions. The user of this map is advised to verify the information presented on this map with the appropriate authorities. The user of this map is advised to verify the information presented on this map with the appropriate authorities.



RIVERSIDE COUNTY GIS



Selected parcel(s):  
465-050-019

AIRPORTS

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

**\*IMPORTANT\***

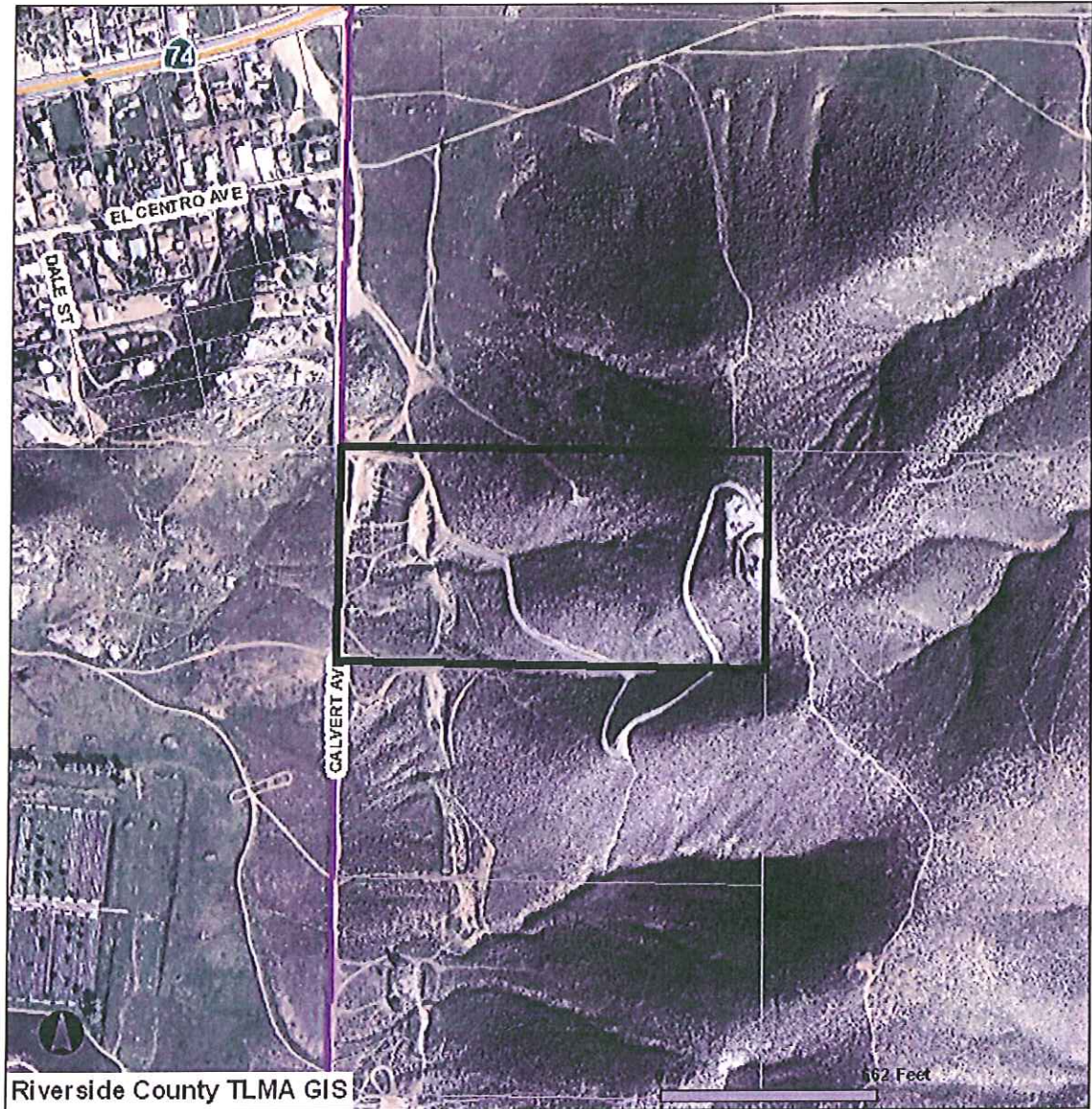
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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
465-050-019

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
-  INTERSTATES
-  HIGHWAYS
- 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

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## LTE PROJECT SITE NUMBER: LAC966 HWY-74 / HWY-79

A/E DOCUMENT REVIEW STATUS	
Status Code	
1	<input checked="" type="checkbox"/> Accepted -With minor or no comments, construction may proceed
2	<input type="checkbox"/> Not Accepted -Please resolve comments and resubmit
Acceptance does not constitute approval of design details, calculations, analysis, test methods or materials developed or selected by the subcontractor and does not relieve subcontractor from full compliance obligations.	
Reviewed	ENG CONST
Status By	Arnold De Guzman <span style="font-size: small;">(Signature)</span> Date

DRAWING INDEX	REV	DIRECTIONS	PROJECT INFORMATION				
LA-LAC966-T01		<p style="text-align: center;"><b>DRIVING DIRECTIONS FROM AT&amp;T WIRELESS, CERRITOS</b></p> <p>FROM THE AT&amp;T WIRELESS OFFICE CERRITOS, HEAD EAST ON PARK PLAZA DRIVE, TURN LEFT TO MERGE ONTO CA-91 EAST. TAKE THE CA-60 EAST/I-215 SOUTH EXIT TOWARD SAN DIEGO/INDIO. MERGE ONTO CA-60 EAST. MERGE ONTO I-215 SOUTH. SLIGHT RIGHT TO STAY ON I-215 SOUTH. TAKE EXIT 13 FOR CA-74 EAST TOWARD HEMET. SLIGHT RIGHT ONTO CA-74 EAST. DESTINATION WILL BE ON THE RIGHT.</p>	<p><b>SCOPE OF WORK:</b> AT&amp;T WIRELESS PROPOSES TO MODIFY AN EXISTING UNMANNED TELECOMMUNICATIONS FACILITY. THE SCOPE WILL CONSIST OF THE FOLLOWING:</p> <ul style="list-style-type: none"> <li>* INSTALL (P) MONOPOLE</li> <li>* INSTALL (P) AT&amp;T LTE EQUIPMENT ON (E) EQUIPMENT RACK.</li> <li>* REMOVE (E) (3) ANTENNAS.</li> <li>* INSTALL (12) (P) ANTENNAS.</li> <li>* INSTALL (1) (P) GPS ANTENNA.</li> <li>* INSTALL (12) (P) RRU'S, STACKED.</li> <li>* INSTALL (2) (P) SURGE SUPPRESSORS.</li> <li>* INSTALL (P) FIBER RUNS.</li> <li>* INSTALL (P) DC RUNS.</li> </ul>				
LA-LAC966-Z01	6			<p style="text-align: center;"><b>VICINITY MAP</b></p>	<p><b>SITE ADDRESS:</b> 34035 HIGHWAY 74 HEMET, CALIFORNIA 92345</p> <p><b>PROPERTY OWNER:</b> CHRISTINE MACOMBER 538 ROSEMOUNT ROAD OAKLAND, CALIFORNIA 94610</p> <p><b>REPRESENTATIVE:</b> TRILLIUM CONTACT: TIM MILLER 5912 BOLSA AVENUE, #202 HUNTINGTON BEACH, CALIFORNIA 92640 PHONE: (714) 799-2000</p> <p><b>AGENT:</b> BECHTEL TELECOMMUNICATIONS 6131 ORANGETHORPE AVENUE, 5TH FLOOR BUENA PARK, CALIFORNIA 90620</p> <p><b>APPLICANT:</b> AT&amp;T WIRELESS 12900 PARK PLAZA DRIVE CERRITOS, CALIFORNIA 90703</p> <p><b>LATITUDE:</b> 33° 44' 07.40" N <b>LONGITUDE:</b> 117° 03' 47.86" W <b>LAT/LONG TYPE:</b> NAD 83 <b>ELEVATION:</b> 2081' AMSL <b>JURISDICTION:</b> COUNTY OF RIVERSIDE <b>A.P.N.:</b> 485-050-019 <b>CURRENT ZONING:</b> A-2-10 <b>PROPOSED USE:</b> TELECOMMUNICATION FACILITY</p>		
LA-LAC966-Z01.1	6						
LA-LAC966-Z02	6						
LA-LAC966-Z02.1	6						
LA-LAC966-Z03	6						
LA-LAC966-Z03.1	6						
LA-LAC966-Z03.2	6						
LA-LAC966-Z04	6						
LA-LAC966-LS1	6						



12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703

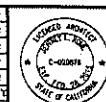


**Jeffrey Barre & Associates, Inc.**

Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 2300  
Menlo Park, California 94025  
Phone: (650) 798-5878  
Fax: (650) 760-5831

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92345

NO.	DATE	REVISIONS	BY	CHK	APPV
6	04/22/14	REVISED PER PLANNING COMMENTS	MB	RN	JR
5	09/12/13	REVISED PER LL COMMENTS	MB	RN	JR
4	07/24/13	REVISED PER DRM COMMENTS	MB	RN	JR
3	07/12/13	REVISED PER DRM COMMENTS	MB	RN	JR
2	03/28/13	REVISED PER NEW MONOPOLE LOCATION	MB	RN	JR
1					

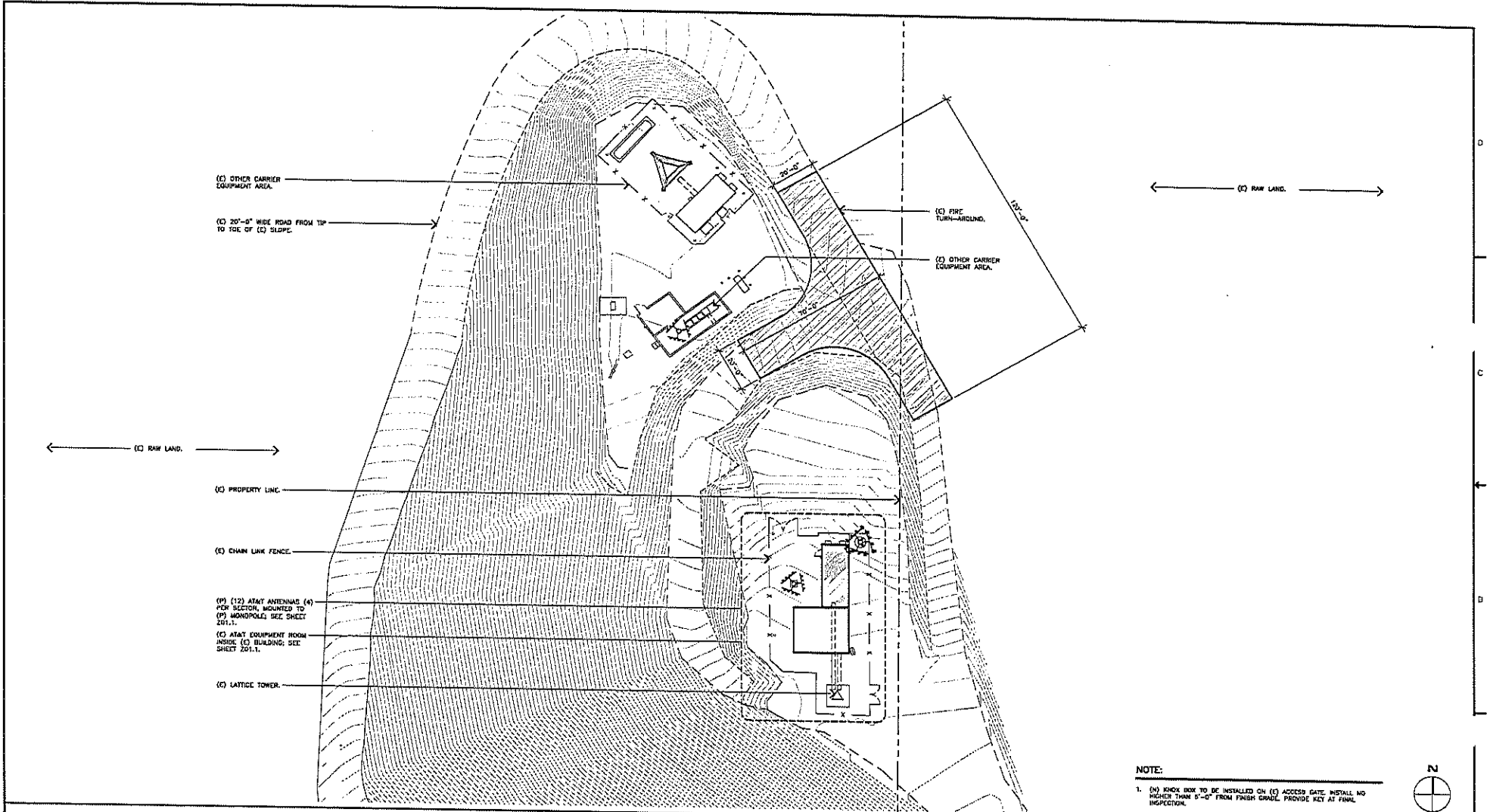


**LTE PROJECT  
TITLE SHEET**

25736-615-LO	LA-LAC966-T01
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SCALE: AS SHOWN      DESIGNER:      DRAWN:      2

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**NOTE:**  
 1. (N) KNOX BOX TO BE INSTALLED ON (E) ACCESS GATE. INSTALL NO HIGHER THAN 6'-0" FROM FINISH GRADE. PROVIDE KEY AT FINAL INSPECTION.



**SITE PLAN**



12900 PARK PLAZA DRIVE  
 CERRITOS, CALIFORNIA 90703



Architecture & Telecommunications  
 1 San Joaquin Plaza, Suite 250  
 Newport Beach, California 92660  
 Phone: (949) 760-3929  
 Fax: (949) 760-3231

HWY-74 / HWY-79  
 SITE NO. LAC966  
 USID: 14547  
 34035 HIGHWAY 74  
 HEMET, CALIFORNIA 92345

6	04/22/14	REVISED PER PLANNING COMMENTS	MD	RM	JR
5	08/17/13	REVISED PER LI COMMENTS	MD	RM	JR
4	07/24/13	REVISED PER DRW COMMENTS	MD	RM	JR
3	07/17/13	REVISED PER DRW COMMENTS	MD	RM	JR
2	03/28/13	REVISED PER NEW MONOPOLE LOCATION	MD	RM	JR
1			BT	CMK	HPYC



SCALE: 1"=60'  
 0 30' 60' 1

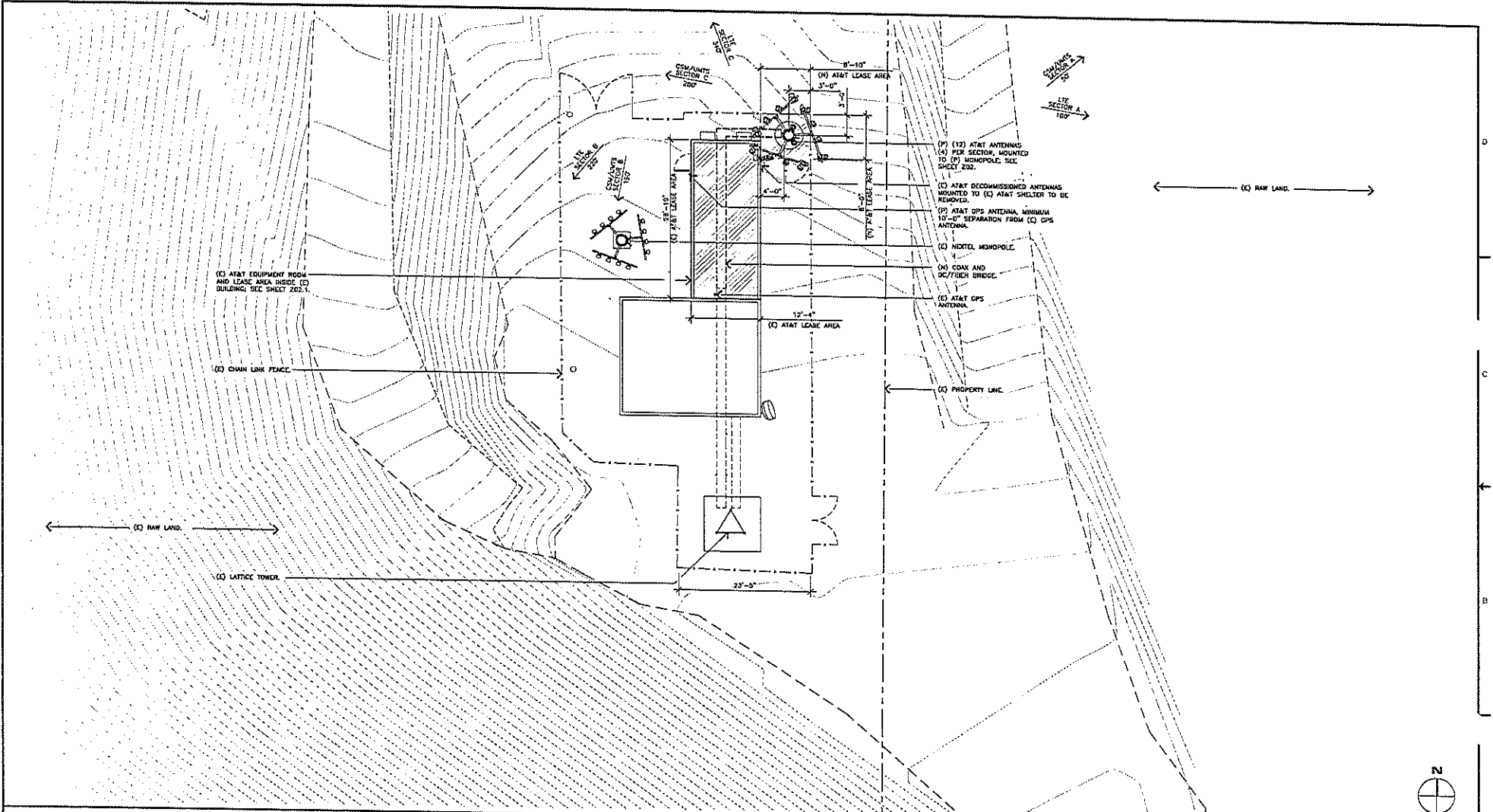


**LTE PROJECT  
 SITE PLAN**

25736-615-LO	LA-LAC966-201
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**SITE PLAN**



12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703



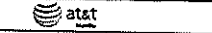
Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 210  
Hayward, California 94540  
Phone: (949) 780-1879  
Fax: (949) 780-3831

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34033 HIGHWAY 74  
HEMET, CALIFORNIA 92545

5	04/22/14	REVISED PER PLANNING COMMENTS	MD	JN	JR
4	08/17/13	REVISED PER LA COMMENTS	MD	JN	JR
3	07/24/13	REVISED PER OPA COMMENTS	MD	JN	JR
3	07/12/13	REVISED PER OPA COMMENTS	MD	JN	JR
2	03/28/13	REVISED PER NEW MONOPOLE LOCATION	MD	JN	JR
1		REVISIONS	MD	JN	JR
NO.	DATE	REVISIONS	BY	CHK	APP
SCALE: AS SHOWN		DESIGNED:	DRAWN:		



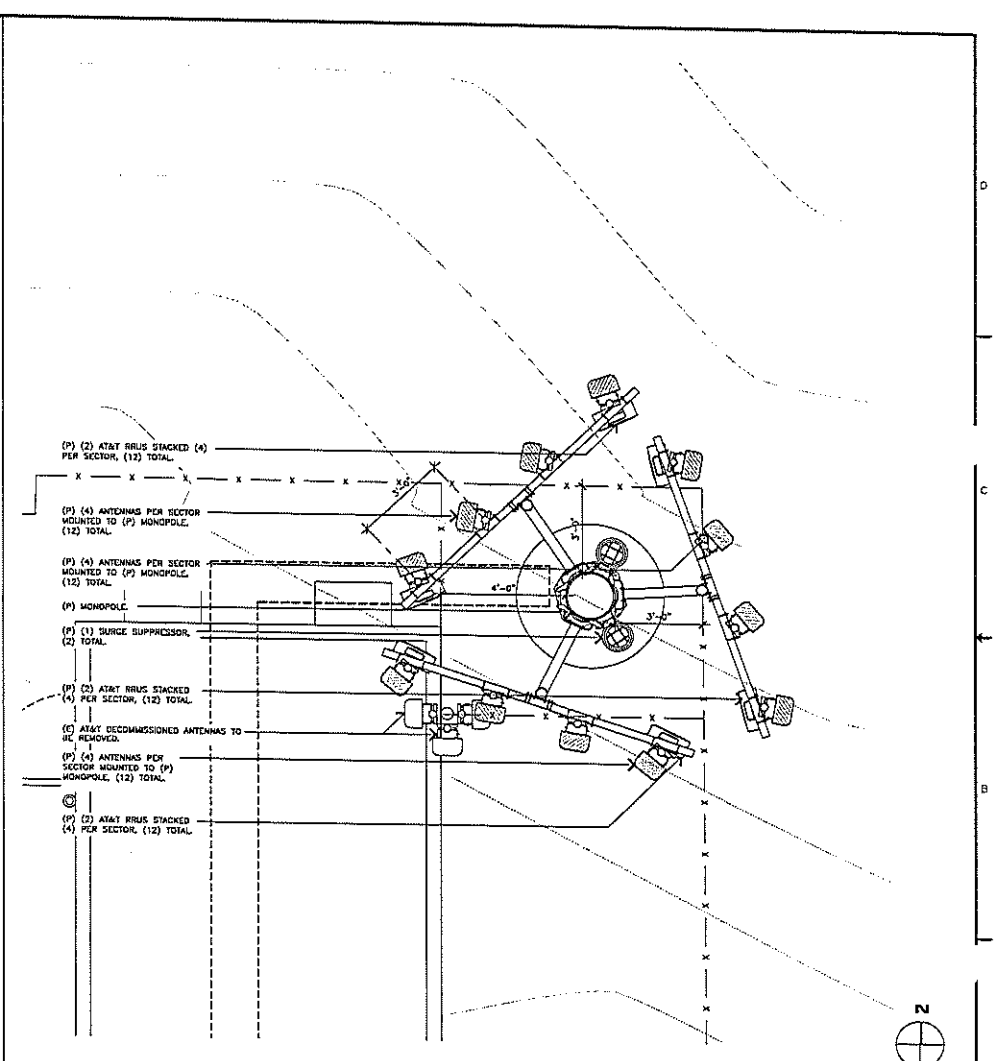
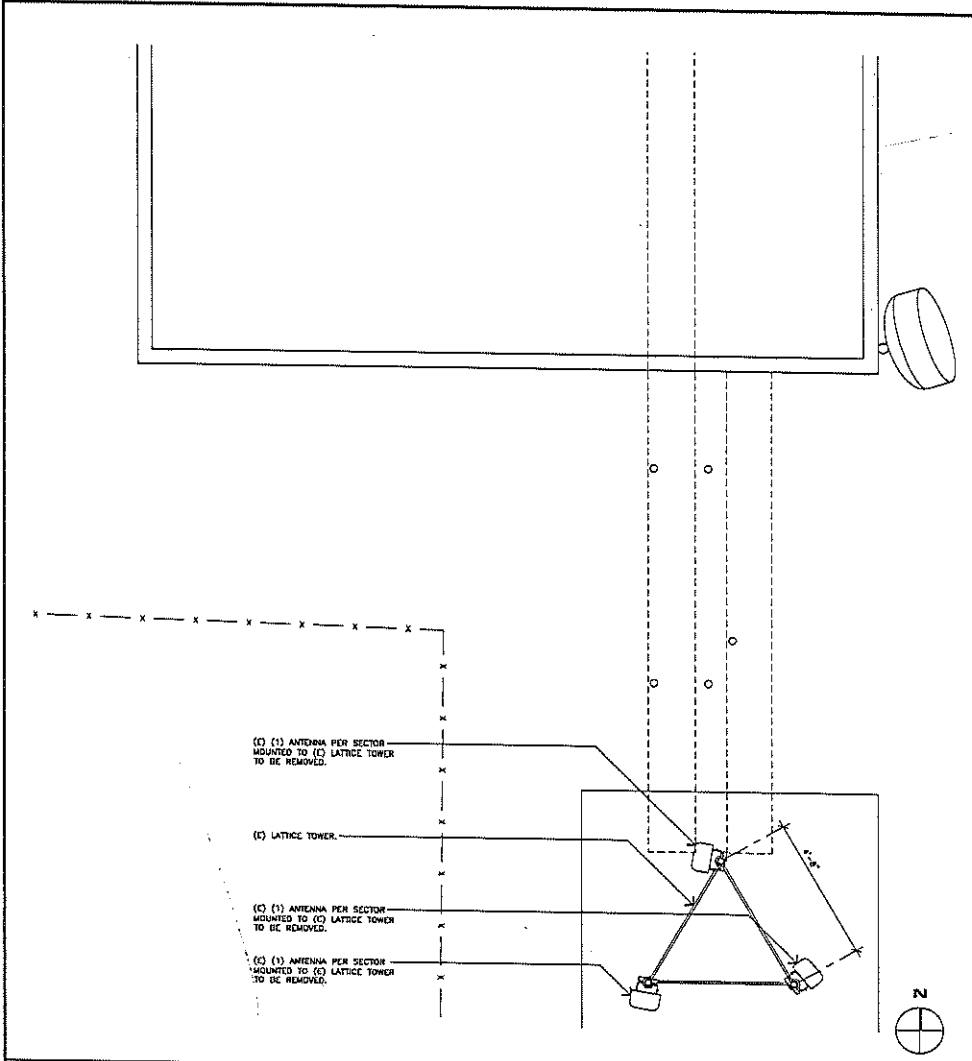
SCALE: 1/8"=1'-0" 0 4' 8" **1**



**LTE PROJECT ENLARGED SITE PLAN**

25736-015-LO LA-LAC966-Z01.1 5

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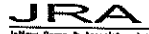


(E) ANTENNA LAYOUT PLAN

(P) ANTENNA LAYOUT PLAN



12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703



Jeffrey Rame & Associates, Inc.  
Architecture & Telecommunications  
1300 Joseph Plaza, Suite 250  
Menlo Park, California 94025  
Phone: (649) 750-3829  
Fax: (649) 750-3931

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92545

NO.	DATE	REVISIONS	BY	CHK	APP'G
0	04/22/14	REVISED PER PLANNING COMMENTS	ME	AN	JR
1	09/17/13	REVISED PER LL COMMENTS	ME	AN	JR
4	07/24/13	REVISED PER DRM COMMENTS	ME	AN	JR
3	07/12/13	REVISED PER DRM COMMENTS	ME	AN	JR
2	03/28/13	REVISED PER NEW MONOPOLE LOCATION	ME	AN	JR

SCALE: AS SHOWN | DESIGNED: | DRAWING: |



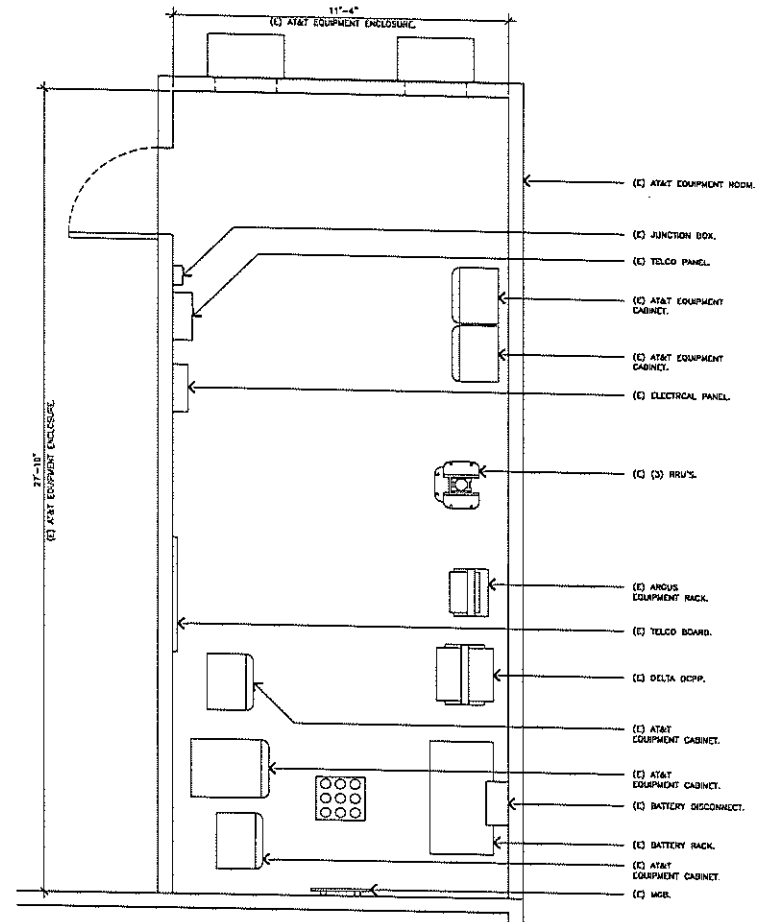
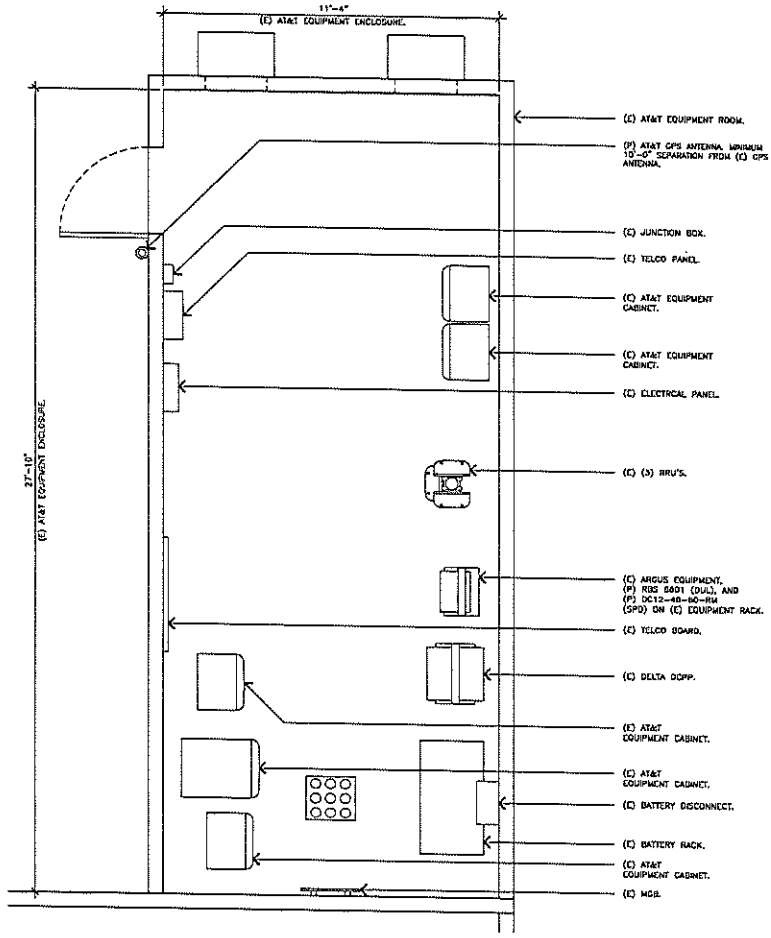
LTE PROJECT  
ANTENNA LAYOUT PLANS

DRAWING NUMBER: 25736-615-LO  
LA-LAC966-Z02

6



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(P) EQUIPMENT LAYOUT PLAN

SCALE: 1/2"=1'-0"



2

(E) EQUIPMENT LAYOUT PLAN

SCALE: 1/2"=1'-0"



1



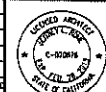
12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703



Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 250  
Newport Beach, California 92660  
Phone: (949) 760-3828  
Fax: (949) 760-3331

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92545

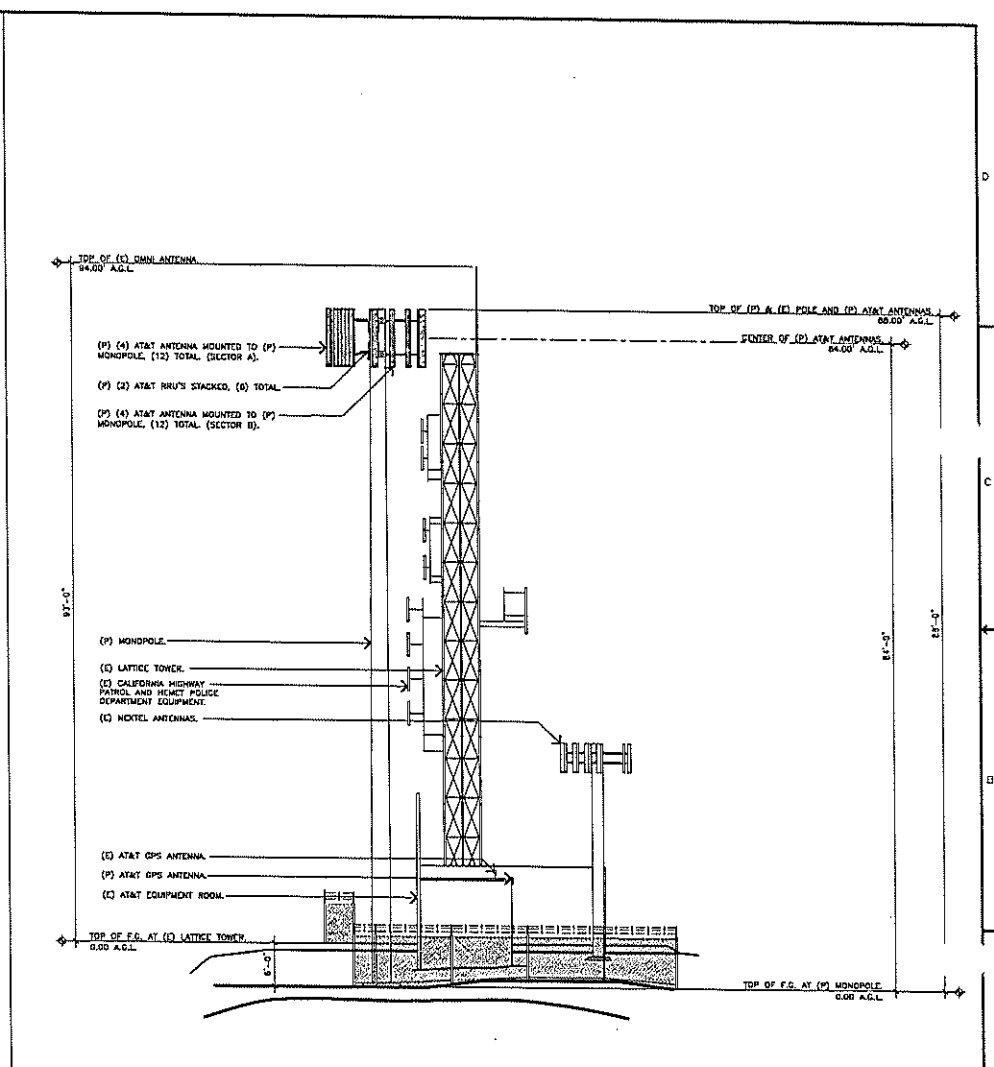
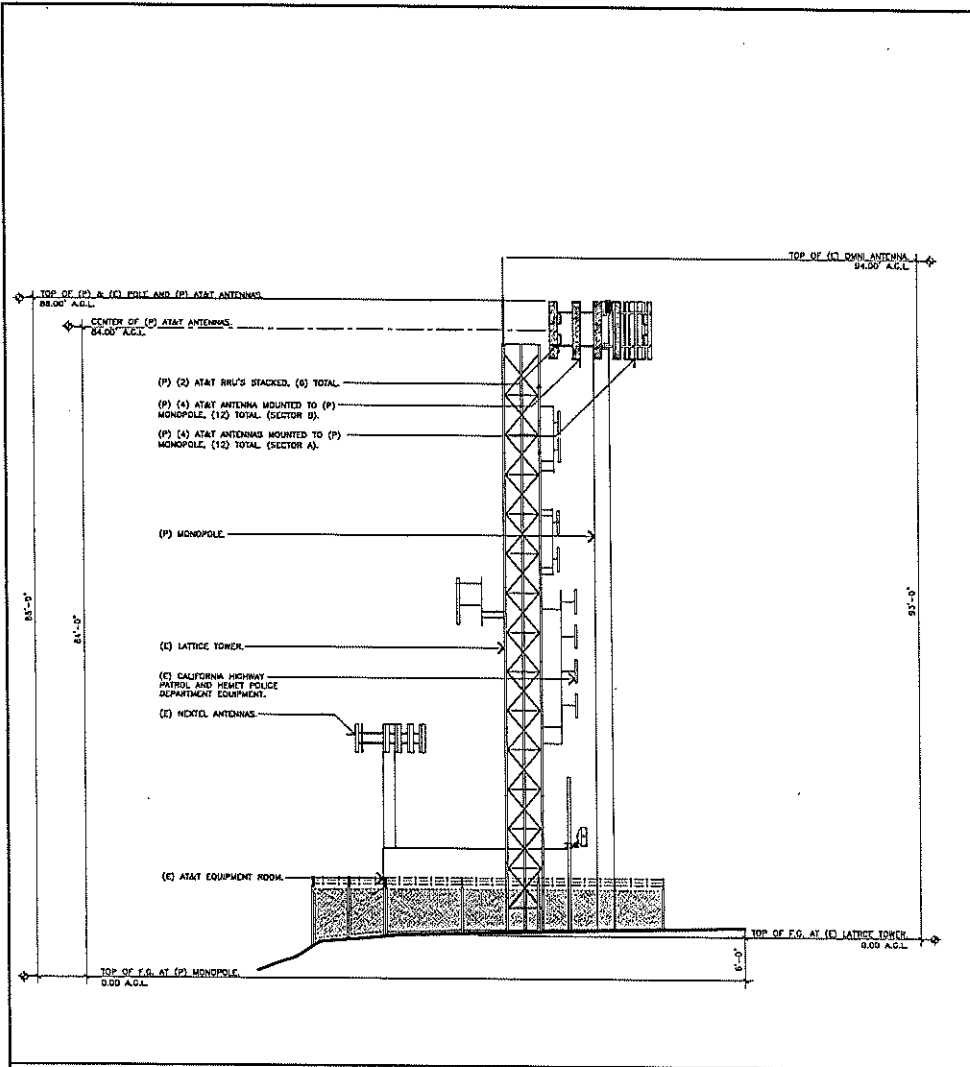
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5	09/17/13	REVISED PER LL COMMENTS	MD	JR	JR
4	07/24/13	REVISED PER DRM COMMENTS	MD	JR	JR
3	07/12/13	REVISED PER DRM COMMENTS	MD	JR	JR
2	03/28/13	REVISED PER NEW MONOPOLY LOCATION	MD	JR	JR
NO	DATE	REVISIONS	BY	CHK	APP'D



at&t  
LTE PROJECT  
EQUIPMENT LAYOUT PLANS

25736-615-LD	LA-LAC966-202.1	6
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(P) SOUTH ELEVATION

SCALE: 1/8"=1'-0"  
0 4' 8'

2 (P) NORTH ELEVATION

SCALE: 1/8"=1'-0"  
0 4' 8' 1



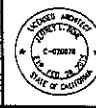
12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703



Jeffrey Rome & Associates, Inc.  
Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 150  
Newport Beach, California 92660  
Phone: (949) 760-1829  
Fax: (949) 760-3831

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34935 HIGHWAY 74  
HEMET, CALIFORNIA 92545

5	04/22/14	REVISED PER PLANNING COMMENTS	MD	RN	JR
5	05/17/13	REVISED PER LI COMMENTS	MD	RN	JR
4	07/24/13	REVISED PER DRM COMMENTS	MD	RN	JR
3	07/12/13	REVISED PER DRM COMMENTS	MD	RN	JR
2	02/28/13	REVISED PER NEW MONOPOLE LOCATION	MD	RN	JR
NO.	DATE	REVISIONS	BY	CHK	APP'D

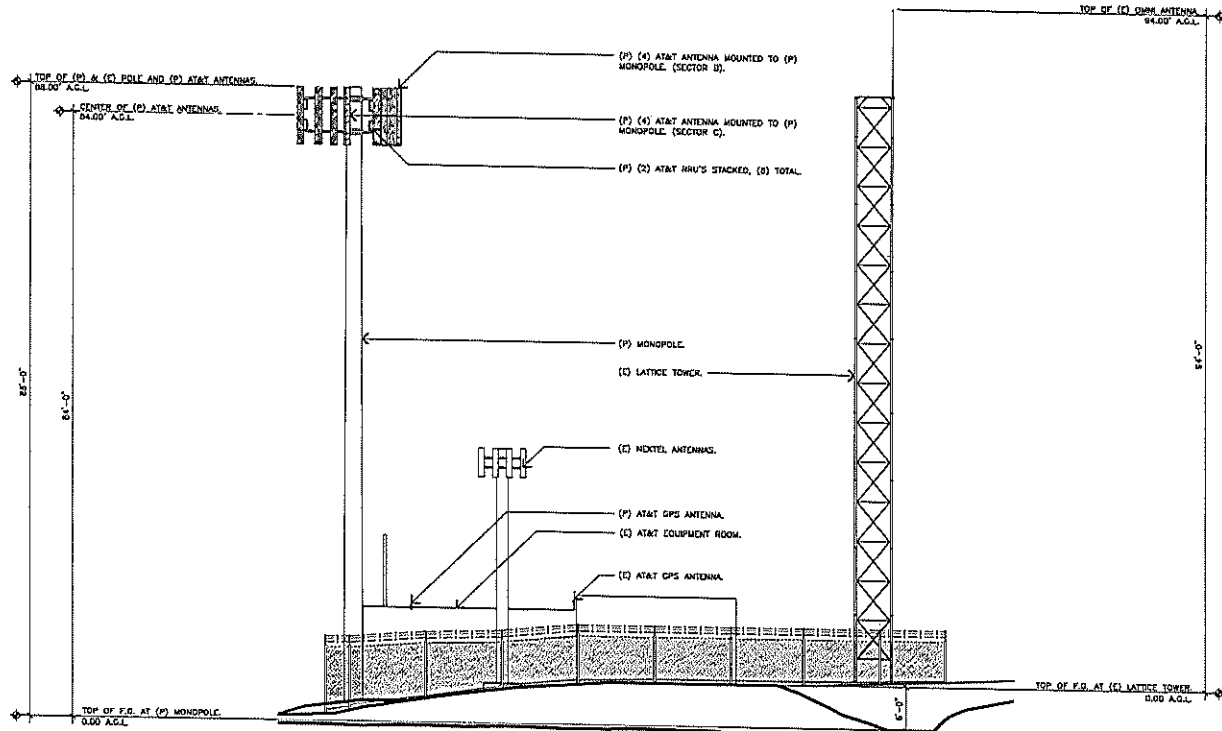


LTE PROJECT (OPTIMUM)  
(P) SOUTH AND (P) NORTH ELEVATIONS

DRAWING NUMBER: 25736-616-10  
LA--LAC966-203

6 5 4 3 2 1

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**(P) WEST ELEVATION**



12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703



Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 250  
Hayward, CA, California 94540  
Phone: (949) 760-3920  
Fax: (949) 760-3931

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92545

NO.	DATE	REVISIONS	BY	CHK	APP'
0	04/22/14	REVISED PER PLANNING COMMENTS	MB	RN	JN
1	09/17/13	REVISED PER LL COMMENTS	MB	RN	JN
4	07/24/13	REVISED PER DRM COMMENTS	MB	RN	JN
3	07/12/13	REVISED PER DRM COMMENTS	MB	RN	JN
2	02/28/13	REVISED FOR NEW MONOPOLE LOCATION	MB	RN	JN

SCALE: AS SHOWN | DESIGNED: | DRAWN: | BY: CHK: APP':



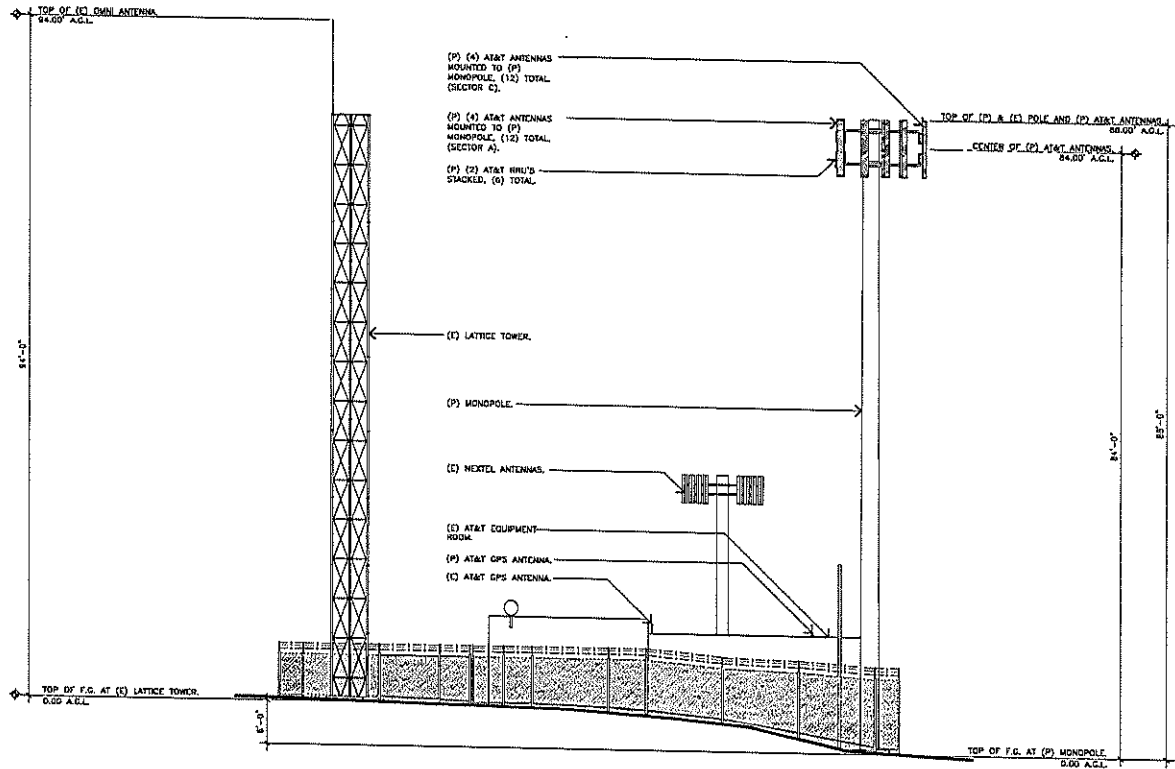
SCALE:	1/8"=1'-0"	0	4'	8'	1
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LTE PROJECT (OPTIMUM)  
**(P) WEST ELEVATION**

25736-615-LO	LA-LAC966-Z03.1	REV	6
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(P) EAST ELEVATION



12900 PARK PLAZA DRIVE  
CERRITOS, CALIFORNIA 90703

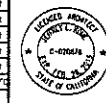


Architecture & Telecommunications  
1 San Joaquin Plaza, Suite 250  
Hayward, California 94540  
Phone: (415) 760-3929  
Fax: (415) 760-3531

HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92343

NO.	DATE	REVISIONS	BY	CHK	APP'D
6	09/22/14	REVISED PER PLANNING COMMENTS	MB	RN	JR
5	09/12/13	REVISED PER LL COMMENTS	MB	RN	JR
4	07/24/13	REVISED PER DRW COMMENTS	MB	RN	JR
3	07/12/13	REVISED PER DRW COMMENTS	MB	RN	JR
2	02/28/13	REVISED PER NEW MONOPOLE LOCATION	MB	RN	JR

SCALE: AS SHOWN    DESIGNED:    DRAWN:    25738-615-LO



SCALE:	1/8" = 1'-0"	1
	0 4' 8'	

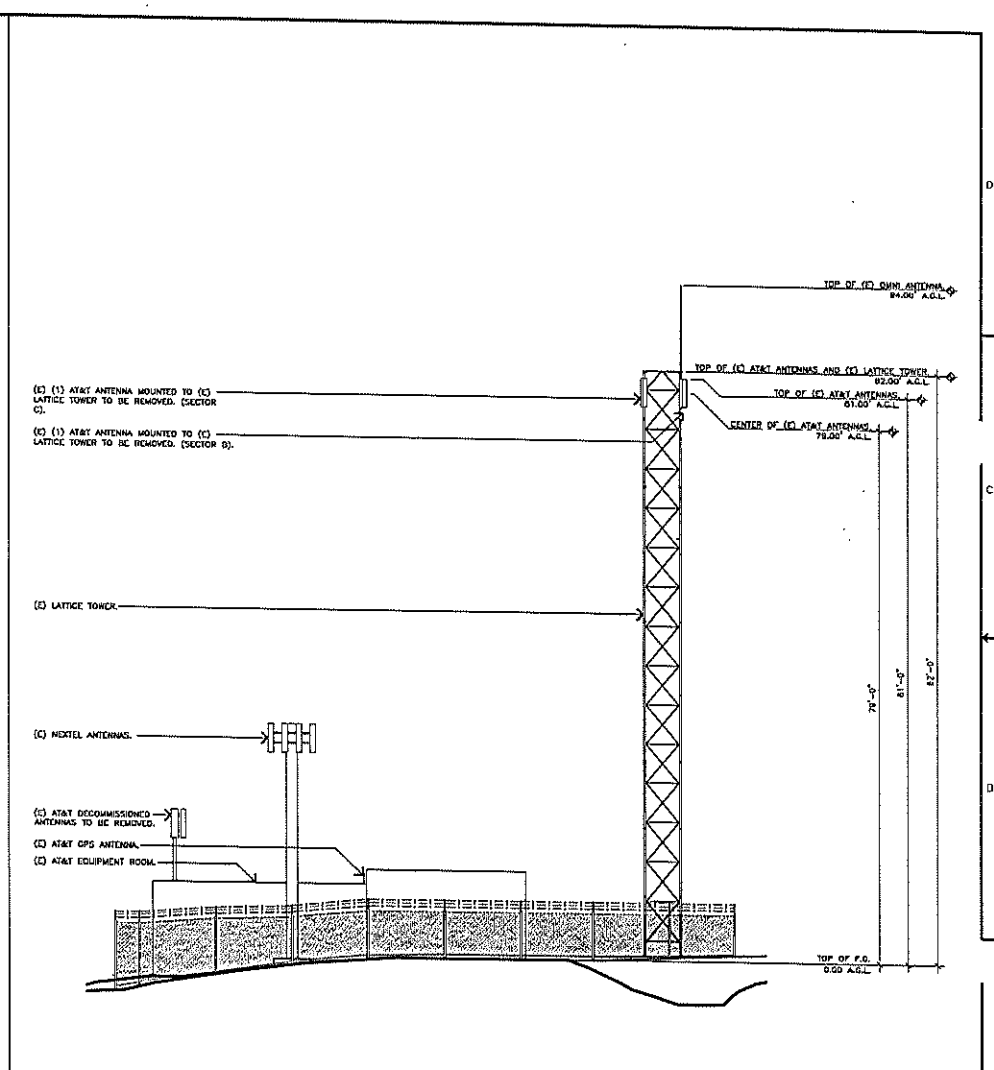
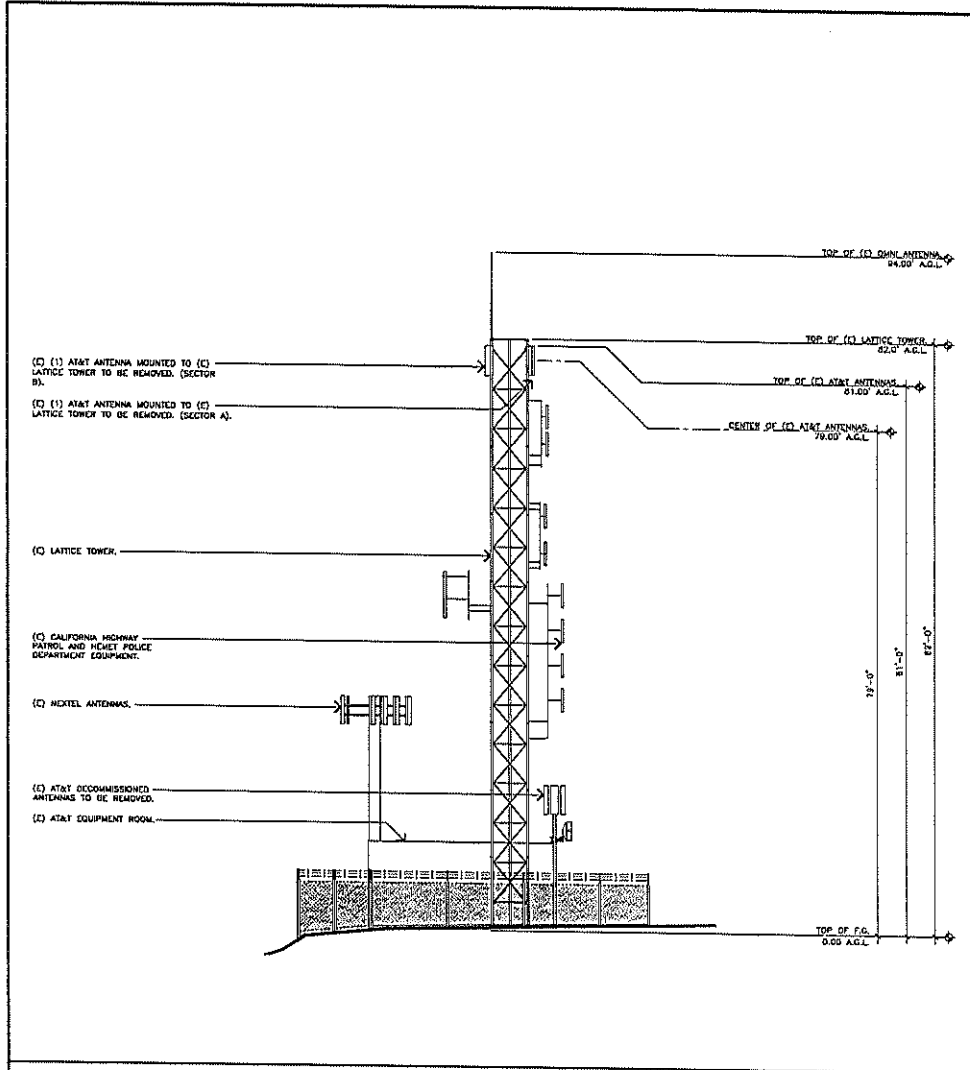


LTE PROJECT (OPTIMUM)  
(P) EAST ELEVATION

DRAWING NUMBER: LA-LAC966-203.2

6 1 2 3 4 5 6 7 8 9 10 11 12

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(E) SOUTH ELEVATION

SCALE: 1/8"=1'-0"  
0 4' 8'

(E) WEST ELEVATION

SCALE: 1/8"=1'-0"  
0 4' 8'



HWY-74 / HWY-79  
SITE NO. LAC966  
USID: 14547  
34035 HIGHWAY 74  
HEMET, CALIFORNIA 92545

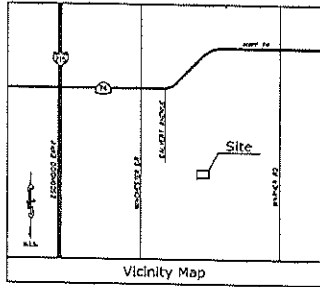
6	04/22/14	REVISED PER PLANNING COMMENTS	MS	BN	JR
5	06/17/13	REVISED PER LL COMMENTS	MS	BN	JR
4	07/24/13	REVISED PER DRW COMMENTS	MS	BN	JR
3	07/12/13	REVISED PER DRW COMMENTS	MS	BN	JR
2	03/28/13	REVISED PER NEW MONOPOLE LOCATION	MS	BN	JR
NO.	DATE	REVISIONS	BY	CHKD	APP'D



at&t

LTE PROJECT (OPTIMUM)  
(E) SOUTH AND (E) WEST ELEVATIONS

20736-615-LO  
LA-LAC966-AD4



**Title Report**

PREPARED BY: WFD TITLE INSURANCE COMPANY  
 OFFICE NO.: 11000057  
 DATE: FEBRUARY 1, 2013

**Legal Description**

THE NORTH ONE-FOURTH OF THE NORTHWEST ONE-FOURTH OF SECTION 14, TOWNSHIP 3 SOUTH, RANGE 8 WEST, SAN JOAQUIN COUNTY AND MERCED.

**Assessor's Parcel No.**

44-000-010

**Easements**

- ① THE TERMS AND PROVISIONS OF A INSTRUMENT NO. 1074 (EASEMENT SETBACK RECORDING IN 1973 INSTRUMENT NO. 14722, FEBRUARY 8, 1974) AND INSTRUMENT NO. 1088 AND INSTRUMENT NO. 1073 (INSTRUMENT NO. 14722) ALL OFFICIAL RECORDS (PLOTTED HEREON).
- ② AN EASEMENT FOR PRIVATE ACCESS ROAD PURPOSES, RECORDED AND IS 1800 AS INSTRUMENT NO. 1074 OF OFFICIAL RECORDS, DOES NOT AFFECT PROPERTY.
- ③ AN EASEMENT FOR OVERHEAD AND UNDERGROUND ELECTRICAL SUPPLY SYSTEMS AND COMMUNICATION PURPOSES, RECORDED OCTOBER 20, 1998 AS INSTRUMENT NO. 10740 OF OFFICIAL RECORDS. (PLOTTED HEREON).
- ④ AN EASEMENT FOR PERMITAL USE OR FLIGHT EASEMENT ALSO REFERRED TO AS "AIRWAY RIGHTS", RECORDED NOVEMBER 20, 1998 AS INSTRUMENT NO. 107403 OF OFFICIAL RECORDS. (PLOTTED HEREON).

**Geographic Coordinates at Proposed Monopole**

1983 DATUM: LATITUDE: 37° 44' 08.81" N LONGITUDE: 121° 07' 47.93" W  
 ELEVATION = 395.6 FEET ABOVE MEAN SEA LEVEL

**CERTIFICATION**  
 THE LATITUDE AND LONGITUDE SHOWN ABOVE ARE ACCURATE TO WITHIN 0.1 FEET HORIZONTALLY AND THAT THE ELEVATIONS SHOWN ABOVE ARE ACCURATE TO WITHIN 0.1 FEET VERTICALLY. THE HORIZONTAL DATA (GEODINAMIC COORDINATES) IN TERMS OF THE NORTH AMERICAN DATUM OF 1983 (NAD 83) AND IS EXPRESSED IN DECIMALS IN DEGREES (D) AND MINUTES (M). IS THE NEAREST HUNDREDTH OF A DEGREE. ITS VERTICAL DATA (ELEVATIONS) IS IN TERMS OF THE NORTH AMERICAN SEA LEVEL DATUM OF 1988 (NAD 83) AND IS DETERMINED TO THE NEAREST TENTH OF A FOOT.

**Basis of Bearings**

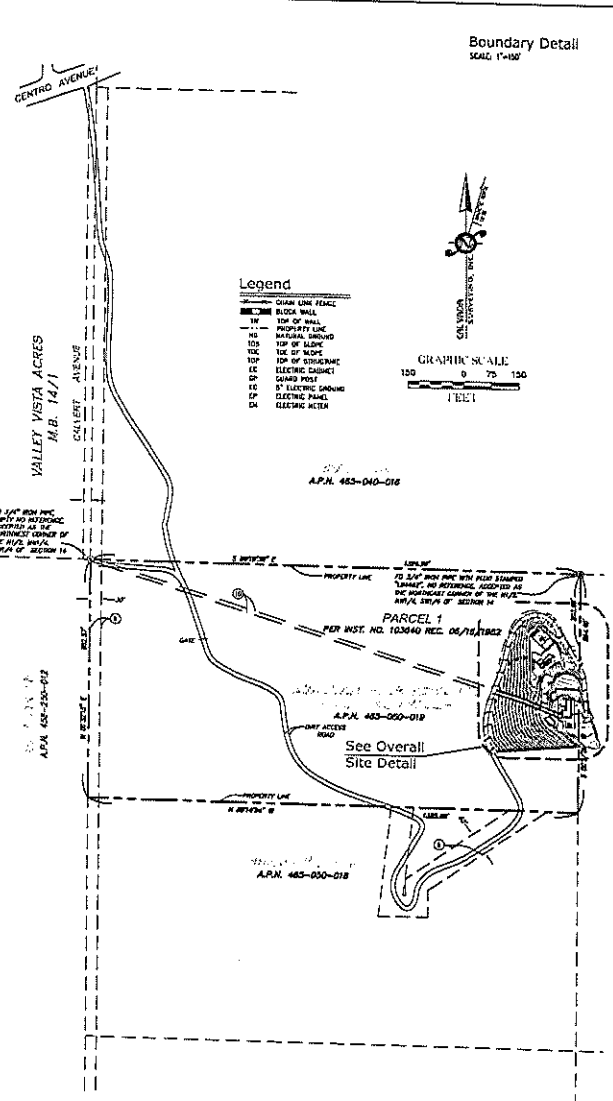
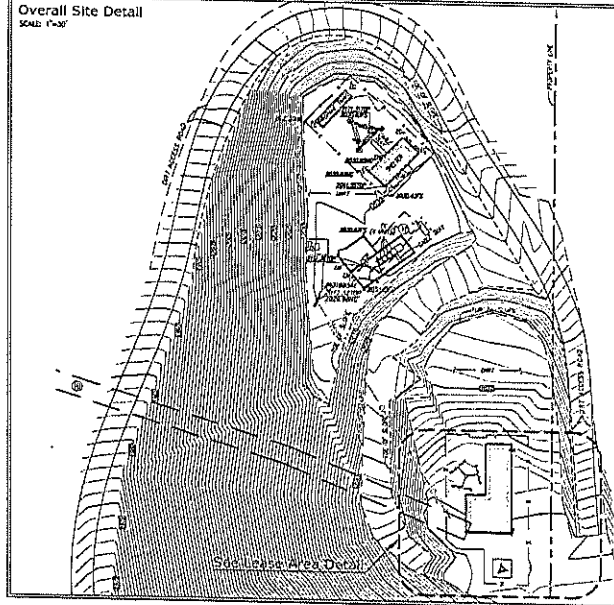
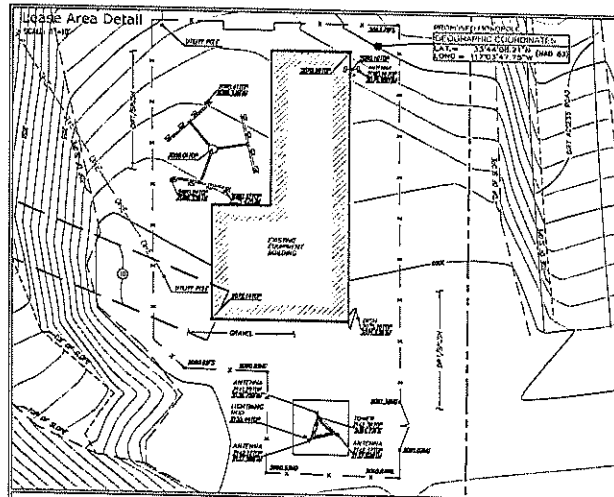
THE BEARINGS SHOWN HEREON ARE BASED UPON THE STATE PLANE COORDINATE SYSTEM OF 1983 (NAD 83) CALIFORNIA ZONE 8.

**Bench Mark**

THE ELEVATIONS SHOWN HEREON ARE BASED UPON THE CALIFORNIA SPHERICAL REFERENCE SYSTEM COGSA, STATION 54075, ELEVATION = 168.09 FEET (DRAIN 84)

**Date of Survey**

FEBRUARY 11, 2013



- Legend**
- CHAIN LINK FENCE
  - CONCRETE BLOCK WALL
  - TOP OF WALL
  - PROPERTY LINE
  - NEUTRAL SHROUD
  - TOP OF LODGE
  - TOP OF MOUND
  - TOP OF CONCRETE
  - ELECTRIC CABINET
  - GROUND POST
  - ELECTRIC SHROUD
  - ELECTRIC PANEL
  - ELECTRIC METER



**JTC**  
**Jeffrey Romo ASSOCIATES**  
 ARCHITECTURE | TELECOMMUNICATIONS  
 3200 Avenida Pico, Suite 250  
 Menlo Park, CA 94025  
 Tel: 650.320.2500 Fax: 650.320.2501

**PROPRIETARY INFORMATION**  
 THE INFORMATION CONTAINED IN THIS SET OF CONSTRUCTION DOCUMENTS IS PROPRIETARY TO JTC. ANY USE OR DISCLOSURE OTHER THAN THAT WHICH IS RELATED TO THIS PROJECT IS STRICTLY PROHIBITED.

CONSULTANT  
**CALVADA SURVEYING, INC.**  
 4150 JONES BLVD., SUITE 100, SAN JOSE, CA 95131  
 TEL: 408.261.4150 FAX: 408.261.4151  
 WWW.CALVADA-SURVEYING.COM

PREPARED FOR  
  
 12900 PARK PLAZA DRIVE  
 CERRITOS, CALIFORNIA 94533

APPROVALS

R.F. ENGINEER	DATE
SITE AGG AND ZONING	DATE
ERISSON CW	DATE
AT&T CONSTRUCTION MANAGER	DATE
OWNER APPROVAL	DATE

PROJECT NAME  
**HWY-74 / HWY-79**

PROJECT NUMBER  
**LAC966**

34033 HIGHWAY 74  
 MENLO PARK, CA 94025  
 MENLO PARK COUNTY

PROJECT TYPE:

DATE	DESCRIPTION	REV
02/19/13	SUBMITTAL	
04/02/13	UPDATE GEOGRAPHIC COORDINATES	1
04/04/13	TITLE REVISION/FINAL	2
06/07/13	UPDATE GEOGRAPHIC COORDINATES	

SHEET TITLE  
**TOPOGRAPHIC SURVEY**

**LS-1**  
 SHEET 1 OF 1

## **PROJECT DESCRIPTION & ALTERNATIVE SITES (COLLOCATION)**

Site Address: 34035 Highway 74, Hemet, CA 92545  
(AT&T Site LAC966)  
Zone: A-2-10  
APN: 465-050-019

### **PROJECT DESCRIPTION**

The applicant, AT&T Mobility, is requesting approval of Conditional Use Permit to allow the construction, use, and maintenance of an unmanned wireless telecommunications facility (WTF) in an A-2-10 zone. The facility will consist of installing a new monopole with the associated equipment located at ground level within the existing shelter. The facility is needed to maintain the current service to the surrounding area in addition to providing the latest LTE technology. The project consists of:

- Remove 3 existing antennas from the existing lattice tower.
- Installation of twelve (12) panel antennas in three (3) sectors with four (4) antennas in each sector on a new 88 foot monopole. The 8' antennas will be mounted with an overall height of 88 feet.
- Installation twelve (12) Remote Radio Units (RRUs). For each sector, three (3) RRUs will be mounted on the backside of the antennas.
- Installation of two (2) surge suppressors. They will be mounted within the antennas on the tower.
- Installation of one (1) GPS antennas to provide for E911 compliance.
- The associated equipment will be located at the base of the tower within an existing equipment shelter.

### **SITE DESIGN**

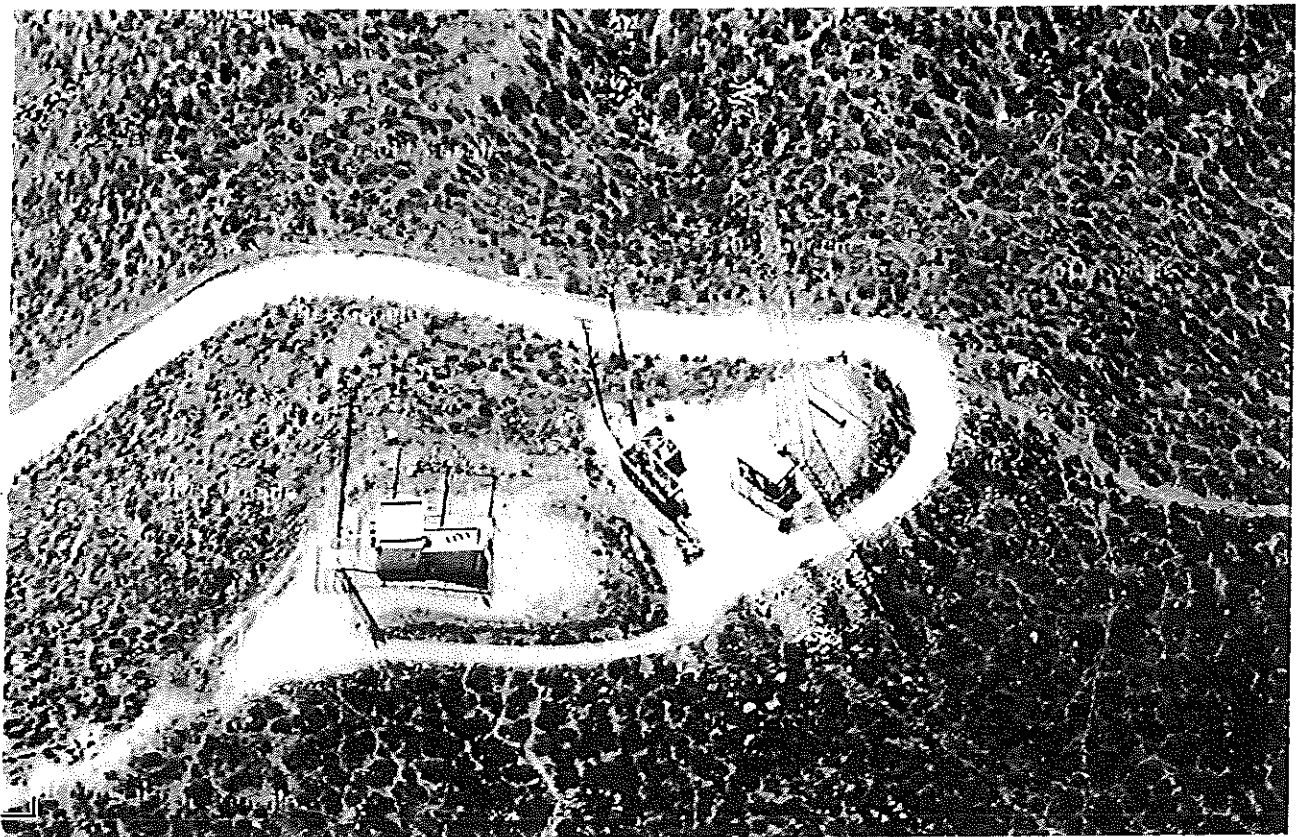
AT&T is proposing to install a new 88' monopole. This is the best design for this hill top and will draw the least amount of attention to it. There are other towers without a stealth design and proposing a new mono-tree at this location would make it stand out. There are no other trees in the area.

### **ALTERNATIVE SITES**

There are other facilities on the site, but none are tall enough and near to AT&T's existing lease area to accommodate their needs. The AT&T's antennas are currently on a lattice tower that is also used by the

City of Hemet Police Department and the State of California Highway Patrol. Any upgrade/modification by AT&T on this tower will cause interference; therefore, AT&T will need to relocate their facility onto a new pole. The new pole will allow AT&T to maintain their service to the area, meet coverage demands and provide the latest technology.

There are currently 4 towers on the hill. AT&T is located on the tower furthest left in the picture below. To the right of this lattice tower is Nextel's monopole. Nextel's pole does not have the height need for AT&T to collocate and provide the needed coverage to the area. Further to the right, slightly down the hill is a "candy cane" monopole about 90 feet tall and already has two carriers located on it. The lattice tower to the far right is 130 feet tall. It is too far from AT&T's lease area, and the cable runs will be too far. Short cable runs are necessary for the site to function efficiently and effectively.





\*\*\*\*\*  
\* Federal Airways & Airspace \*  
\* Summary Report: New Construction \*  
\* Antenna Structure \*  
\*\*\*\*\*

Airspace User: Not Identified

File: LAC966-01

Location: Hemet, CA  
Distance: 3.8 Statute Miles  
Direction: 94° (true bearing)

Latitude: 33°-44'-08.2" Longitude: 117°-03'-47.8"

SITE ELEVATION AMSL.....2055 ft.  
STRUCTURE HEIGHT..... 88 ft.  
OVERALL HEIGHT AMSL.....2143 ft.

NOTICE CRITERIA

FAR 77.9(a): NNR (DNE "200 ft AGL)  
FAR 77.9(b): NR (Exceeds Notice Slope, Maximum: 1604 ft.)  
FAR 77.9(c): NNR (Not a Traverse Way)  
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for HMT  
FAR 77.9: NNR FAR 77.9 IFR Straight-In Notice Criteria for L65  
FAR 77.9(d): NNR (Off Airport Construction)

NR = Notice Required  
NNR = Notice Not Required  
PNR = Possible Notice Required (depends upon actual IFR procedure)  
For new construction review Air Navigation Facilities at bottom  
of this report.

Notice to the FAA is required because height exceeds Notice Slope  
criteria.

The maximum height to avoid notice is 1604 ft AMSL.

OBSTRUCTION STANDARDS

FAR 77.17(a)(1): DNE 499 ft AGL  
FAR 77.17(a)(2): DNE - Airport Surface  
FAR 77.19(a): DNE - Horizontal Surface  
FAR 77.19(b): Exceeds - Conical Surface Maximum 1680 ft AMSL  
FAR 77.19(c): DNE - Primary Surface  
FAR 77.19(d): DNE - Approach Surface  
FAR 77.19(e): DNE - Transitional Surface

VFR TRAFFIC PATTERN AIRSPACE FOR: HMT: HEMET-RYAN

Type: A RD: 10531.53 RE: 1499

FAR 77.17(a)(1): DNE  
FAR 77.17(a)(2): DNE - Height No Greater Than 200 feet AGL.  
VFR Horizontal Surface: DNE

VFR Conical Surface: DNE  
 VFR Approach Slope: DNE  
 VFR Transitional Slope: DNE

The structure is within VFR - Traffic Pattern Airspace Climb/Descent Area. Structures exceeding the greater of 350' AAE, 77.17(a)(2), or VFR horizontal and conical surfaces will receive a hazard determination from the FAA. Maximum AMSL of Climb/Descent Area is 1862 feet.

VFR TRAFFIC PATTERN AIRSPACE FOR: L65: PERRIS VALLEY

Type: A RD: 47420.08 RE: 1413  
 FAR 77.17(a)(1): DNE  
 FAR 77.17(a)(2): DNE - Greater Than 5.99 NM.  
 VFR Horizontal Surface: DNE  
 VFR Conical Surface: DNE  
 VFR Approach Slope: DNE  
 VFR Transitional Slope: DNE

TERPS DEPARTURE PROCEDURE (FAA Order 8260.3, Volume 4)

FAR 77.17(a)(3) Departure Surface Criteria (40:1)  
 The Maximum Height Permitted is 1762 ft AMSL

MINIMUM OBSTACLE CLEARANCE ALTITUDE (MOCA)

FAR 77.17(a)(4) MOCA Altitude Enroute Criteria  
 The Maximum Height Permitted is 4600 ft AMSL

PRIVATE LANDING FACILITIES

FACIL	BEARING	RANGE	DELTA ARP	FAA
IDENT TYP NAME	To FACIL	IN NM	ELEVATION	IFR
OCL9 HEL SCE SAN JACINTO VALLEY SERVI	274.31	4.41	+661	
No Impact to Private Landing Facility Structure is beyond notice limit by 21796 feet.				
8CA5 AIR PINES AIRPARK	203.43	5.88	+723	
Possible Impact to Private Landing Facility Exceeds 488 ft VFR Transitional Surface (N/A Private Airport).				

AIR NAVIGATION ELECTRONIC FACILITIES

FAC	ST	DIST	DELTA	GRND				
IDNT	TYPE	AT	FREQ	VECTOR	(ft)	ELEVA	ST	LOCATION
ANGLE	BEAR	-----						
1.05	HDF	VOR	R	113.4	291.8	39939	+729	CA HOMELAND
.38	RIV	TACAN	R	NA	314.08	89449	+600	CA MARCH
.55	RAL	VOR	I	112.4	304.35	141982	+1365	CA RIVERSIDE

.26	PDZ	VORTAC	R	112.2	295.26	156564	+711	CA	PARADISE
.54	PSP	RADAR	Y	2710.	77.81	173059	+1641	CA	PALM SPRINGS INTE
	No Impact. This structure does not require Notice based upon EMI. The calculated Radar Line-Of-Sight (LOS) distance is: 84 NM. This location and height is within the Radar Line-Of-Sight.								
-.31	SOX	RADAR WXL	ON	279.89	176580	-963	CA	ORANGE CTY/88D	
.45	NFG	RADAR	ON	2772.	206.48	182383	+1439	CA	CAMP PENDLETON
.48	NFG	TACAN	I	NA	210.33	194533	+1641	CA	CAMP PENDLETON
.34	ONT	RADAR	Y	2717.	305.73	198171	+1169	CA	ONTARIO INTL
.16	PSP	VORTAC	R	115.5	75.57	198575	+543	CA	PALM SPRINGS
.51	ELB	VOR/DME	R	117.2	263.72	204264	+1807	CA	EL TORO
.57	OCN	VORTAC	R	115.3	210.86	210049	+2091	CA	OCEANSIDE

FCC AM PROOF-OF-PERFORMANCE

NOT REQUIRED: Structure is not near a FCC licensed AM radio station Proof-of-Performance is not required. Please review AM Station Report for details.

Nearest AM Station: KSDT @ 6249 meters.

Airspace® Summary Version 13.11.334

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01-03-2014  
15:08:44

# **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 Labor Day (September 1), and by prescheduled appointment on Friday, September 5 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: September 11, 2014

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1034HR14 – AT&T (Representative: Trillium Consulting, Tim Miller) – County Case No. CUP No. 3702 (Conditional Use Permit). Conditional Use Permit No. 3702 proposes to establish an unmanned telecommunications facility consisting of antennas on an 88-foot high monopole tower, with associated equipment shelter, on a 355 square foot lease area within a 20.0-acre parcel located southerly of Florida Avenue/SH-74, easterly of a southerly straight-line extension of Calvert Avenue, and northerly of the westerly extension of Stetson Avenue within the unincorporated community of Green Acres. (Area III of Hemet-Ryan 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. Mark Corcoran of the County of Riverside Planning Department, at (951) 955-3025.

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

ALUC Identification No.

ZAP1034HR14

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

Date of Application \_\_\_\_\_

Property Owner

Christine Macomber, Massey Kathleen

Phone Number \_\_\_\_\_

Mailing Address

938 Rosemount Blvd. Oakland, CA 94610

Agent (if any)

Tim Miller with Trillium Consulting for AT&T

Phone Number (714) 799 2000

Mailing Address

5912 Bolsa Ave. Suite 202

Huntington Beach, CA 92649

**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

34035 Highway 74

Hemet, CA 92545

Assessor's Parcel No.

465-050-019

Parcel Size

20 acres

Subdivision Name \_\_\_\_\_

Zoning

Lot Number \_\_\_\_\_

Classification

A-2-10

**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 current land use has several telecommunication facilities atop a hill.

Proposed Land Use  
(describe)

The proposed land use is to add another telecommunications facility among the others to provide the latest technology to the surrounding community.

For Residential Uses

Number of Parcels or Units on Site (exclude secondary units) \_\_\_\_\_

N/A

For Other Land Uses

Hours of Use

N/A

(See Appendix C)

Number of People on Site N/A

Maximum Number N/A

Method of Calculation \_\_\_\_\_

N/A

Height Data

Height above Ground or Tallest Object (including antennas and trees) \_\_\_\_\_

88

ft.

Highest Elevation (above sea level) of Any Object or Terrain on Site \_\_\_\_\_

2149

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	<u>February 4, 2014</u>
Agency Name	<u>Riverside County Planning Dept.</u>
Staff Contact	<u>Liisa Edwards Mark Concoran</u>
Phone Number	<u>951-955-1988 3025</u>
Agency's Project No.	<u>Conditional Use Permit No. 3702</u>
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" 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:** 2.2 ~~3-4~~

**HEARING DATE:** October 9, 2014 (Continued from September 11, 2014)

**CASE NUMBER:** ZAP1018BA14 – Museum of Pinball, Inc., John Weeks  
(Representative: Ramon Aoanan)

**APPROVING JURISDICTION:** City of Banning

**JURISDICTION CASE NO:** CUP-14-8005 (Conditional Use Permit)

**MAJOR ISSUES:** The proposed use is calculated by staff based on the Building Code Method to accommodate potentially 1,343 and 1,767 people each within Buildings A South and B, respectively, which each would exceed the normal Compatibility Zone D single-acre criteria of 300 people and the maximum 390 with risk reduction bonus. However, based on the Parking Space Method, the total site occupancy would be 1,084 people, assuming that the truck/RV parking spaces are not occupied by tour buses. An occupancy of approximately 400-500 people per building is requested by the applicant to accommodate special and other events and would represent a peak or worst-case scenario.

*The 2004 Banning Airport Land Use Compatibility Plan (ALUCP) does not include any Additional Compatibility Policies addressing non-residential intensities. Therefore, the provisions of Table 2A in the Countywide Policies section of the Riverside County Airport Land Use Compatibility Plan are applicable. More recent plans (2007 French Valley, 2008 Chino, and 2010-11 Perris Valley) provide for non-residential average intensities of up to 150 persons per acre and single-acre intensities of up to 450 persons in Zone D. The City of Banning is on record as requesting such an amendment to the Banning ALUCP. However, given that staff's resources must be devoted to the March ALUCP and EIR at this time, additional consultant time would be needed to prepare the required CEQA analysis of such an amendment.*

*In response to a request by City staff, ALUC prepared an agreement whereby the City would pay the cost of preparing the CEQA analysis for the amendment. The proposed project was designed based on the understanding that the amendment would be expedited and moved forward; however, the City Council ultimately declined to fund the expedition of the amendment.*

*The 2011 Airport Land Use Planning Handbook published by the California Division of Aeronautics recommends average intensity limits of 200 to 300 persons per acre and single-acre intensity limits of 800 to 1,200 persons for properties in the Traffic Pattern Zones around suburban airports. These provisions have been discussed with the applicant and City staff, and the project proponent has indicated a willingness to underwrite the cost of the amendment needed*

*to resolve the intensity issue affecting this project.*

*Input from the Commission regarding its willingness to consider these higher intensities (or alternative intensity levels beyond those utilized in the French Valley, Chino, and Perris Valley Plans) would be helpful in providing direction to staff as to how to proceed with project review and the potential Plan amendment.*

**RECOMMENDATION:** *Staff recommends the project be CONTINUED off-calendar-until the Banning Airport Land Use Compatibility Plan Zone D non-residential criteria are updated. Staff must recommend a finding of INCONSISTENCY for the Conditional Use Permit, based on the proposed project exceeding single-acre non-residential intensity criteria for Compatibility Zone D.*

**PROJECT DESCRIPTION:** CUP-14-8005 would allow for the conversion of a former manufacturing facility into a pinball museum and arcade. Two existing buildings totaling 83,436 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, seating areas, lounges, offices, and educational/vocational areas. A third existing building totaling 34,220 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide for RV camping (42 spaces) and amenities such as a jogging path, swimming pool, and tennis courts. The site consists of approximately 18.17 acres net (19.76 acres gross).

**PROJECT LOCATION:** The site is located easterly of Hathaway Street, northerly of Westward Avenue, southerly of Lincoln Street, and bisected by Barbour Street, in the City of Banning, approximately 690 feet southerly of Runway 8-26 at Banning Municipal Airport.

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

- a. Airport Influence Area: Banning Municipal Airport
- b. Land Use Policy: Zones B2 and D
- c. Noise Levels: Partially within 55-60 CNEL, remaining below 55 CNEL from aircraft noise

**BACKGROUND:**

Non-Residential Average Intensity: The site is located within Airport Compatibility Zones B2 and D, with all of the existing buildings and other proposed uses located in Compatibility Zone D and only a portion of a parking lot located within Compatibility Zone B2. Since no uses are proposed within Compatibility Zone B2, intensity of the proposed project shall be compared solely to the Compatibility Zone D criteria. Non-residential intensity in Airport Compatibility Zone D is restricted to an average intensity of 100 people per acre. 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:

- office/business areas – 1 person/100 square feet with potential for 50% reduction;
- assembly/exhibit areas – 1 person/15 square feet;
- assembly/seating/restaurant/bar areas – 1 person/15 square feet;
- educational/vocational areas – 1 person/50 square feet;
- storage areas/mechanical equipment – 1 person/300 square feet;
- warehouse areas – 1 person/500 square feet.

Based on the site plan provided, the building areas would total an occupancy of 3,742 people. The non-building uses would consist of the RV parking (42 total RV spaces) and the tennis courts. It is assumed that the tennis courts would be used by those utilizing the RV camping, so the tennis courts are not considered to attract additional people. Assuming an occupancy of 4 people for each RV parking space would result in a total of 168 people, which would result in a total site occupancy of 3,910 people. Based on the approximate 19.33 gross acres located in Zone D, this total site occupancy would result in an average intensity of 202 people per acre, which would be inconsistent with the Zone D average acre criterion of 100.

Although the 50% reduction is not typically applied for assembly type uses, with a 50% reduction also applied to assembly/exhibit, assembly/seating/restaurant/bar, and educational/vocational areas, the total building occupancy would be reduced to 1,907 people. This would reduce the overall site occupancy to 2,075 people and an average intensity of 107 people, which would also be inconsistent with the Zone D average acre criterion of 100 (although it would be consistent with the higher average intensity allowance of 150 persons per acre authorized in Compatibility Plans adopted since 2007).

An alternative calculation for intensity is based on the number of parking spaces provided for a project. A total of 362 standard and handicapped parking spaces, 48 truck/RV parking spaces, and 42 RV camping spaces are shown on the site plan. Assuming an occupancy of 2 persons per vehicle for standard parking spaces and 4 persons per truck/RV space, this would equate to a total of 1,084 people for the entire site. Utilizing the gross acreage located in Zone D as previously noted, this would result in an average intensity of 56 people, which would be consistent with the Zone D average acre criterion of 100. However, total occupancy would be higher if this destination facility becomes sufficiently popular to attract tour buses that would park in the truck/RV parking spaces.

Non-Residential Single-Acre Intensity: As previously noted, the existing buildings and proposed outdoor recreational areas are located within Airport Compatibility Zone D, with only a portion of a parking lot located within Airport Compatibility Zone B2. Non-residential intensity in Airport Compatibility Zone D is restricted to 300 people in any given single acre. The most intense single-acre within Zone D would consist of the southern portion of Building A or Building B. Pursuant to the Building Code calculations presented above, the southern portion of Building A would result in a total occupancy of 1,343 people and Building B would result in a total occupancy of 1,767 people,

both of which would be inconsistent with the Zone D single-acre criterion of 300. Even with a 50% reduction for the assembly type uses (which is not typically allowed), the southern portion of Building A would result in a total occupancy of 674 people and Building B would result in a total occupancy of 898 people, which would also be inconsistent with the Zone D single-acre criterion of 300.

Upon discussion with the applicant to determine whether the projected level of occupancy pursuant to the Building Code is accurate with their planned use of the facility, the applicant indicated that a limitation of 300 or less people within the southern portion of Building A or Building B would not be acceptable.

Risk-Reduction Design Bonus: A bonus of up to 1.3 times the Zone D single-acre criteria of 300 for a maximum allowable intensity of 390 could be granted at the authority of the City of Banning based on the type and amount of risk reduction measures incorporated. The buildings are all limited to single-story. Based on the site images provided by the applicant, most of the buildings, in particular Buildings A South and Building B do contain a low amount of windows. The buildings' construction type is unknown by staff, but do not appear to be primarily concrete tilt up design based on site images. Based on aerial images, the roofs for each of the buildings do not include skylights. The applicant has indicated that for Building B, an additional two emergency exits are provided beyond the three required by code. Building A South includes three emergency exits, which is the minimum required by Code. Other potential bonus design measures related to fire sprinkler and strength of the roof are unknown. In summary, the project includes three of the recommended seven risk reduction design measures. However, the project as currently designed exceeds the maximum allowable single-acre intensity of 390 with a full 30 percent bonus.

Infill Potential: Higher intensity criteria may be considered if the surrounding land uses are similar to or more intense than the proposed project. To qualify for consideration, at least 65% of the project site's perimeter must be surrounded by uses similar to or more intense than the proposed project, and the project site must be less than 20 acres in area. If qualified, a higher average intensity level - the lesser of either the equivalent intensity to surrounding land uses or double the normally allowable intensity - may be consistent. The properties immediately surrounding the project site consist of low intensity residential, airport hangars, low intensity industrial, and vacant land that would not be similar or more intense than the proposed project. As such, the project would not qualify for consideration of infill higher intensity criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Zone B2 (Children's schools, day care centers, libraries, hospitals, nursing homes, places of worship, buildings with more than 2 aboveground habitable floors, highly noise-sensitive outdoor non-residential uses, aboveground bulk storage of hazardous materials, critical community infrastructure facilities, and hazards to flight) or Zone D (highly noise-sensitive outdoor non-residential uses and hazards to flight). However, as noted above, the proposed usage exceeds Zone D intensity limitations.

Open Area Requirements: Compatibility Zone D requires a minimum of 10% open area. Compatibility Zone B2 does not require any provision of open area. Approximately 17.77 acres (net) of the project is located within Compatibility Zone D, which would require a minimum of 1.77 acres of open area required. The project includes two large parking areas that appear to be free of any obstructions greater than 4 feet in height. At the time of writing of this staff report, it has yet to be confirmed by the applicant whether with potential parking area lighting this open area might be reduced. Assuming no obstructions would be included, these parking areas total 3.6 acres, which provides more than double the minimum open space required.

Noise: The property lies partially within the area that would be subject to average exterior noise levels of 55-60 CNEL under ultimate airport development conditions, with the remainder located in areas subject to average exterior noise levels less than 55 CNEL. The portion located within the 55-60 CNEL area is proposed for parking and none of the remaining facility would be subject to aircraft noise levels in excess of 55 CNEL. Therefore, no special measures to mitigate aircraft-generated noise are required.

PART 77: The applicant has indicated that no additional height will be added to the existing buildings nor will any new structures will be added. As such, review by the Federal Aviation Administration Obstruction Evaluation Service is not required.

Other Special Conditions: Countywide Policy 3.3.6 allows the Commission to find a normally incompatible use to be acceptable “because of terrain, specific location, or other extraordinary factors or circumstances related to the site.” In such a situation, the Commission would need to make findings that the land use would not create a safety hazard nor expose people to excessive noise. In some cases, projects that did not quite meet the exacting standards for consideration as infill have been judged consistent through use of Policy 3.3.6. Staff has not identified any site-specific factors such as terrain, specific location, or other extraordinary factors that exist to consider the normally incompatible use to be acceptable pursuant to Policy 3.3.6.

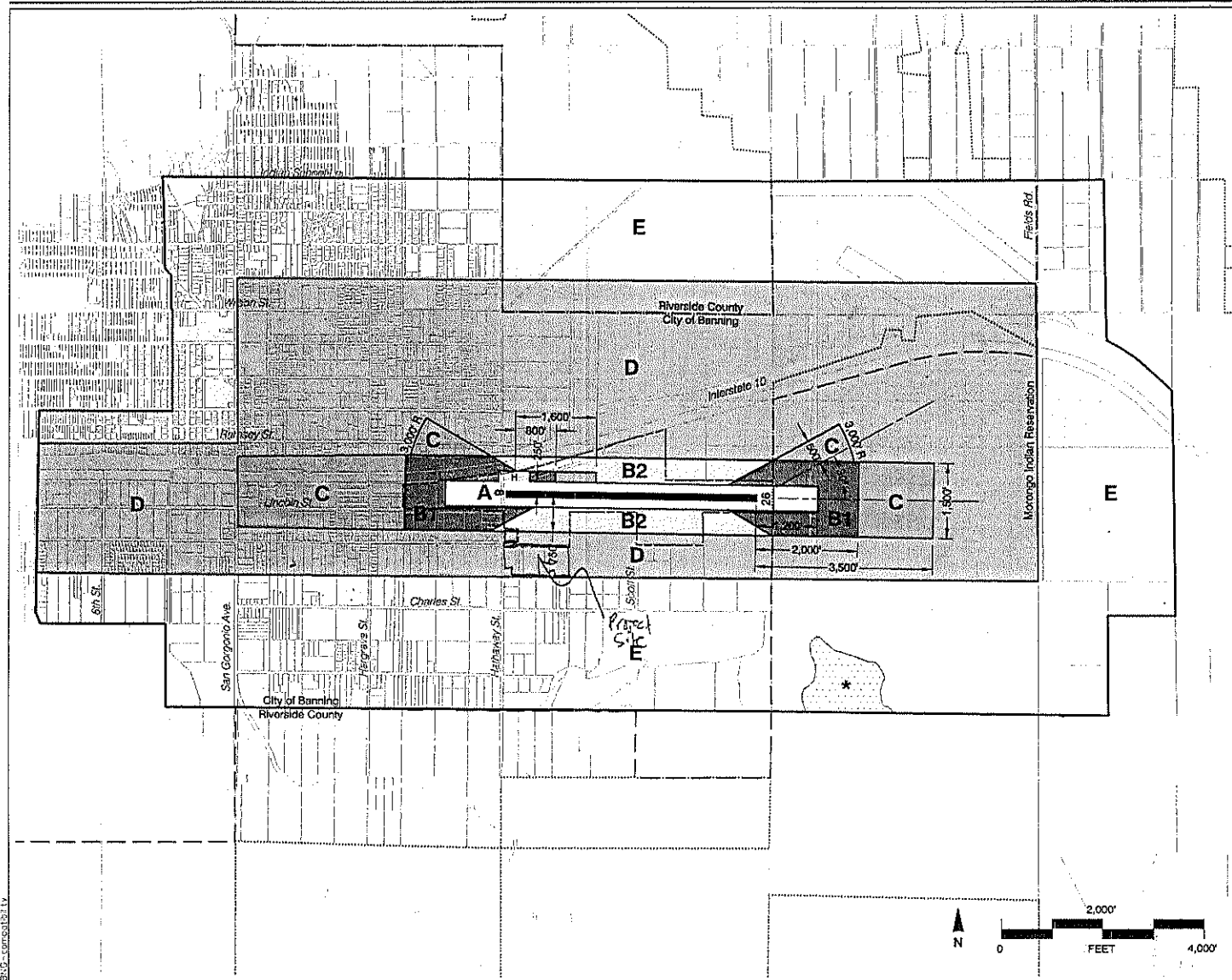
Handbook/Potential Amendment: The City of Banning has requested that ALUC amend the Banning ALUCP to allow for increased nonresidential intensities in Zone D. However, the City declined to pay the cost of the necessary CEQA study to advance the timing for consideration of this amendment. The California Airport Land Use Planning Handbook (2011) recommends allowing for single-acre intensities of 800 to 1,200 persons in the Traffic Pattern Zone around suburban airports. While strict use of the Building Code Method would still indicate inconsistency, acceptance of the Parking Space Method with a limit on use of tour buses would indicate probable compliance with this considerably more lenient standard. Therefore, it is quite possible that the Commission could find a similar proposal to be consistent with a future amended Banning ALUCP. However, staff must base its recommendation on the adopted Plan. A potential alternative for Commission consideration would be to “take no action” in light of the Handbook’s recommendations, but such a procedure may not be appropriate, given that the Commission is not currently engaged in amending the Banning ALUCP.

**CONDITIONS (in the event that the Commission chooses to determine the project 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.
  - (e) Highly noise-sensitive outdoor non-residential uses or hazards to flight
3. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.
4. Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more), and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

# 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 Rowlow Overlay Zone

**Boundary Lines**

- Airport Property Line
- - - City Limits
- ..... Morongo Indian Reservation

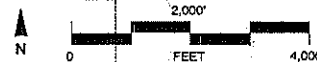
**Note**

Dimensions measured from runway ends and centerlines.

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

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

Map BN-1



**Compatibility Map**  
 Banning Municipal Airport

BLS - compatibility



BANNING  
MUNICIPAL  
AIRPORT

PROJECT  
SITE

# PINBALL MADNESS

700 S. HATHAWAY ST. BANNING, CA 92220

RAMON AOANAN AIA

Architect

P.C. Corrections

CLIENT:

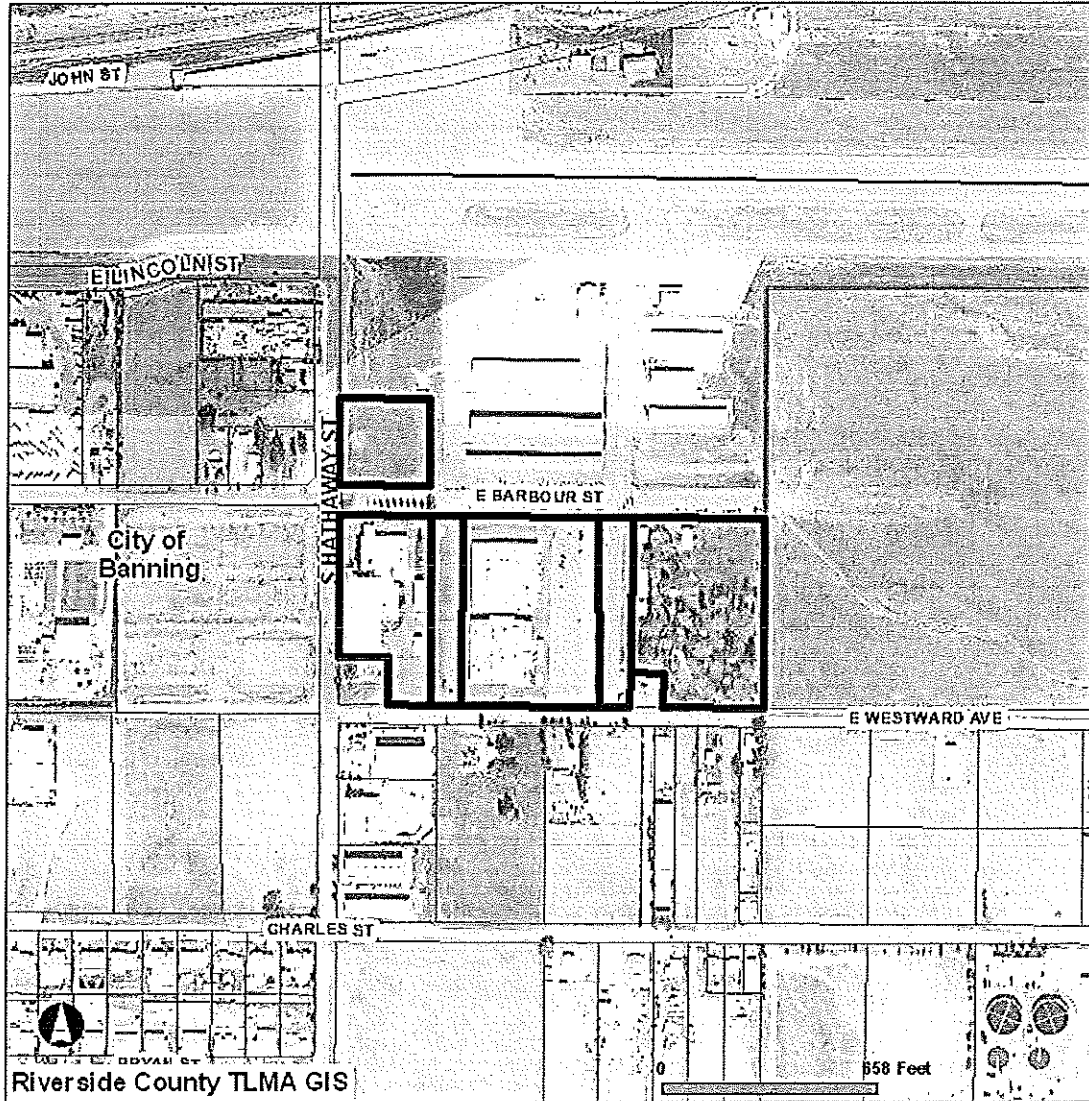
JOHN WICKS

VICINITY MAP

NOT TO SCALE

2413 LA CRESCENTA AVE.  
ALHAMBRA, CA 91803  
Tel. 510.432.4066  
FAX 323.729.6043

RIVERSIDE COUNTY GIS



Selected parcel(s):

532-130-003 532-130-004 532-130-006 532-130-007 532-130-014 532-130-015

AIRPORTS

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

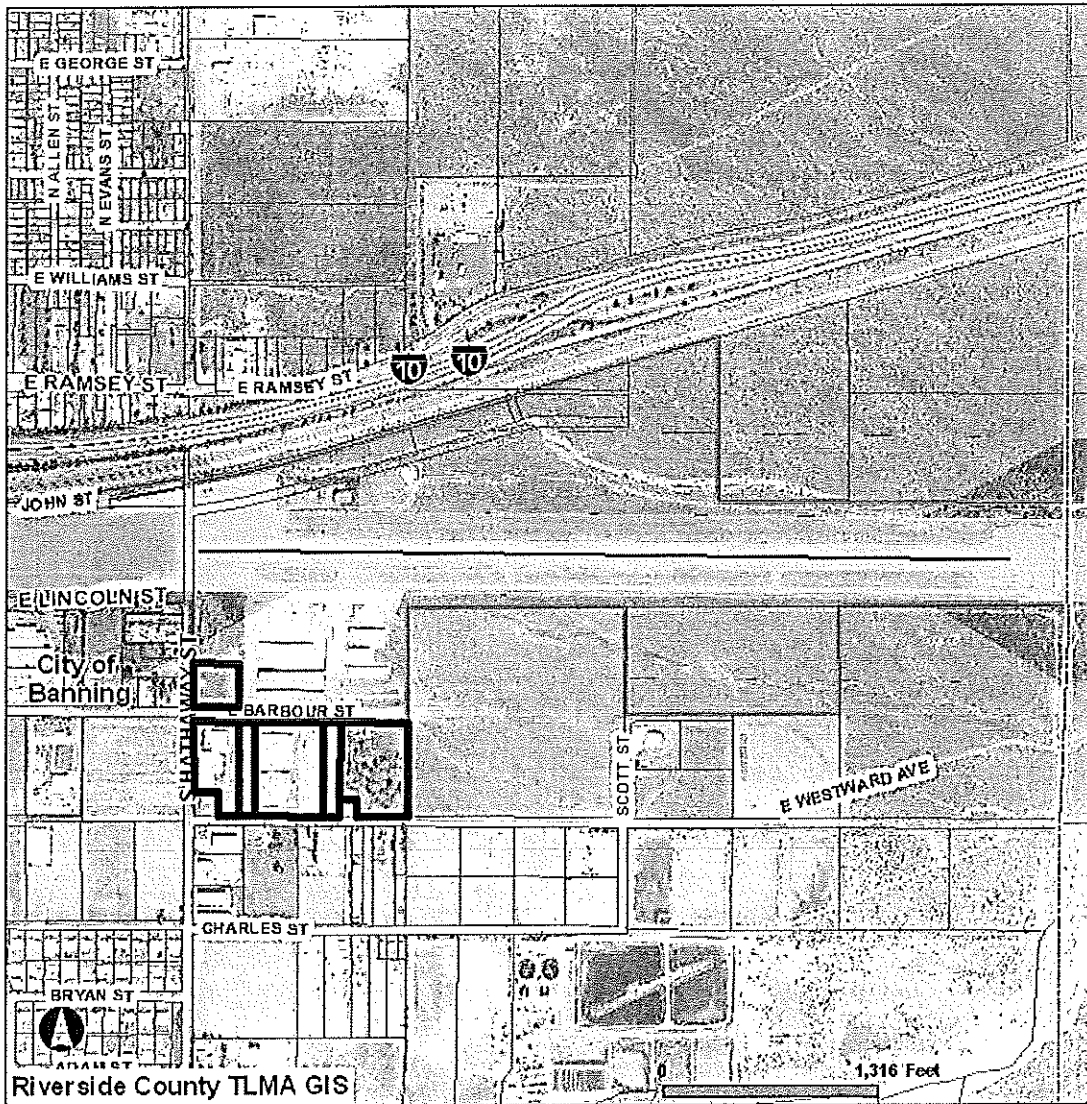
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Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):

532-130-003 532-130-004 532-130-006 532-130-007 532-130-014 532-130-015

AIRPORTS

- SELECTED PARCEL
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES
- PARCELS
- COMPATIBILITY ZONE A
- COMPATIBILITY ZONE B1
- COMPATIBILITY ZONE B2
- COMPATIBILITY ZONE B3
- COMPATIBILITY ZONE B4
- COMPATIBILITY ZONE B5
- COMPATIBILITY ZONE C
- COMPATIBILITY ZONE D
- COMPATIBILITY ZONE E

**\*IMPORTANT\***

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Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):

532-130-003 532-130-004 532-130-006 532-130-007 532-130-014 532-130-015

LEGEND

- SELECTED PARCEL
- CITY
-  INTERSTATES
-  HIGHWAYS
- PARCELS

**\*IMPORTANT\***

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Version 131127

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**RAMON AOARAN**  
 Architect  
 2100 LA CERRITOS AVE  
 ALHAMBRA, CA 91801  
 TEL: 626 255 0000  
 FAX: 626 255 0000

CLIENT:  
**MUSEUM OF PINBALL, INC.**

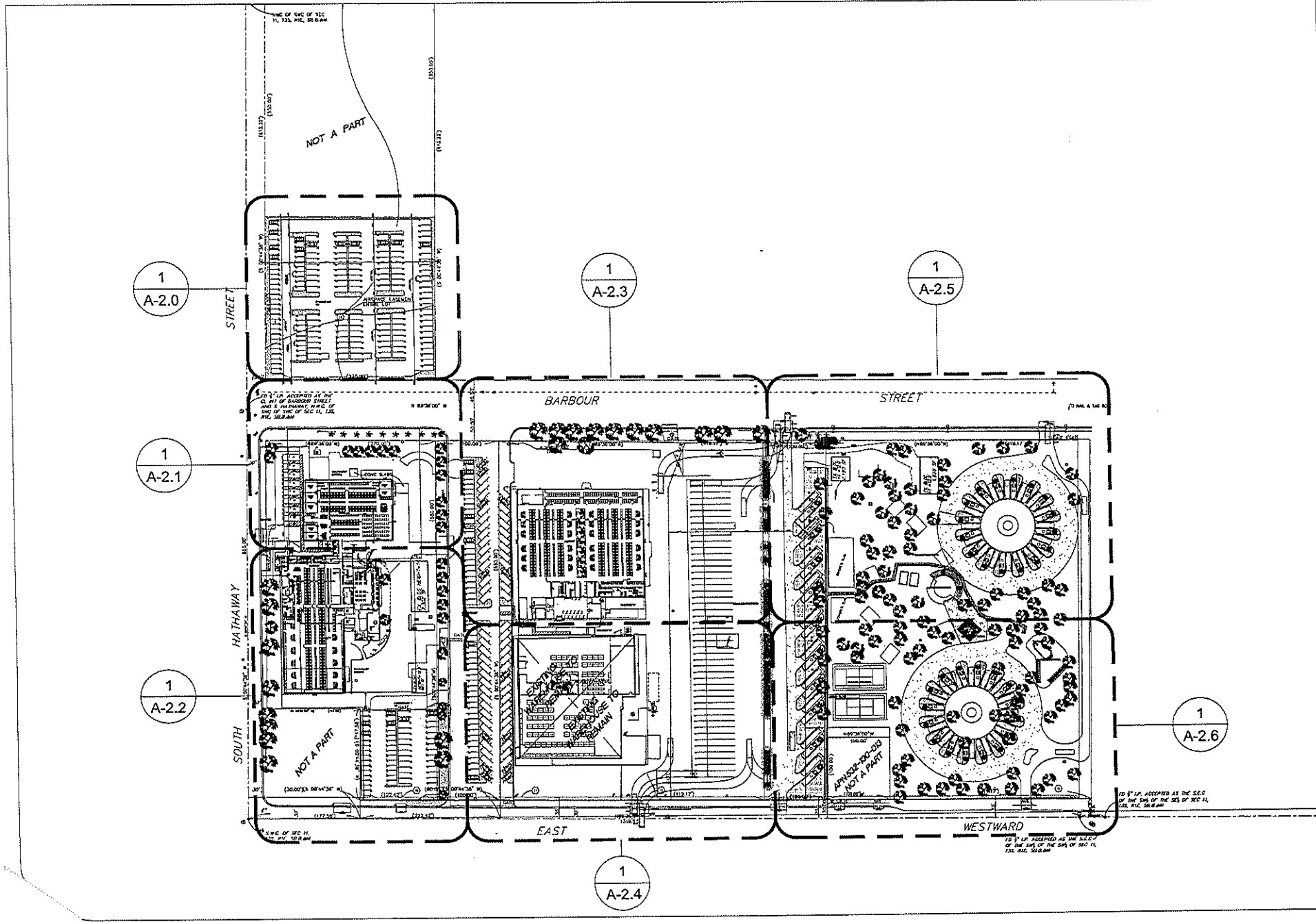
NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST., BANNING, CA 92220  
 Overall Site Plan

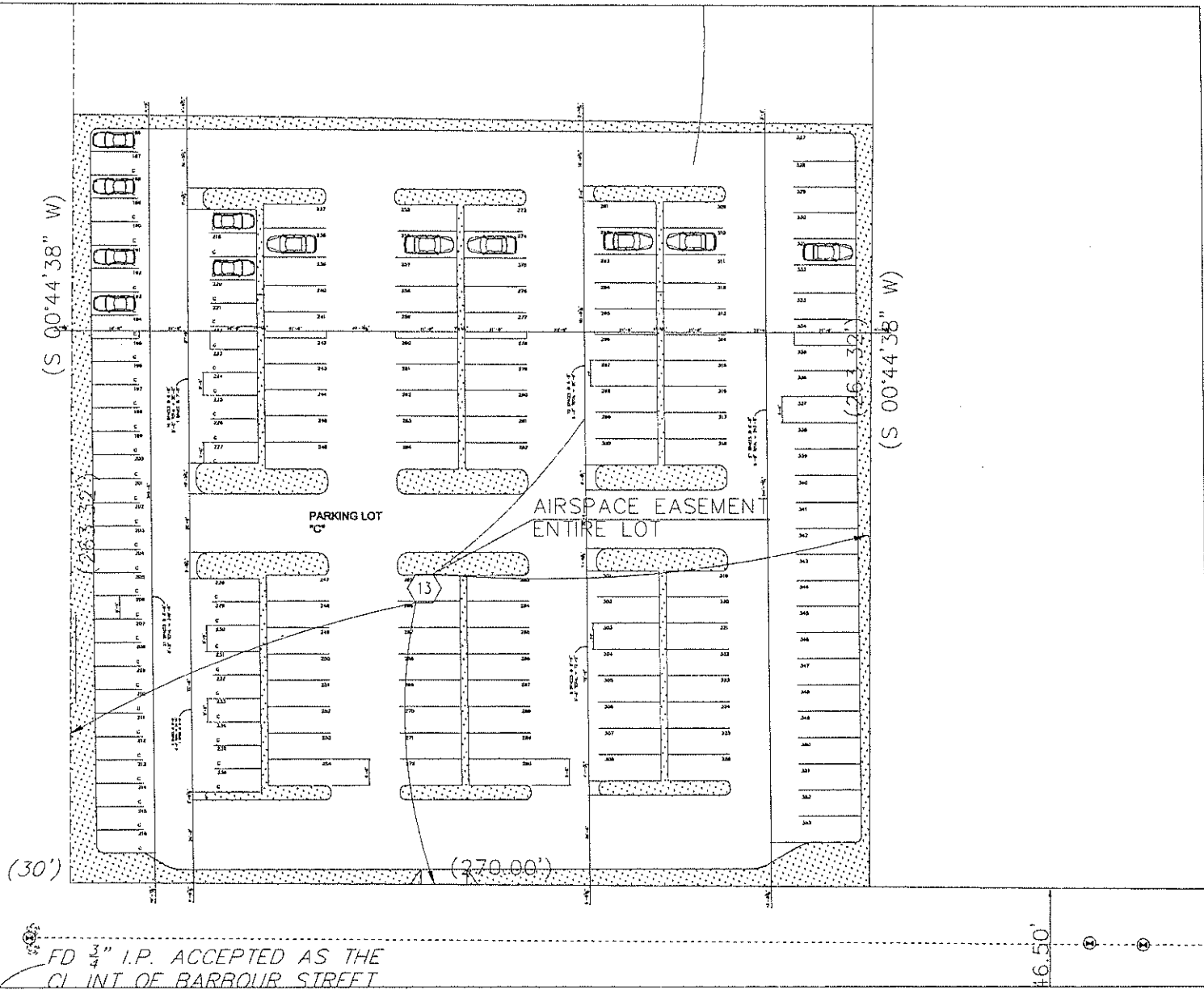
Scale: 1/8" = 1'-0"

Project number: 0001  
 Date: JULY 30, 2014

**A 1.0**



STREET



FD 3/4" I.P. ACCEPTED AS THE CLINT OF BARBOUR STREET

The lines and design represent names and this drawing, all prepared by RAMON AOANAN Architect (RCA) as for the use solely with respect to the project and RCA shall retain all copyright, liability and other reserved rights including copyright and they shall not be used by others for any other purpose without written permission of RCA.

**RAMON AOANAN**  
 Architect  
 2715 LA CERRITOS AVE  
 ANAHEIM, CA 92806  
 Tel: 714 944-1000  
 Fax: 714 944-1000  
 Email: RAMON.AOANAN@RCA-ARCHITECT.COM

**CLIENT:**  
 MUSEUM OF PINBALL, INC.

NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST. BANNING, CA 92220  
 drawing title  
**SITE PLAN 1**

SCALE  
 1/16" = 1'-0"  
 project number  
 0001  
 date  
 JULY 30, 2014

**A-2.0**



SOUTH

HATHAWAY

S 00°44'38" W

S 00°44'38" W

660.00'

S.W.C. OF SEC. 11,  
T3S. R1E. SB.B.&M.

30'

30'

30'

(177.58')

(30.00')(S 00°44'38" W)

NOT A PART

(N 89°36'00" W) (147.58')

(85.71) (S 00°44'38" W)

(122.42')

(222.42')

(30.00')

(S 00°44'38" W)

EX BLDG  
HEIGHT=12.0'  
961 SF

EX. BLDG HEIGHT=14.8'  
2,302 SF

BUILDING 'A'  
(south)

L.S. HEDGE

SHED

The client and designer warrant that the drawing, all preparatory drawings and related documents (collectively "CD") are for the use only with respect to the project and CD is not to be used for any other purpose without written permission of the architect.

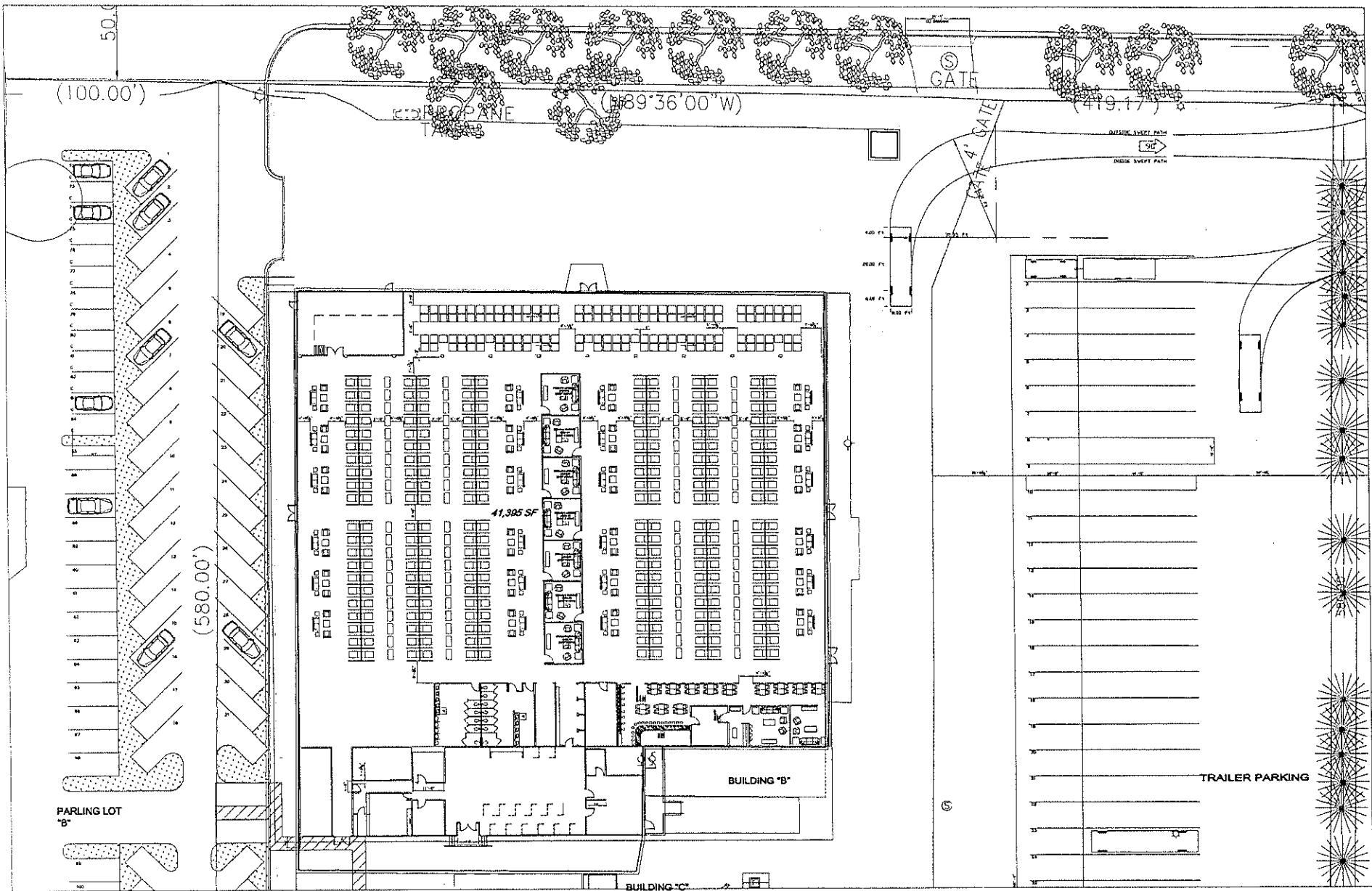
**RAMON AOANAN**  
Architect  
1000 S. HATHAWAY ST.  
SAN JOSE, CA 95128  
Tel: 408.433.0000  
Fax: 408.433.0001  
www.ramonaoanan.com

CLIENT:  
**MUSEUM OF PINBALL, INC.**

NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
700 S. HATHAWAY ST., BANNING, CA 92220  
Drawing Date  
SCALE  
1/16" = 1'-0"

project number  
0001  
date  
JULY 30, 2014  
**A-2.2**



The ideas and designs represented herein and this drawing, all prepared by RAMMO ARCHITECT ARCHITECT (RCA) are for the use solely with respect to the project and RCA shall retain all copyright law, statutory and other reserved rights therein, and they shall not be used by others for any other purpose without written permission of RCA.

**RAMON AONAN**  
 Architect  
 # 2010 LA CHANGES 1016 AND  
 ADDENDUM, CA 92220  
 700 S. HATHAWAY ST.  
 BANNING, CA 92220

**CLIENT:**  
 MUSEUM OF PINBALL  
 INC.

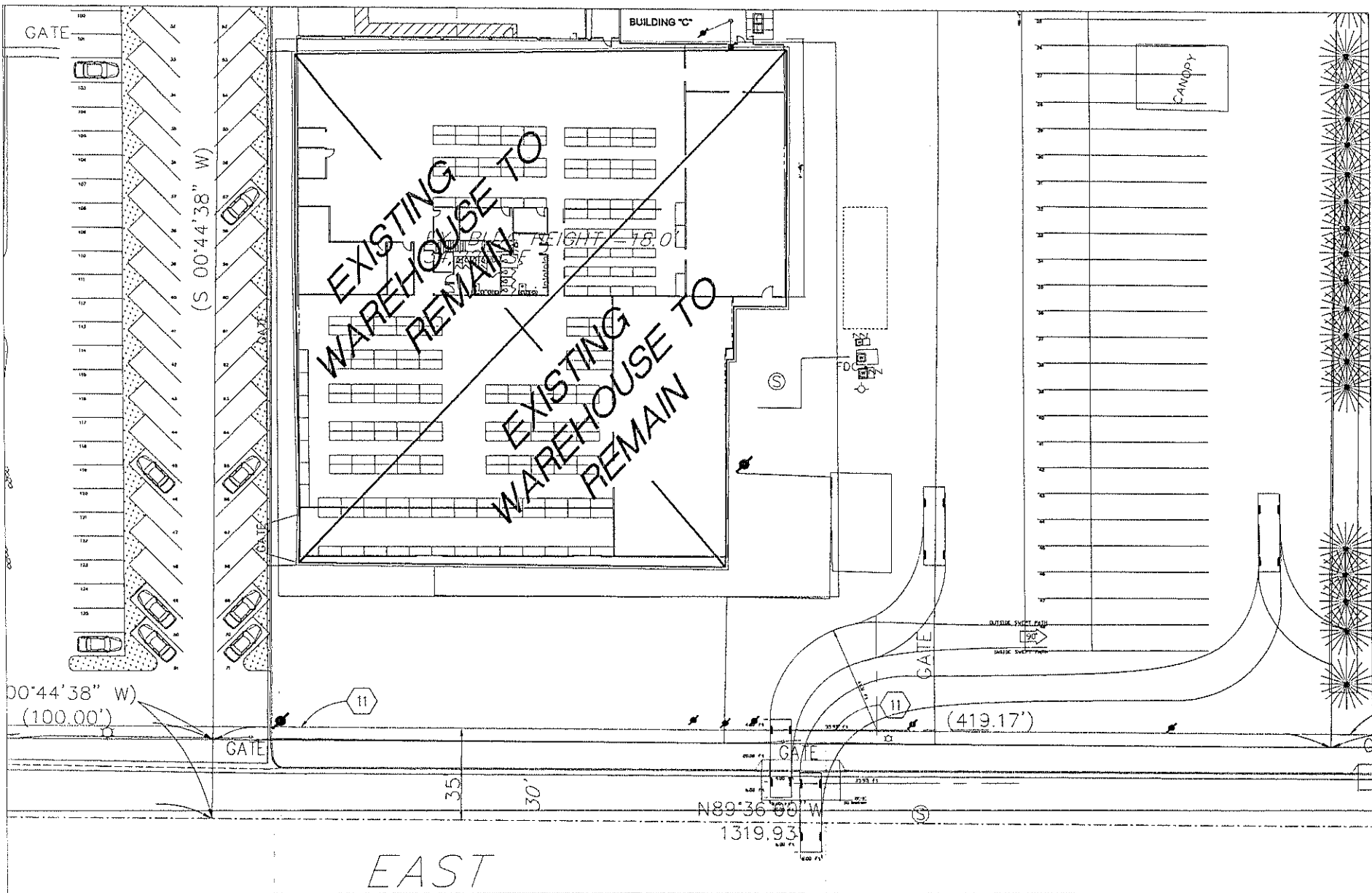
NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST. BANNING, CA 92220  
 drawing 016

Scale  
 1/16" = 1'-0"

project number  
 0001  
 date  
 JULY 30, 2014

**A-2.3**



The ideas and design representation herein and the drawings are prepared by Ramon A. Oanan, Architect (RCA) as the design professional responsible for this project and RCA shall retain all copyright, and they shall not be used by others for any other purpose without written permission of RCA.

**RAMON AOANAN**  
 Architect  
 1425 L. L. BARNHARTT AVE.  
 OAKLAND, CA 94612  
 Tel: 415.763.1111  
 Fax: 415.763.1111

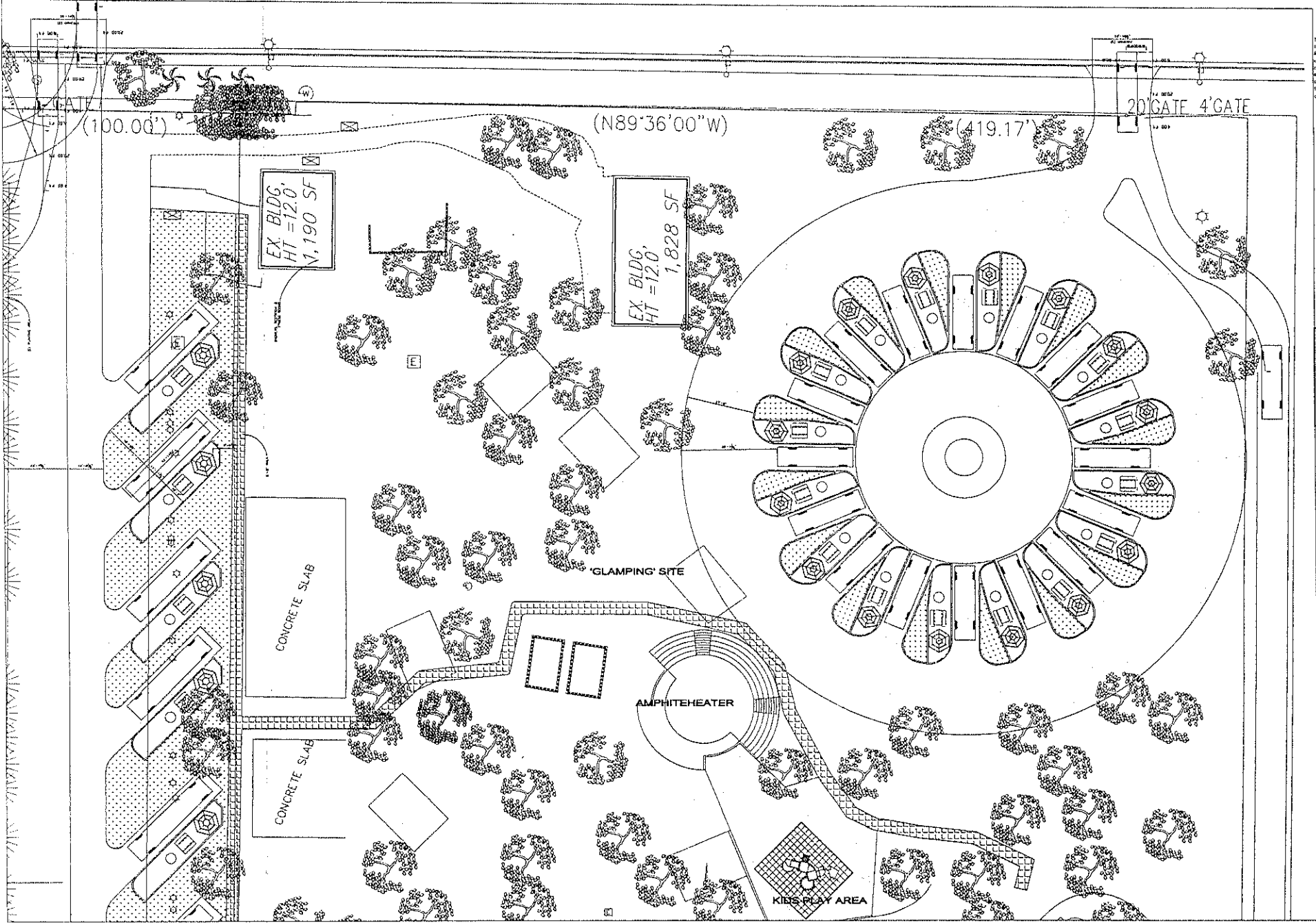
**CLIENT:**  
 MUSEUM OF PINBALL, INC.

NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST., BANNING, CA 92220  
 drawing title  
**SITE PLAN 5**

SCALE:  
 1/16" = 1'-0"  
 project number  
 0001  
 date  
 JULY 30, 2014  
**A-2.4**





The above and design representations herein and this drawing, all prepared by RAMON A. OANAN, Architect (RCA) are for the use only and prepared in this project and RCA shall not be liable for any loss, liability and other damages resulting therefrom, and they shall not be used for any other purpose without written permission of RCA.

**RAMON A. OANAN**  
 Architect  
 11111A Chabot Drive  
 San Francisco, CA 94120  
 Tel: 415 771 1111  
 Fax: 415 771 1111  
 Ramon@rao.com

**CLIENT:**  
 MUSEUM OF PINBALL,  
 INC.

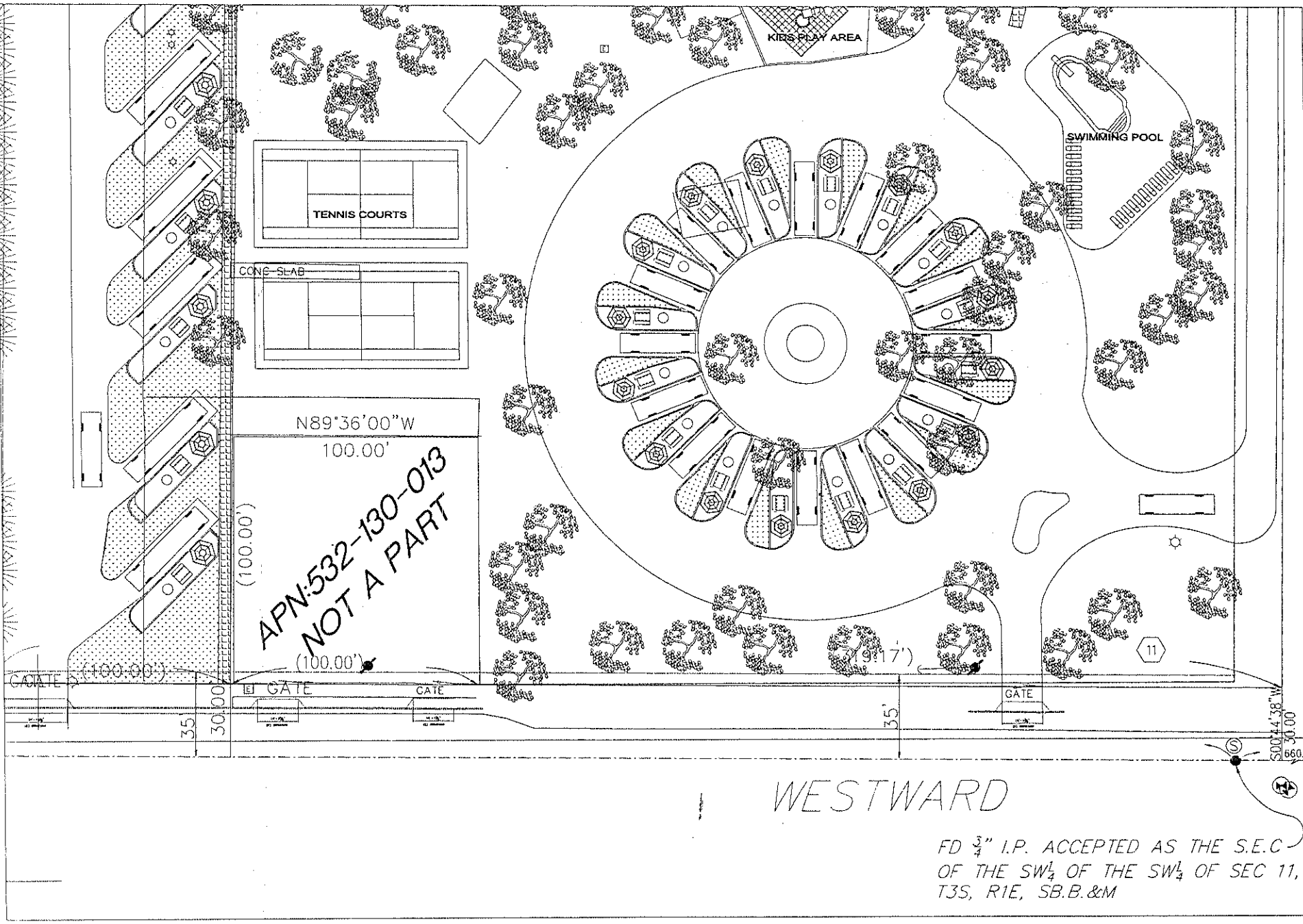
NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST. BANNING, CA 92220  
 drawing file

Scale  
 1/16" = 1'-0"

project number  
 0001  
 date  
 JULY 30, 2014

**A-2.5**



APN: 532-130-013  
 NOT A PART

WESTWARD

FD  $\frac{3}{4}$ " I.P. ACCEPTED AS THE S.E.C.  
 OF THE SW $\frac{1}{4}$  OF THE SW $\frac{1}{4}$  OF SEC 11,  
 T3S, R1E, SB.B.&M

The ideas and designs represented herein and this drawing are prepared by RAMON AOANAN Architect (RCA) and are for the use only with respect to the project and NO A shall retain all copyright and they shall not be used by others for any other purpose without written permission of RCA.

**RAMON AOANAN**  
 Architect  
 4  
 1001 A The Mall in Los  
 Angeles, CA 90001  
 Tel: 310 410 1111  
 Fax: 310 410 1111

CLIENT:  
**MUSEUM OF PINBALL,  
 INC.**

NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST., BANNING, CA 92220  
 SITE PLAN 7

Scale  
 1/16" = 1'-0"

Project number  
 0001  
 Date  
 JULY 30, 2014

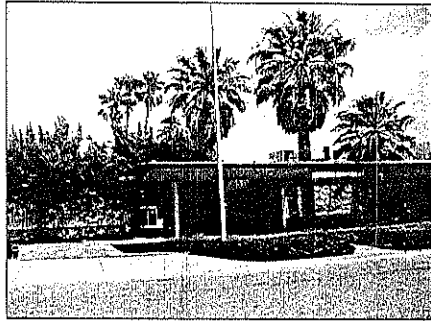
**A-2.6**



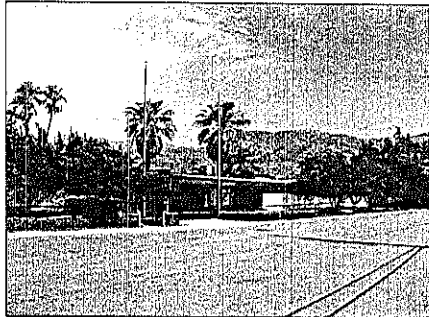
The views are a design representation from and the drawings are prepared by RAMON AOOANAN Architect (R.A.A.) and for the use solely with respect to the project and R.A.A. shall retain all copyright, title, liability and other reserved rights. Copy right and title shall not be used by others for any other purpose without written permission of R.A.A.

**RAMON AOOANAN**  
**Architect**  
 9  
 7800 S. HATHAWAY ST.  
 BANNING, CA 92220  
 TEL: 951.736.1000  
 FAX: 951.736.1000

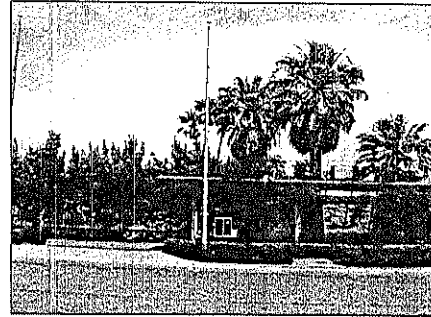
**CLIENT:**  
**MUSEUM OF PINBALL, INC.**



BUILDING A FRONT - 1

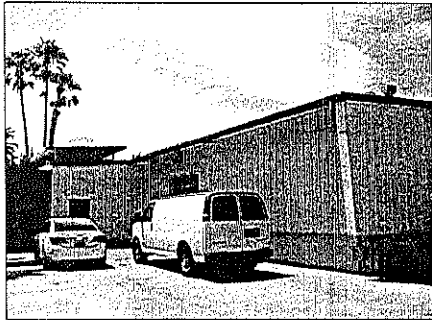


BUILDING A FRONT - 2

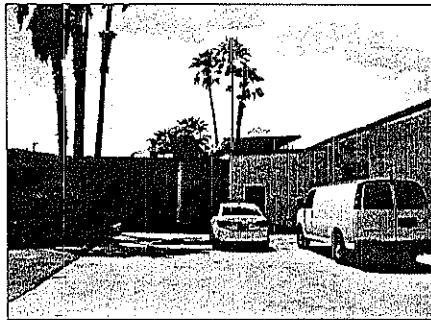


BUILDING A FRONT - 3

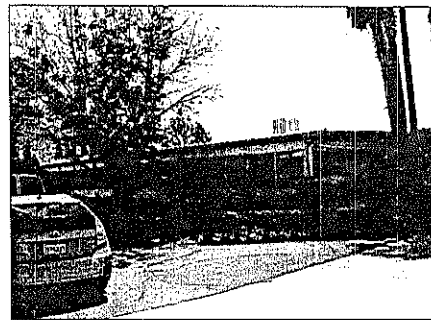
OWNER'S SEAL  
 NOT FOR CONSTRUCTION



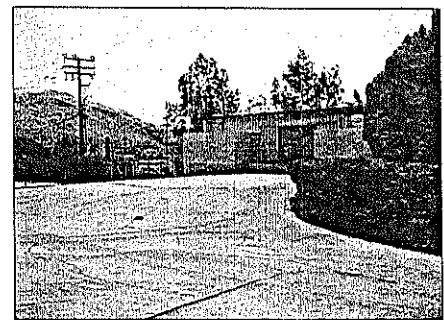
BUILDING A REAR - 1



BUILDING A REAR - 2



BUILDING A REAR - 3



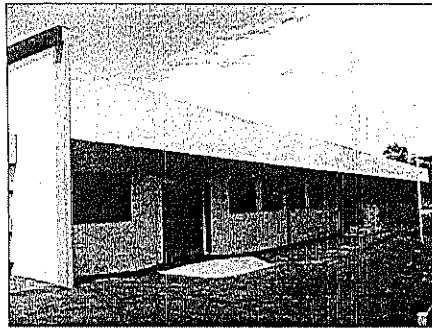
BUILDING A REAR - 4

**MUSEUM OF PINBALL**  
 700 S. HATHAWAY ST. BANNING, CA 92220  
 drawing title  
**BUILDING-A PHOTOS**

SCALE  
 NOT TO SCALE

project number  
 0001  
 Date  
 JULY 30, 2014

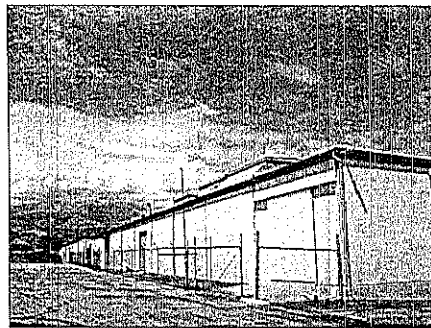
**P 1.0**



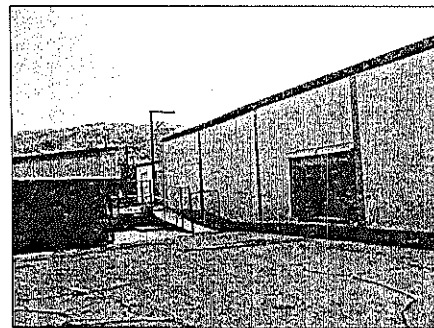
BUILDING B FRONT - 1



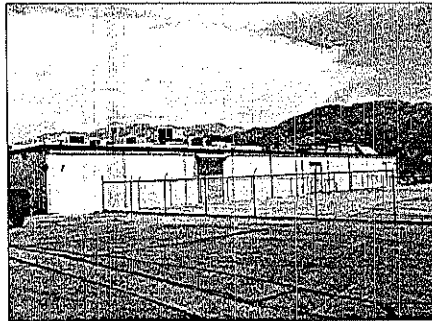
BUILDING B & C FRONT - 2



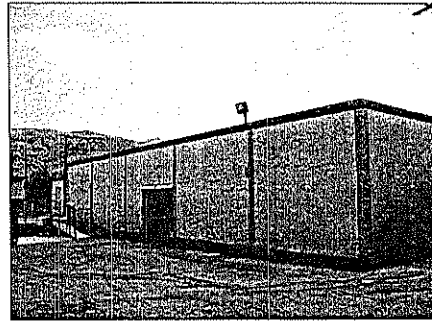
BUILDING B & C REAR - 1



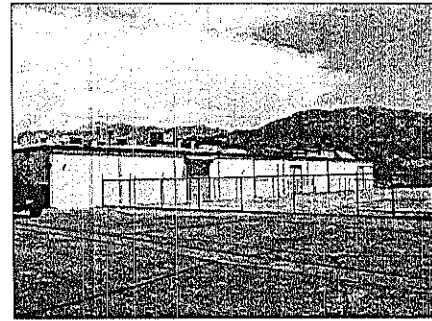
BUILDING B & C REAR - 2



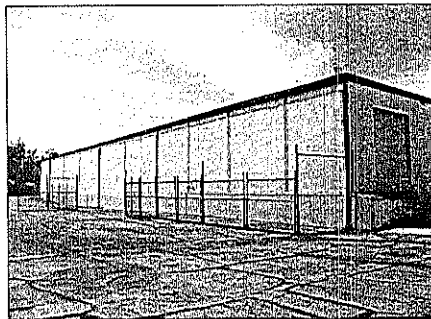
BUILDING B REAR - 1



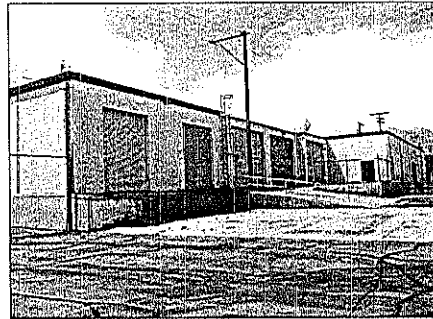
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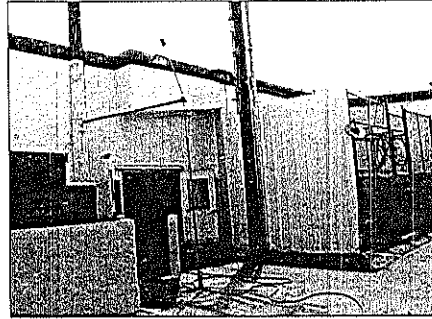
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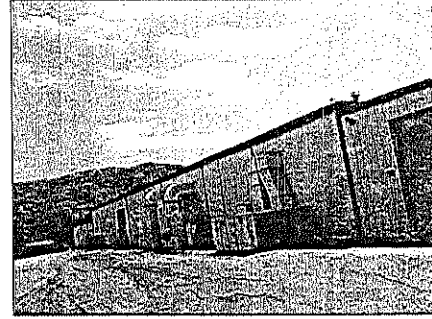
BUILDING B REAR - 5



BUILDING B REAR - 6



BUILDING B REAR - 7



BUILDING B REAR - 8

The ideas and designs represented herein and the drawings are prepared by RAMON AGUIAR ARCHITECTS (R.A.A.) for the sole use and benefit of the client and R.A.A. shall retain all copyright, and they shall not be used by others for any other purpose without written permission of R.A.A.

**RAMON AGUIAR**  
Architect  
404 LAUREL STREET AND  
MOUNTAIN VIEW  
SAN ANTONIO, TEXAS  
78204-1204

CLIENT:  
**MUSEUM OF PINBALL, INC.**

NOT FOR CONSTRUCTION

**MUSEUM OF PINBALL**  
700 S. HATHAWAY ST. BANNING, CA 92220  
drawing 996  
**BUILDING-B PHOTOS**

SCALE  
NOT TO SCALE

PROJECT NUMBER  
0001  
DATE  
JULY 30, 2014

**P 2.0**

## MUSEUM OF PINBALL

### EXHIBIT "A"

*Proposed Land Use Land Use Project call for re-use of these buildings for the following:*

- 1. Pinball Machine Museum and Arcade.  
Supporting this use are a restaurant, private lounge areas and a bar and seating areas.  
Designated as Building A North , Building A South and Building B on drawings.*
- 2. Warehouse  
Designated as Building C on drawings.*
- 3. Glamping (Glamour Camping)*

*About a 3<sup>rd</sup> of the total acreage of the property will be used for overnight recreational camping facility with facilities provided for swimming, tennis, physical fitness routines like walking, running, barbecue, and other outdoor activities. Existing bathroom and shower facilities will be maintained and a new fitness center will be installed within the existing structures*

**Hours of Use -**            **Friday and Saturday 10 AM to 2 AM**  
                                 **Sunday thru Thursday 10 AM to 9PM**

Site/Use Summary							
Building/Use	Area/Amount	App's Occ Rate (1 per)	App's Occ	Verification of App's Occ	ALUC's Occ Rate (1 per)	ALUC's Occ	ALUC's Occ w assembly 50% reduction
<b>Buildings</b>							
<i>Building A North</i>							
Assembly/Exhibit Gallery	6,014	30	311	200	15	401	200
Assembly/Unconcentrated tables and chairs	2,856	15	191	190	15	190	95
Mech Equip	440	300	2	1	300	1	1
<i>subtotal</i>	<i>9,310</i>		<i>504</i>	<i>392</i>		<i>593</i>	<i>297</i>
<i>Building A South</i>							
Assembly/Exhibit Gallery	13,917	30	464	464	15	928	464
Assembly/Unconcentrated tables and chairs (restaurant)	2,916	15	195	194	15	194	97
Assembly/Unconcentrated tables and chairs (bars/seating areas)	1,132	15	76	75	15	75	38
Assembly/Unconcentrated tables and chairs (priv. play areas)	1,856	30	62	62	15	124	62
Educational/Vocational	866	50	18	17	50	17	9
Business Areas	497	100	5	5	200	2	2
Restrooms	1,398	0	0	0	0	0	0
Mech Equip	632	300	3	2	300	2	2
<i>subtotal</i>	<i>23,214</i>		<i>823</i>	<i>820</i>		<i>1343</i>	<i>674</i>
<i>Building B</i>							
Assembly/Exhibit Gallery	22,485	30	750	750	15	1,499	750
Assembly/Unconcentrated tables and chairs (bars/seating areas)	1,959	15	76	131	15	131	65
Assembly/Unconcentrated tables and chairs (priv. play areas)	1,642	30	55	55	15	109	55
Business Areas	4,479	100	5	45	200	22	22
Restrooms	947	0	0	0	0	0	0
Mech Equip	1,728	300	3	6	300	6	6
<i>subtotal</i>	<i>33,240</i>		<i>889</i>	<i>985</i>		<i>1767</i>	<i>898</i>
<i>Building C</i>							
Warehouse	13,917	500	47	28	500	28	28
Business Areas	1,739	100	18	17	200	9	9
Restrooms	662	0	0	0	0	0	0
Mech Equip	632	300	3	2	300	2	2
<i>subtotal</i>	<i>16,950</i>		<i>68</i>	<i>47</i>		<i>39</i>	<i>39</i>
			<b>Building Total</b>	<b>2,284</b>		<b>2,245</b>	
						<b>3,742</b>	<b>1,907</b>
<b>Non-Building Uses</b>							
<i>RV Camping Spots</i>							
West	10				0.25	40	40
Northeast	16				0.25	64	64
Southeast	16				0.25	64	64
<i>subtotal</i>						<i>168</i>	<i>168</i>
<i>Other</i>							
Tennis Courts	2					0	0
<i>subtotal</i>						<i>0</i>	<i>0</i>
			<b>Non-Building Total</b>	<b>0</b>		<b>168</b>	<b>168</b>
			<b>Site Total</b>	<b>2,284</b>	<b>2,245</b>	<b>3,910</b>	<b>2,075</b>

**Nature of Risk**

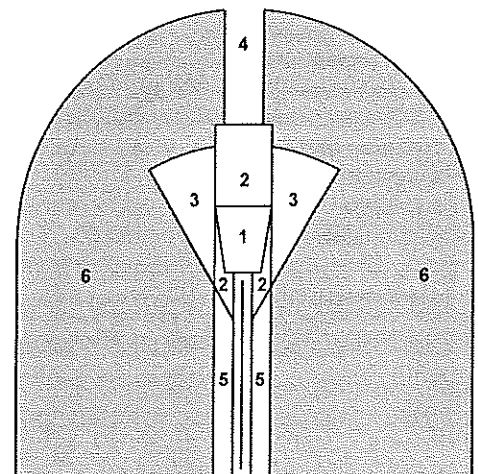
- Normal Maneuvers
  - Aircraft within a regular traffic pattern and pattern entry routes
- Altitude
  - Ranging from 1,000 to 1,500 feet above runway
- Common Accident Types
  - Arrival: Pattern accidents in proximity of airport
  - Departure: Emergency landings
- Risk Level
  - Low
  - Percentage of near-runway accidents in this zone: 18% - 29% (percentage is high because of large area encompassed)



IN TRAFFIC PATTERN

**Basic Compatibility Policies**

- Normally Allow
  - Residential uses (however, noise and overflight impacts should be considered where ambient noise levels are low)
- Limit
  - Children's schools, large day care centers, hospitals, and nursing homes
  - Processing and storage of bulk quantities of highly hazardous materials
- Avoid
  - Outdoor stadiums and similar uses with very high intensities
- Prohibit
  - None



Refer to Chapter 3 for dimensions.

	Maximum Residential Densities	Maximum Nonresidential Intensities	Maximum Single Acre
	Average number of dwelling units per gross acre	Average number of people per gross acre	4x the Average number of people per gross acre
Rural	No Limit – See Note A	150 – 200	600 – 800
Suburban	No Limit – See Note A	200 – 300	800 – 1,200
Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B
Dense Urban	No Limit – See Note A	No Limit – See Note B	No Limit – See Note B

Note A: Noise and overflight should be considered.

Note B: Large stadiums and similar uses should be avoided.

FIGURE 4G

**Safety Zone 6 – Traffic Pattern Zone**



# **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 Labor Day (September 1), and by prescheduled appointment on Friday, September 5 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: September 11, 2014

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1018BA14 – Museum of Pinball, Inc. (Representative: Ramon Aoanan) – City of Banning Case No. 14-8005 (Conditional Use Permit). The Conditional Use Permit would allow for the conversion of a former manufacturing facility into a pinball machine museum and arcade. Two existing buildings totaling 83,436 square feet would be converted into the museum/arcade and would include exhibit/assembly area, restaurant, bars, and seating areas, lounges, offices, and educational/vocational areas. A third existing building totaling 34,220 square feet would be maintained for warehouse/storage and office uses. The applicant also proposes to provide for RV (42 spaces) camping areas and amenities such as a jogging path, swimming pool and tennis courts. The site consists of approximately 18.17 acres net (19.76 acres gross) located easterly of Hathaway Street, northerly of Westward Avenue, and southerly of Lincoln Street, and bisected by Barbour Street, in the City of Banning. (Airport Compatibility Zones D and B2 of the Banning Municipal Airport Influence Area).

**FURTHER INFORMATION:** Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Mr. Brian Guillot of the City of Banning Community Development Department, at (951) 922-3152.

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

ALUC Identification No.

ZAP1018BA14

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

Date of Application JULY 30, 2014  
 Property Owner JOAN WEEKS - MUSEUM OF PINGALL, INC. Phone Number 562-274-3254  
 Mailing Address P.O. BOX 517  
BANNING, CA 92262

Agent (if any) RAMON A. ANAN, ARCHITECT Phone Number 510-432-4066  
 Mailing Address 2413 LA CRESCENTA AVE.  
ALHAMBRA, CA 91803

**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 700 S. HATHAWAY ST.  
BANNING, CA 92220  
 Assessor's Parcel Nos. 922-130-003, 004, 006, 007, 014 & 15 Parcel Size 18.08 ACRES  
 Subdivision Name N.A. Zoning AIRPORT INDUSTRIAL  
 Lot Number N.A. 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) ① MANUFACTURING OF AIRPLANE PARTS & OTHER INDUSTRIAL PRODUCTS.  
② RECREATIONAL PARK

Proposed Land Use (describe) SEE EXHIBIT "A"

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N.A.  
 For Other Land Uses Hours of Use FRIDAYS & SATURDAYS: 10 AM TO 2 AM; SUNDAYS THRU THURSDAYS = 10 AM TO 9 AM  
 (See Appendix C) Number of People on Site Maximum Number 989 OCCUPANTS  
 Method of Calculation 2013 CA BLDG. CODE OCCUPANCY REQS.

Height Data Height above Ground or Tallest Object (including antennas and trees) 20 FT. ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 2,211 FT. 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 \_\_\_\_\_

CA 14-8005

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)	
Date Received	8/6/2014
Agency Name	CITY OF BAKING PLANNING DEPT.
Staff Contact	HOLLY STUART
Phone Number	(951) 922-3190
Agency's Project No.	C.U.P.A. 14-9005
Type of Project	<input type="checkbox"/> General Plan Amendment <input type="checkbox"/> Zoning Amendment or Variance <input type="checkbox"/> Subdivision Approval <input checked="" 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

- 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)

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 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

## MUSEUM OF PINBALL

### EXHIBIT "A"

**Proposed Land Use Land Use Project call for re-use of these buildings for the following:**

- 1. Pinball Machine Museum and Arcade.**  
*Supporting this use are a restaurant, private lounge areas and a bar and seating areas.  
Designated as Building A North , Building A South and Building B on drawings.*
- 2. Warehouse**  
*Designated as Building C on drawings.*
- 3. Glamping (Glamour Camping)**

*About a 3<sup>rd</sup> of the total acreage of the property will be used for overnight recreational camping facility with facilities provided for swimming, tennis, physical fitness routines like walking, running, barbecue, and other outdoor activities. Existing bathroom and shower facilities will be maintained and a new fitness center will be installed within the existing structures*

**Hours of Use -**            **Friday and Saturday 10 AM to 2 AM**  
                                 **Sunday thru Thursday 10 AM to 9PM**

# COUNTY OF RIVERSIDE AIRPORT LAND USE COMMISSION

## STAFF REPORT

**AGENDA ITEM:** 3.1

**HEARING DATE:** October 9, 2014

**CASE NUMBER:** ZAP1035HR14 – U.S. Pacific Capital (Representative: Herron+Rumansoff Architects Inc., Russell Rumansoff)

**APPROVING JURISDICTION:** City of Hemet

**JURISDICTION CASE NO:** SDR 14-002 (Site Development Review)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the Site Development Review.

**PROJECT DESCRIPTION:** SDR 14-002 is a proposal to construct an 117,920 square foot, 120-unit, three-story (43 foot high) senior independent living facility on a 3.31-acre parcel. The facility would also include office, kitchen, dining, laundry, lounge, library, gym, theater and other amenities within the building, as well as outdoor recreation areas including a pool and bocce ball area.

**PROJECT LOCATION:** The site is located southerly of Latham Avenue, easterly of Lyon Avenue, westerly of Elk Street, and northerly of SH-74/Florida Avenue in the City of Hemet, approximately 9,700 feet northeasterly of the eastern end of Runway 5-23 at Hemet-Ryan Airport.

**LAND USE PLAN:** 1992 Hemet-Ryan Airport Comprehensive Airport Land Use Plan (HRACALUP)

- a. Airport Influence Area: Hemet-Ryan Airport
- b. Land Use Policy: Area III
- c. Noise Levels: Below 55 dBA CNEL

### **BACKGROUND:**

Land Use Intensity: The site is located in Area III of the Hemet-Ryan Airport Influence Area. Residential densities and non-residential land use intensities are not limited within Area III.

Prohibited Uses: The HRACALUP requires discretionary review by ALUC for structures greater

than 35 feet in height, but does not prohibit any specific uses. The HRACALUP also requires ALUC discretionary review of places of assembly, schools, institutional uses, and hazardous materials facilities proposed in Area III.

Part 77: The elevation of Runway 5-23 at its easterly terminus is approximately 1517 feet above mean sea level (AMSL). At a distance of approximately 9,700 feet from the runway, any structure with an elevation at top point exceeding 1614 feet AMSL would require Federal Aviation Administration (FAA) review through the Form 7460-1 process. The maximum elevation of the finished floor is 1565.52 feet AMSL. With a proposed maximum height of 43 feet, the proposed structure would have a top point elevation of 1608.52 feet AMSL. Therefore, FAA review is not required.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL.

Open Area: Area III of the HRACALUP does not have any requirements for provision of open space.

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

#### **CONDITIONS:**

1. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture, production of cereal grains, sunflower, and row crops, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition

debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The landowner shall provide the attached notice to all purchasers of the property and all tenants of the buildings on the property.
  4. Prior to issuance of building permits, the landowner shall convey an avigation easement to the County of Riverside as owner of Hemet-Ryan Airport or provide documentation to the City of Hemet and the Riverside County Airport Land Use Commission that such an easement has already been recorded. Contact the Riverside County Economic Development Agency at (951) 955-9802 for additional information.

# 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)



# hemet - Ryan

## General Plan Roadways

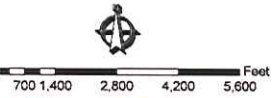
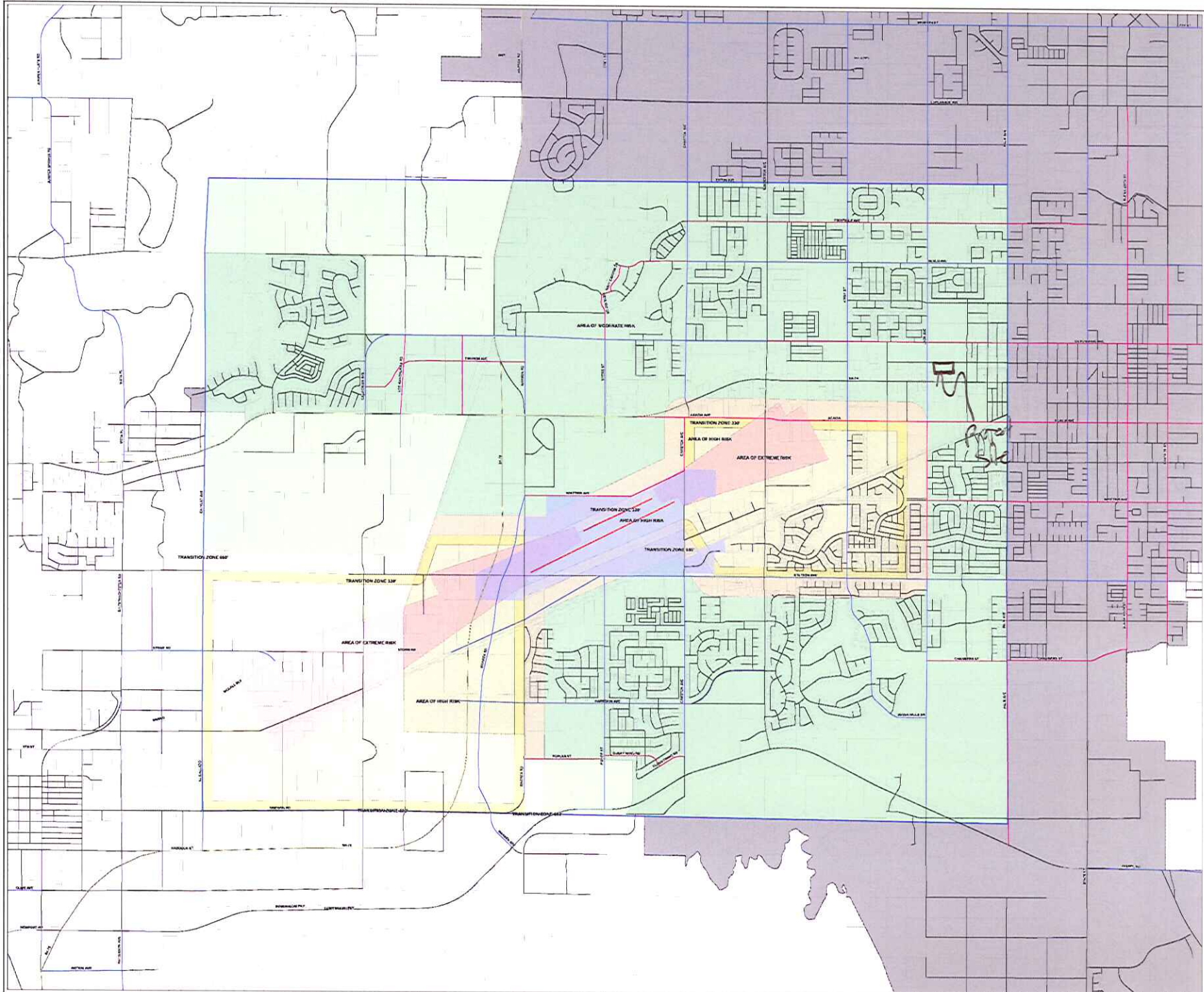
- ROADCLASS**
- Not Defined
  - ARTERIAL
  - COLLECTOR
  - EXPRESSWAY
  - MAJOR
  - MOUNTAIN ARTERIAL
  - SECONDARY
  - URBAN ARTERIAL
  - Highways
  - Streets

## Runways

- Runway Status**
- EXISTING
  - PROPOSED
  - AIRPORTS

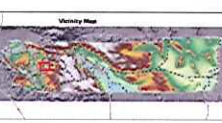
## Hemet Safety Zones

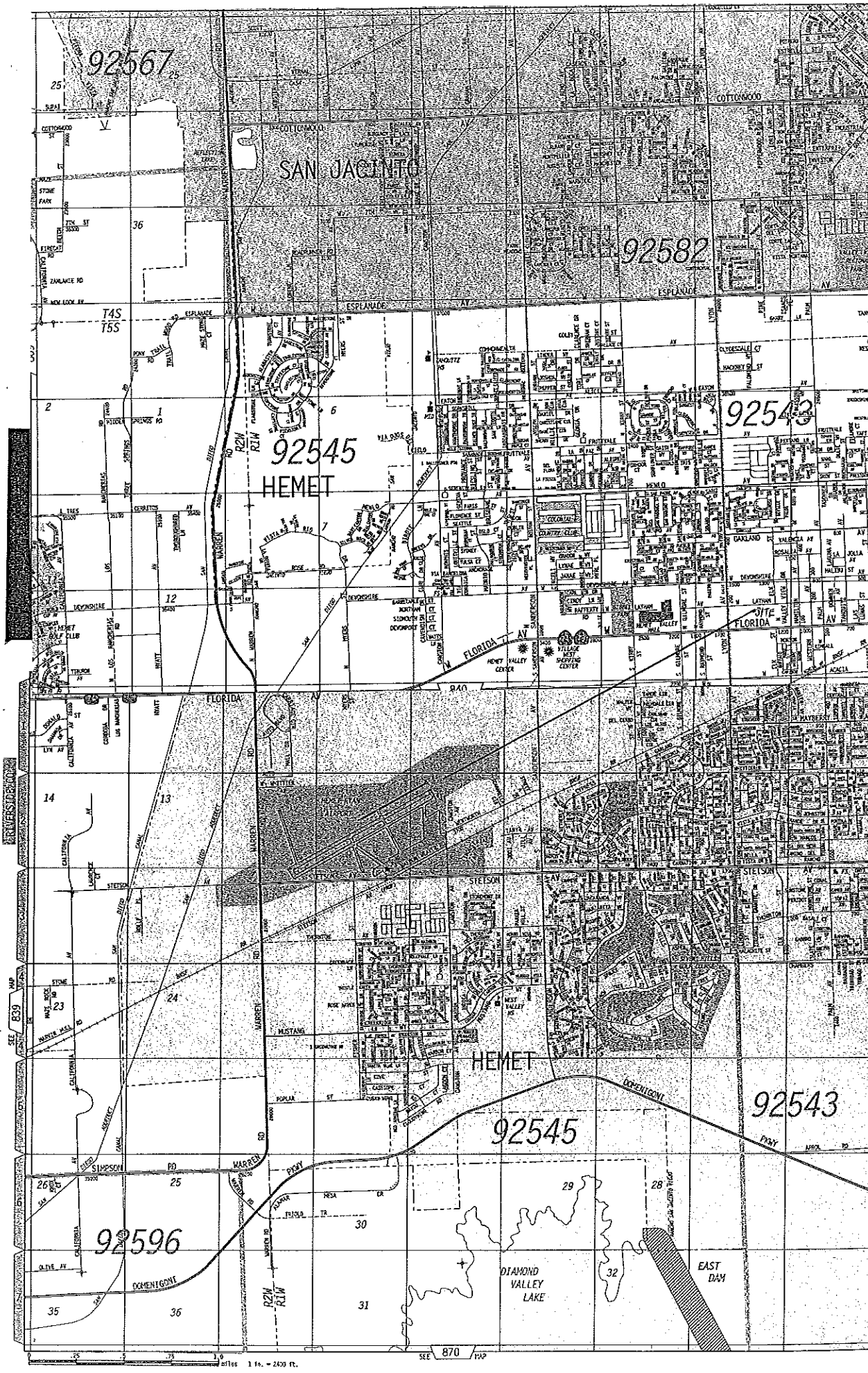
- AREA1
- AREA2
- AREA3
- TR330
- TR660
- Cities



1 inch = 660 feet

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92567

SAN JACINTO

92582

HEMET  
92545

92543

HEMET

92545

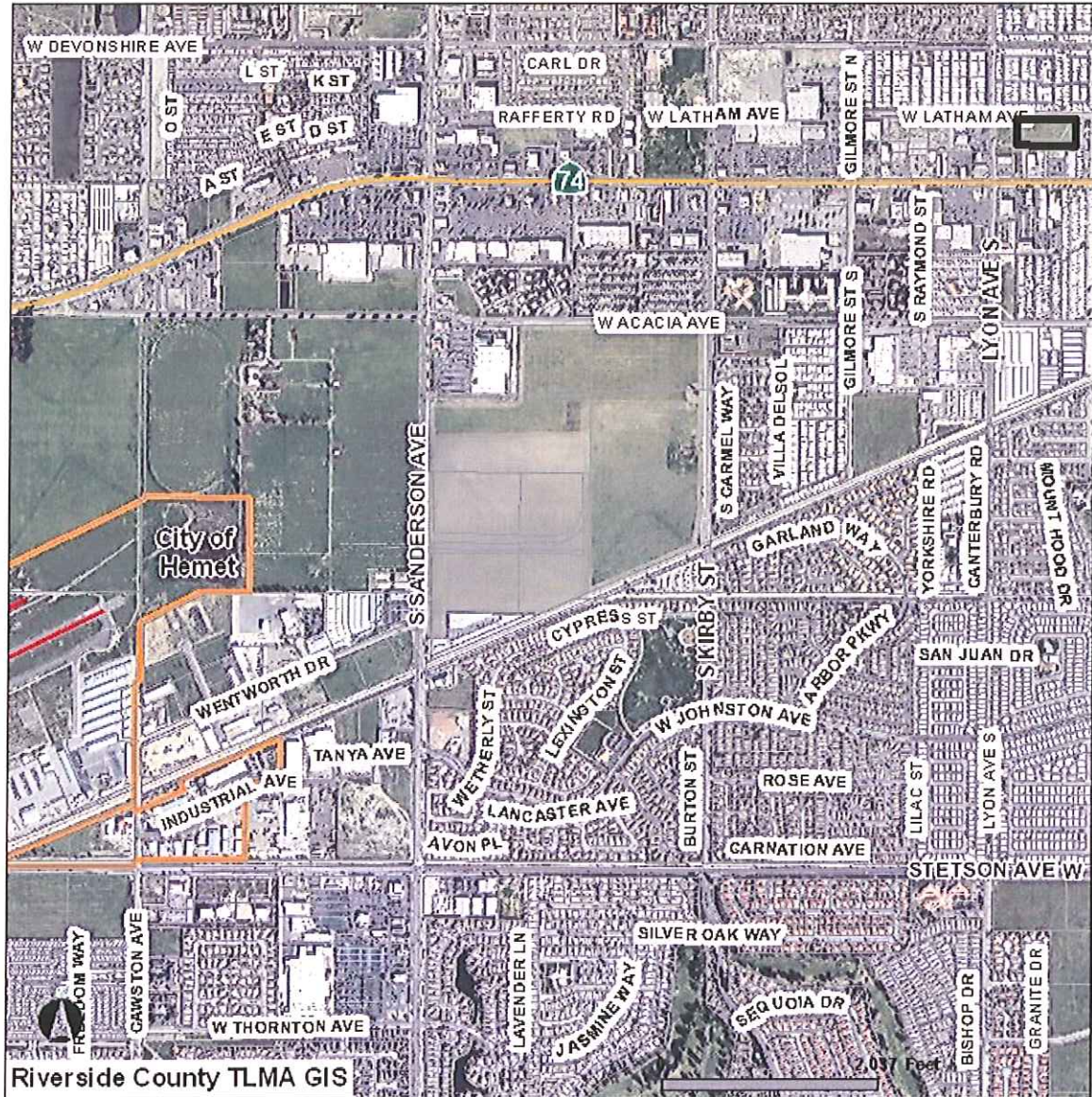
92543

92596

DIAMOND VALLEY LAKE

EAST DAY

RIVERSIDE COUNTY GIS



Selected parcel(s):  
442-060-046

**\*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 Sep 17 14:02:55 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
442-060-046

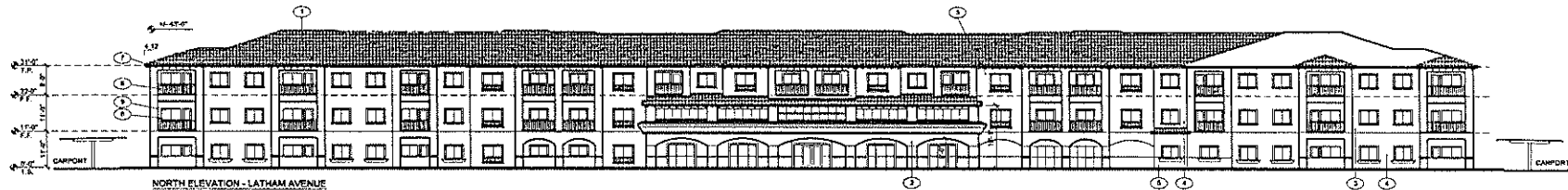
**\*IMPORTANT\***

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 Sep 17 14:00:13 2014

Version 131127





NORTH ELEVATION - LATHAM AVENUE



WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION

FINISHES

- 1 2-PIECE CLAY TILE ROOFING  
DELEO CLAY TILE COMPANY "SEVILLE"
- 2 EXTERIOR PLASTER - PAINT: BENJAMIN MOORE  
00-45 "DISTANT GRAY"
- 3 EXTERIOR PLASTER - PAINT: BENJAMIN MOORE  
#1114 "HEARTSWERTE"
- 4 EXTERIOR PLASTER - PAINT: BENJAMIN MOORE  
#1144 "TUDDOR TANK"
- 5 EXTERIOR PLASTER - PAINT: BENJAMIN MOORE  
#1217 "SUNTAN BRONZE"
- 6 STEEL GUARDRAIL - PAINT: BENJAMIN MOORE  
#999 "CABOT TRAIL"
- 7 DECORATIVE RAFTER TAILS - PAINT: BENJAMIN MOORE  
#1000 "NORTHWOOD BROWN"
- 8 WINDOW FRAME - JELD WEN  
COLOR: "DESERT SAND"
- 9 CLEAR GLAZING

EXTERIOR ELEVATIONS

SCALE  
1/16" = 1'-0"

U.S. PACIFIC CAPITAL  
 LA PENSION DEL SOL  
 INDEPENDENT LIVING SENIOR FACILITY  
 LATHAM AVENUE, HERMET, CALIFORNIA

ARCHITECT: HERRON HUMANSON  
 840-24-13  
 555 S. JONES ROAD HERMET, CALIFORNIA 92543

PROJECT: 2011-001  
 DATE: 05/11/11  
 DRAWING NO.: 2011-001-010

SITE DEVELOPMENT REVIEW  
 3004 S. JONES  
 PROJECT'S SIGNATURE  
 561-622-1431 561-622-0333 Fax

# 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., 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: October 9, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1035HR14 – U.S. Pacific Capital/Eddy Chao (Representative: Russell Rumansoff, Herron and Rumansoff Architects, Inc) – City of Hemet Case No.: SDR 14-002 (Site Development Review). The applicant proposes to develop a three-story 120-unit independent living senior apartment facility ("La Pension del Sol": 117,920 square feet of floor area, maximum height of 43 feet) on a 3.31-acre (net area) parcel located on the southerly side of (West) Latham Avenue, easterly of (North) Lyon Avenue and westerly of (North) Elk Street. Structures exceeding 35 feet or two stories in height are subject to ALUC discretionary review, as are institutional uses. (Area III of the Hemet-Ryan Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Carole Kendrick of the City of Hemet Planning Department, at (951) 765-2373.

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

ALUC Identification No.

ZAP1035HR14

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

Date of Application 8/11/14  
 Property Owner U.S. Pacific Capital Phone Number 213-680-8811  
 Mailing Address 350 S. Figueroa Street, Ste. 115  
Los Angeles, CA 90071

Agent (if any) Herron+Rumansoff Architects Inc. Phone Number 951-652-4431  
 Mailing Address Attn: Russell Rumansoff  
530 Saint John Place  
Hemet, CA 92543

**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 \_\_\_\_\_  
 Assessor's Parcel No. 442-060-046 Parcel Size 3.31 acres  
 Subdivision Name \_\_\_\_\_ Zoning Classification R-4  
 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) vacant

Proposed Land Use (describe) 120 unit 3-story Independent Living Senior Apartment Facility

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 120 unit  
 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) 43 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 1605.02 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>City of Hemet</u>	<input type="checkbox"/> General Plan Amendment	
Staff Contact	<u>Carole Kendrick</u>	<input type="checkbox"/> Zoning Amendment or Variance	
Phone Number	<u>951-765-2373</u>	<input type="checkbox"/> Subdivision Approval	
Agency's Project No.	<u>SDR 14-002</u>	<input type="checkbox"/> Use Permit	
		<input type="checkbox"/> Public Facility	
		<input checked="" type="checkbox"/> Other	<u>Site Development Review</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



**HERRON + RUMANSOFF ARCHITECTS, INC.**

530 SAINT JOHN PLACE, HEMET, CA 92543

(951) 652-4431

(951) 652-0373 FAX



Email: info@herronrumansoff.com

### LETTER OF TRANSMITTAL

**TO: Barbara Santos**  
**Riverside County ALUC**  
**4080 Lemon St, 14<sup>th</sup> Floor**  
**Riverside, CA 92501**

DATE: 8/11/14	JOB NO: 846-24-13
ATTENTION:	
RE: La Pension del Sol 442-060-046 Hemet, CA	

WE ARE SENDING YOU:  Attached  Under Separate Cover  Via Overnight the following items:

SHOP DRAWINGS  Information  Details  Samples  Specifications

Copy of letter  Change Order  Check

COPIES	DATE	NO.	DESCRIPTION
1			Application Form
1			Site Plan - Folded
1			Elevations - Folded
1 each			8 1/2 x 11 reduced copy of Site Plan and Elevations
1			8 1/2 x 11 reduced copy showing project in relationship to airport
4 sets			Owner/Representative Labels
1 set			300' Adjacent Property Owner Radius Labels
4 sets			Referring Agency Labels
1			Fee \$ 1,188.00

THESE ARE TRANSMITTED as checked below:

- For Approval  Approved as submitted  Resubmit \_\_\_\_\_ copies for approval
- As Requested  Approved as noted  Submit \_\_\_\_\_ copies for distribution
- Returned for corrections  Return \_\_\_\_\_ Corrected prints

Please call if you have any questions.

*\* please email receipt.*

COPY TO: \_\_\_\_\_

SIGNED: \_\_\_\_\_

Russell Rumansoff

If enclosures are not as noted, kindly notify us at once.

**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.2

**HEARING DATE:** October 9, 2014

**CASE NUMBER:** ZAP1098MA14 – Newcastle Partners (Representative: Jackson Smith)

**APPROVING JURISDICTION:** March Joint Powers Authority (March JPA)

**JURISDICTION CASE NO:** Plot Plan 13-02 A1, GPA 14-01, SP-5, Amendment No. 2

**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:** Plot Plan 13-02 A1 is a proposal to amend previously approved Plot Plan 13-02, which authorized development of a 510,000 square foot industrial warehouse building on 25.74 acres, by expanding the project area with an additional 1.19 acres for 106 additional parking spaces, bringing the total project area to 26.93 acres and the total number of automobile parking spaces to 330. The additional parking is proposed to serve employees over multiple work shifts as employees arrive and depart (resulting in overlapping use of parking). General Plan Amendment 14-01 proposes to change the General Plan land use designation of the 1.19-acre property from Public Facility to Industrial and to alter building area allocated to Public Facility and Industrial land use designations. Similarly, SP-5, Amendment No. 2 proposes to change the zoning classification of the 1.19-acre property from Public Facility to Industrial and to amend the text of the Meridian Specific Plan to reflect the change in use for this parcel.

**PROJECT LOCATION:** The site is located northerly and easterly of Opportunity Way, easterly of Meridian Parkway, westerly of Interstate 215, and northerly of Van Buren Boulevard, within the land use jurisdiction of the March Joint Powers Authority, approximately 1,500 feet westerly of Runway 14-32 at March Air Reserve Base.

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

a. Airport Influence Area: March Air Reserve Base

- b. Land Use Policy: Area II
- c. Noise Levels: primarily within 65-70 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 B2. The draft land use intensity criteria for Compatibility Zone B2 would limit average intensity to 100 people per acre and maximum single-acre intensity to 250 people. (There are no risk-reduction design bonuses available, as March is primarily utilized by large aircraft weighing more than 12,500 pounds.)

Although the proposed amendment to the Plot Plan focuses on the additional parking area provided, since this is an amendment that affects the overall Plot Plan, the analysis will include the entire project as currently proposed. Based on the site plan and floor plans provided, a total of 20,000 square feet of office and 490,000 square feet of warehouse space is proposed within the building. A total of 1,080 people would be anticipated, for an average intensity of 42 persons per acre on the 25.74 acres total, utilizing the building code method with 50% reduction for office uses. This intensity would be consistent with the draft Compatibility Zone B2 average intensity criteria of 100.

A second method for determining total occupancy involves multiplying the number of parking spaces provided or required (whichever is greater) by average vehicle occupancy (assumed to be 1.5 persons per vehicle in the absence of more precise data). Based on the number of parking spaces now proposed to be provided (330 automobile and 88 truck loading spaces), the total occupancy would be estimated at 627 people for an average acre intensity of approximately 23, which is also consistent with the Zone B2 average intensity criteria.

The most intensely developed single-acre would still consist of 20,000 square feet of office and 23,560 square feet of warehouse space, accommodating a total of 147 people. This intensity would be consistent with the draft Compatibility Zone B2 single-acre intensity criteria of 250.

The General Plan Amendment and Specific Plan Amendment to change the land use designation and zoning classification from Public Facility to Industrial would not directly result in any increase in non-residential intensity that would not be consistent with either the current Area II criteria or Draft Zone B2 criteria. Per the March JPA General Plan the current Public Facility designation would allow development up to 0.50 Floor Area Ratio (FAR) and the proposed Industrial designation would allow development of up to 0.60 FAR. Therefore, the proposed General Plan Amendment and

Specific Plan Amendment could potentially allow the site to accommodate a greater building size compared to the existing allowances. However, this increase is negligible and wouldn't necessarily be inconsistent with current or draft criteria and any project under either the current or proposed designation would still be reviewed based on the specific building design and use proposed. In light of the project concurrently proposed to implement the General Plan Amendment and Specific Plan Amendment, these would not result in an inconsistency with existing Area II or Draft Zone B2 criteria.

Prohibited and Discouraged Uses: The applicant does not propose any uses prohibited or discouraged in Area II or draft Compatibility Zone B2 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 65-70 CNEL range, with a small portion of the site possibly falling below 65 CNEL. As warehousing is not a noise sensitive use, no special measures to mitigate aircraft-generated noise are required for most of the building. However, aircraft noise levels within office areas of the building will be required to be attenuated to a maximum interior level of 45 dBA CNEL.

Part 77: The elevation of Runway 14-32 at its northerly terminus is approximately 1535.1 feet above mean sea level (1535.1 feet AMSL). At a distance of approximately 1,500 feet from the runway, Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1550.1 feet AMSL. The highest proposed building finished floor elevation on-site is 1556.0 feet AMSL. The proposed building has a maximum height of 42 feet for a potential maximum elevation of 1598 feet AMSL. Review by the FAA Obstruction Evaluation Service was required. The proposed building was submitted for FAA obstruction evaluation review and assigned Aeronautical Study Nos. (ASNs) 2013-AWP-5676-OE and 2013-AWP-5677-OE. The FAA Obstruction Evaluation Service issued a "Determination of No Hazard to Air Navigation" for both ASNs.

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 B2 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, day care centers, libraries, hospitals, congregate care facilities, hotels/motels, places of assembly (including churches and theaters), buildings with more than 3 aboveground habitable floors, 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. Landscaping shall utilize plant species that do not produce seeds, fruits, or berries. Trees shall be spaced so as to prevent large expanses of contiguous canopy, when mature.
6. This project has been evaluated as a proposal for the establishment of an industrial warehouse with not more than 20,000 square feet of office area in any given acre. March Joint Powers Authority shall require additional review by the Airport Land Use Commission prior to the establishment of any of the following uses in this structure:

Auction rooms, auditoriums, bowling alleys, call centers, care facilities, churches and other places of worship, conference rooms larger than 1,500 square feet in area, classrooms, courtrooms, dance floors, dormitories, drinking establishments, exercise rooms, exhibit rooms, health care facilities, gymnasiums, locker rooms, lounges, retail sales, skating rinks, stages, swimming pools, and all other uses that would be considered to have an occupancy level greater than one person per 100 square feet (minimum square feet per occupant less than 100) pursuant to California Building Code (1998) Table 10-A.

7. Noise attenuation measures shall be incorporated into the design of the office areas of the structure, to the extent such measures are necessary to ensure that interior noise levels from aircraft operations are at or below 45 CNEL.
8. The Federal Aviation Administration has conducted aeronautical studies of the proposed building (Aeronautical Study Nos. 2013-AWP-5676-OE and 2013-AWP-5677-OE) and has determined that neither marking nor lighting of the structure is necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
9. The maximum height of the proposed structure, including all roof-mounted appurtenances (if any), shall not exceed 42 feet above ground level, and the maximum elevation at the top of the structure shall not exceed 1,601 feet above mean sea level.
10. The specific coordinates, height, and top point elevation of the proposed structure shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however, that reduction in building height or elevation shall not require further review by the Airport Land Use Commission.
11. Temporary construction equipment used during actual construction of the structure shall not exceed the height of the structure, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.
12. Within five (5) days after construction of the structure reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://ocaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.

# 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)





Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
2601 Meacham Boulevard  
Fort Worth, TX 76137

Aeronautical Study No.  
2013-AWP-5676-OE  
Prior Study No.  
2013-AWP-4797-OE

Issued Date: 11/12/2013

James Camp  
LNR Riverside II  
4350 Von Karman Avenue Ste. 200  
Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 510 KSF LNR Building
Location:	Moreno Valley, CA
Latitude:	33-53-46.72N NAD 83
Longitude:	117-16-35.20W
Heights:	1559 feet site elevation (SE) 42 feet above ground level (AGL) 1601 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/12/2015 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

This determination cancels and supersedes prior determinations issued for this structure.

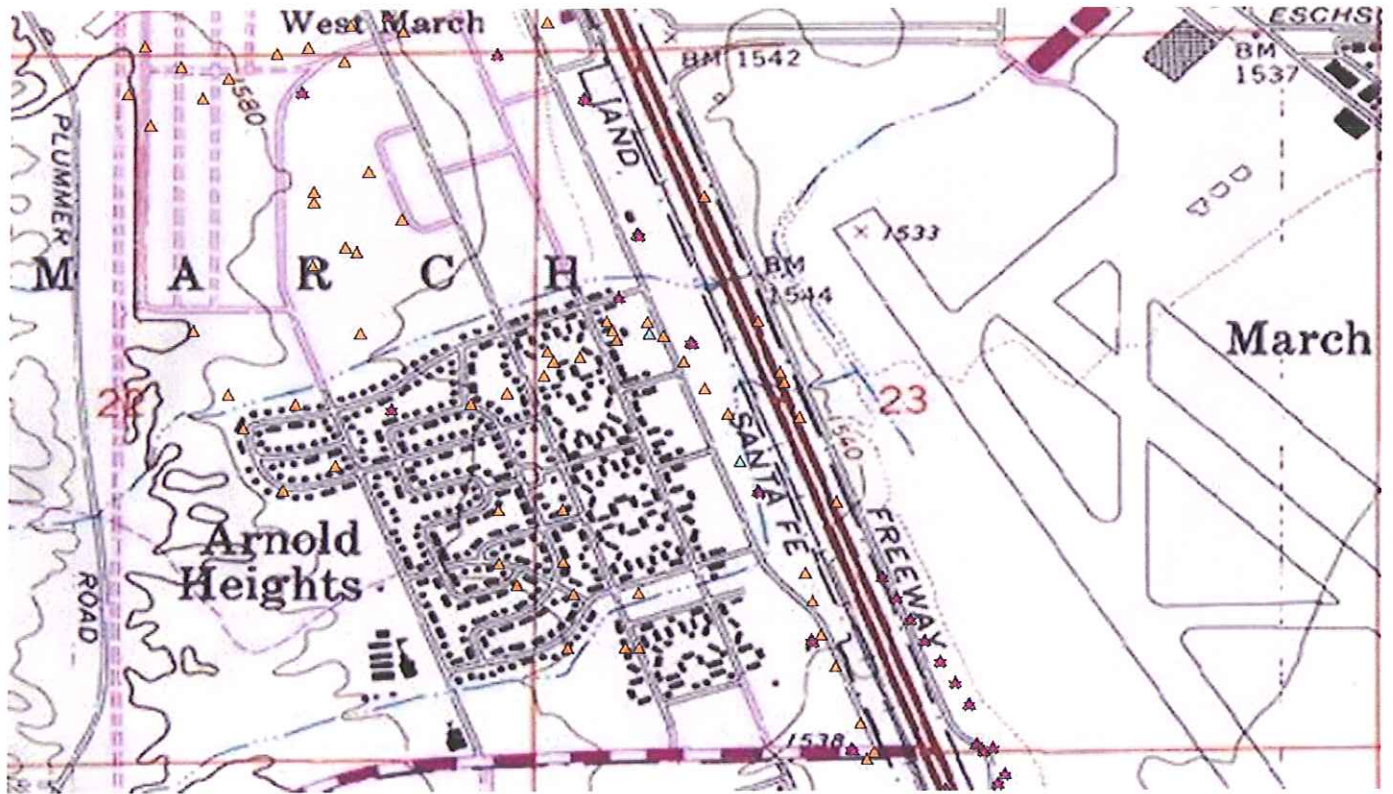
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2013-AWP-5676-OE.

**Signature Control No: 197877041-201645051**

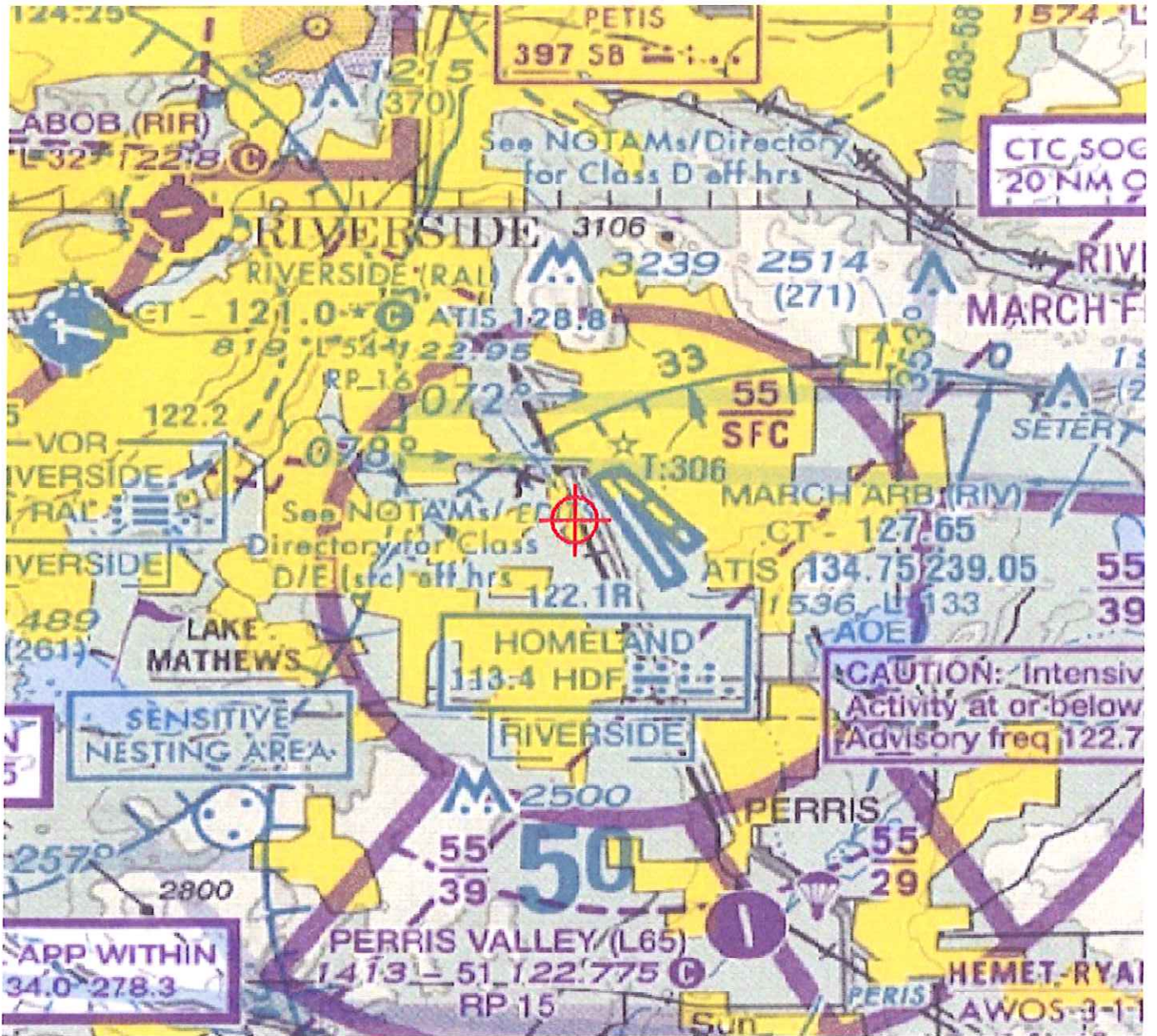
( DNE )

Karen McDonald  
Specialist

Attachment(s)  
Case Description  
Map(s)



Sectional Map for ASN 2013-AWP-5676-OE





Mail Processing Center  
 Federal Aviation Administration  
 Southwest Regional Office  
 Obstruction Evaluation Group  
 2601 Meacham Boulevard  
 Fort Worth, TX 76137

Aeronautical Study No.  
 2013-AWP-5677-OE  
 Prior Study No.  
 2013-AWP-4798-OE

Issued Date: 11/12/2013

James Camp  
 LNR Riverside II  
 4350 Von Karman Avenue Ste. 200  
 Newport Beach, CA 92660

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Building 510 KSF LNR Building  
 Location: Moreno Valley, CA  
 Latitude: 33-53-37.24N NAD 83  
 Longitude: 117-16-28.45W  
 Heights: 1553 feet site elevation (SE)  
 42 feet above ground level (AGL)  
 1595 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)
- Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

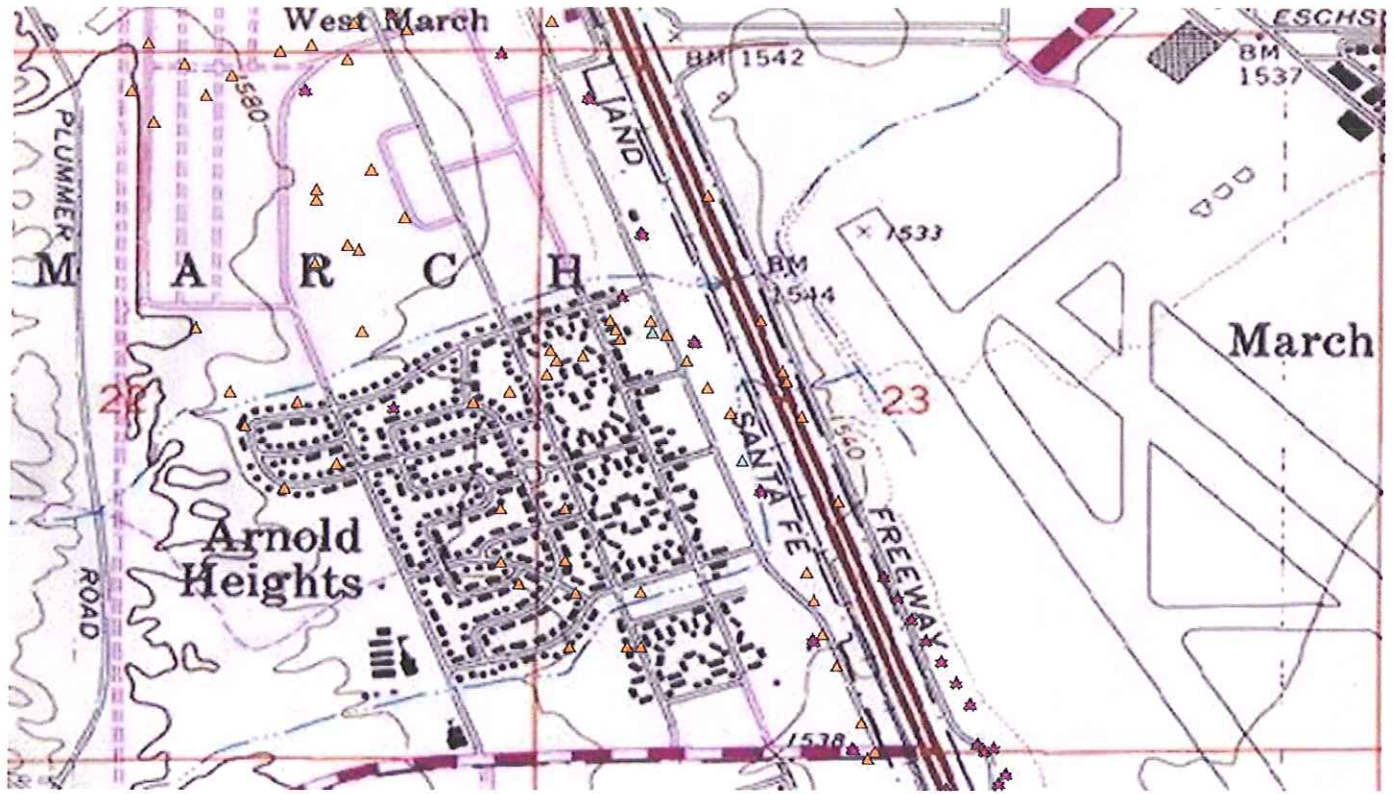
The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/12/2015 unless:

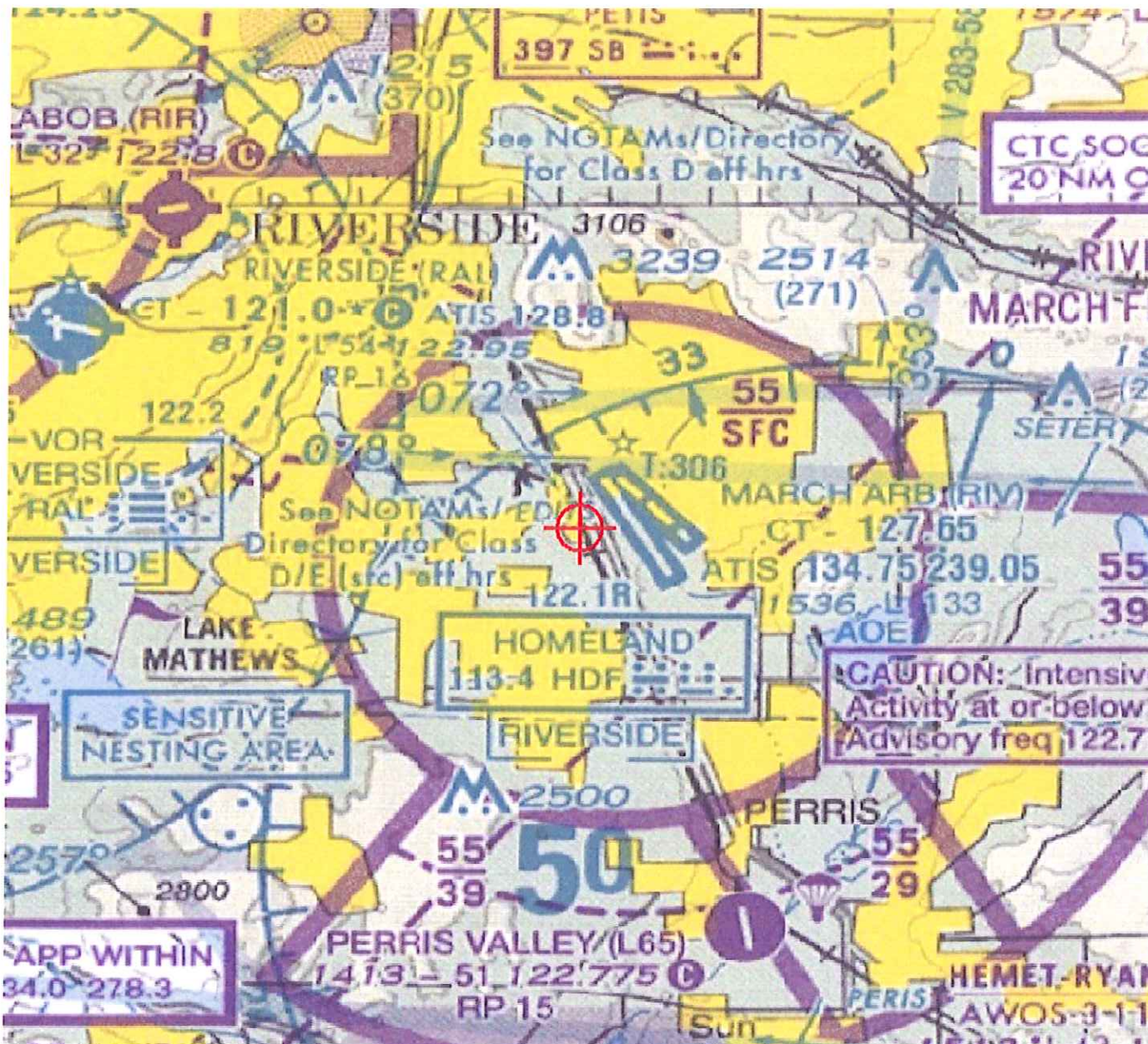
- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.
- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

**Case Description for ASN 2013-AWP-5677-OE**

Building Finished Floor Elevation Changed to new height listed. This application is intended to supersede 2013-AWP-4798-OE. 510,000 Square Foot Warehouse. 42ft Structure Height is worst case scenario. Elevations noted in this application are MSL.



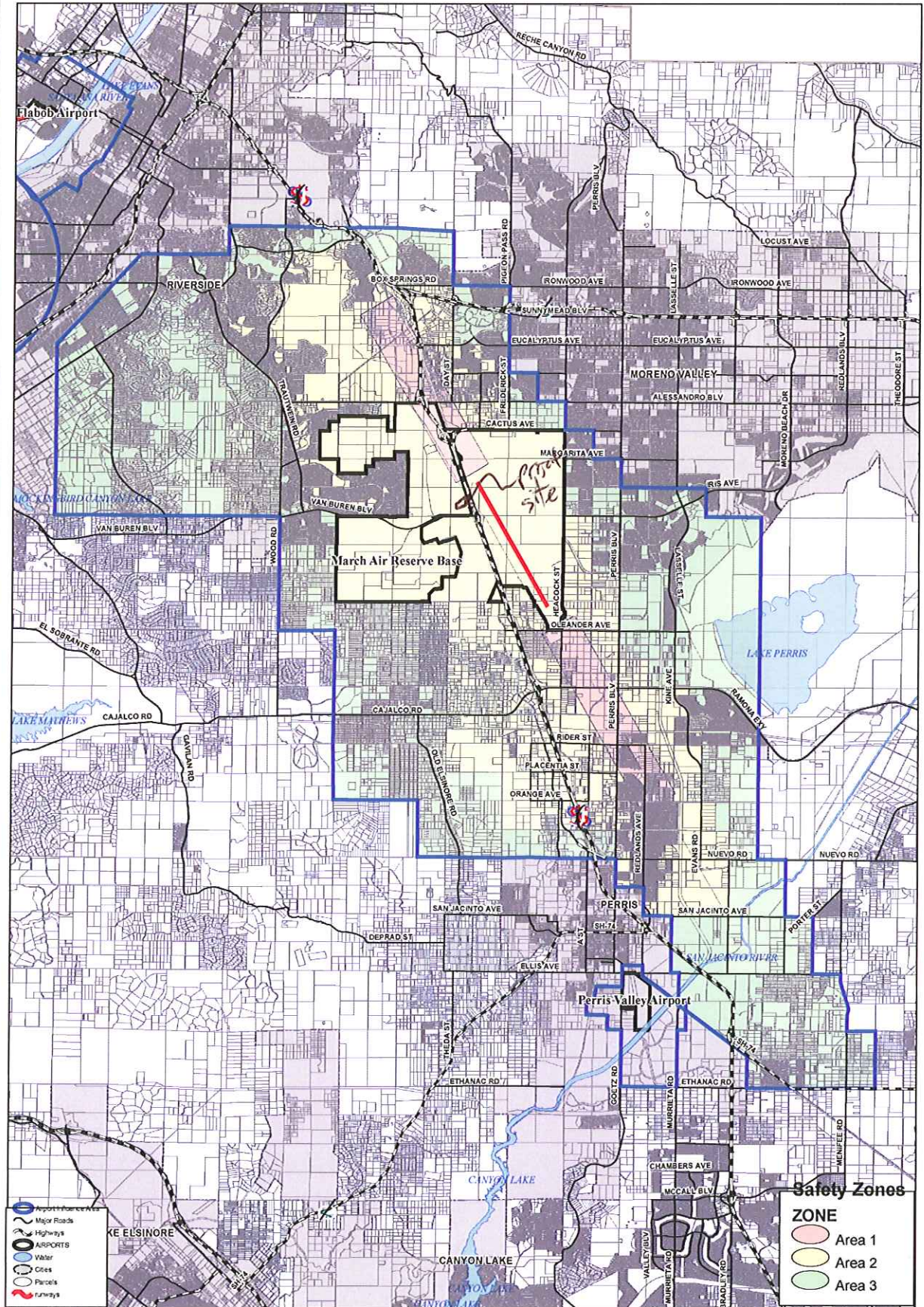
Sectional Map for ASN 2013-AWP-5677-OE





# Riverside County Airports

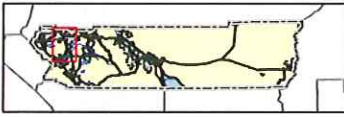
## March Air Reserve Base



**Safety Zones**

**ZONE**

- Area 1
- Area 2
- Area 3



The County of Riverside assumes no liability or legal responsibility for the information contained on this map. Data and information are based on the map as subject to updates, modifications and may not be complete or appropriate for all purposes. County GIS and other services should be queried for the most current information. Do not rely on this map.



RIVERSIDE COUNTY GIS



**Selected parcel(s):**  
294-070-036

**AIRPORTS**

- SELECTED PARCEL
- INTERSTATES
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- 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):  
294-070-036

**AIRPORTS**

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

**\*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



## Amendment to the General Plan of the March Joint Powers Authority

### *Lot 'F' Land Use Change (Public Facility to Industrial) May 2010*

#### *Background*

In 1993, the federal government mandated the realignment of March Air Force Base (AFB) and a substantial reduction in its military use. In April 1996, March AFB was re-designated an Air Reserve Base (ARB). Approximately 4,400 acres of land that had historically supported March AFB were no longer needed to support the ARB. The cities of Moreno Valley, Perris, Riverside, and the County of Riverside formed the March Joint Powers Authority (JPA) to oversee the dispensation and management of the surplus land. A General Plan and Master EIR were prepared for the JPA planning area which includes the March ARB. These documents were adopted/certified in 1999. The March Business Center Specific Plan and Final Environmental Impact Report (FEIR) (SCH #2002071089) which guides land use decisions within a 1,290 acre portion of the planning area were adopted/certified in February 2003. Following certification of the 2003 Focused EIR and approval of land use entitlements, development commenced on the 696.2-acre (612 acres developable) North Campus, which is located between Alessandro Boulevard to the north and Van Buren Boulevard to the south. Numerous parcels have been developed and occupied since 2003; others are in various stages of development. No development has occurred on the 628-acre of developable area within the South Campus.

Since adoption of the March Business Center Specific Plan in 2003, the Specific Plan area has become known and marketed as "Meridian". In 2010, the Meridian Specific Plan Amendment (SP-5) (amended the March Business Center Specific Plan) Subsequent EIR (SEIR) (SCH#2009071069) was prepared and certified to modify land uses in response to changes in market conditions since certification of the 2003 Focused EIR, and to accommodate the Sysco Distribution Facility on Lot 16 within the Specific Plan area. The Meridian SP-5 focused on the undeveloped lots in the North Campus. No amendments were proposed for the South Campus. The proposed Project is located in Unit 4 Lot F in the Meridian SP-5.

The following is a summary of the environmental impacts and level of significance for each resource area analyzed in the Meridian SP-5 SEIR:

- Air Quality – Significant and Unavoidable
- Biological Resources – Less than Significant
- Climate Change and Greenhouse Gases – Significant and Unavoidable
- Cultural Resources – Less than Significant
- Geology and Soils – Less than Significant
- Hazards and Hazardous Materials– Less than Significant
- Hydrology/Water Quality– Less than Significant
- Land Use and Planning – Less than Significant

- Noise – Less than Significant
- Public Services – Less than Significant
- Transportation/Traffic – Significant and Unavoidable
- Utilities and Service Systems – Less than Significant

In addition, to the Meridian SP-5, there are other planning and environmental documents that guide redevelopment within the Meridian Specific Plan and applicable to the proposed Project. These documents are summarized as follows:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June 1996)
- March Joint Powers Authority Development Code (July 1997)
- General Plan of the March Joint Powers Authority (September 1999)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September 1999)
- March Business Center Specific Plan (February 2003)
- March JPA General Plan Amendment (February 2003)
- March Business Center Focused Environmental Impact Report (February 2003)
- March Business Center Design Guidelines (November 2003) now referred to as the Meridian Design Guidelines

In November 2013, Plot Plan 13-02 for the 510,000 sq. ft. speculative industrial building on Meridian Unit 4 Lots 1 and 2 was approved by the Meridian Design Implementation Committee. The March JPA determined that Plot Plan 13-02 was consistent with the Meridian SP-5, the Meridian Subsequent EIR (SCH#2009071069), the applicable portions of the March JPA Development Code, and the General Plan. The Committee determined that Plot Plan 13-02 is exempt from CEQA. Plot Plan 13-02 is north of the proposed Project. The Project proposes a parcel merger with Unit 4 Lots 1 and 2.

#### *Description of the 'Project' - Lot 'F' Land Use Change*

The proposed Project ("Project") is located on Meridian Unit 4, Lot F, east of Opportunity Way and Meridian Parkway within the Meridian Specific Plan. The proposed Project Site is currently designated Public Facility in the General Plan and is zoned Public Facility in the Meridian Specific Plan. The Project Site is bounded by Sysco and Opportunity Way to the west, Meridian Unit 4 Lots 1 and 2 (Approved Project PP13-02) to the north, a rail line and the I-215 to the east, and Meridian Unit 4 Lot 3 to the south.

The Project site is currently undeveloped. The proposed Project would provide 106 parking spaces on 1.19 acres that would serve the adjacent to-be constructed Unit 4 Lots 1 and 2; 510,000 sq. ft. speculative building (Approved Project PP13-02). Plot Plan 13-02 was required to provide 224 parking stalls. That project provided 224 parking stalls including some truck trailer parking under its

existing entitlements. The proposed Project would provide an additional 106 parking stalls. The additional parking is needed since prospective tenants desire more parking spaces to assist with the transition between employee shifts. It would provide additional parking for the incoming shift prior to the outgoing shift completely departing the facility. The Project site also provides additional employee and visitor parking in close proximity to the office of the 510,000 sq. ft. speculative industrial building. Additionally, the extra parking would allow the future prospective user of the adjacent 510,000 sq. ft. speculative building the ability to increase their employee base by providing more jobs for the future facility. The parking spaces would be 9 feet by 18 feet (standard parking space dimension). Truck loading and trailer parking stalls would not be provided with this Project. There is an existing Western Municipal Water District (WMWD) sewer easement on the lot. In a letter dated April 14, 2014, WMWD grants permission to the applicant to construct a concrete or asphalt parking lot on and over the easement area.

Access to the Project Site is provided by one driveway to/from Opportunity Way. This driveway is shared access between the adjacent 510,000 speculative building, Unit 4 Lot 3 parcel to the south and the proposed parking lot. This driveway would provide employee, visitor and truck access to the 510,000 speculative building.

The Project Site is currently designated Public Facility in the General Plan. The Project Site's existing zoning designation is also Public Facility. The Public Facility designation allows for public, quasi-public and private uses, including a sewer system pump station and a fire station. The Project, however, proposes a parking lot and therefore, would not be consistent with the existing General Plan designation or the current zoning designation.

The Project proposes a General Plan Amendment to change the land use designation from Public Facility to Industrial and a rezone from Public Facility to Industrial to allow for the construction of a parking lot to serve the adjacent facility. In addition, the application includes a parcel merger to consolidate the previously approved Unit 4 Lots 1 and 2 into a single parcel encompassing 26.93 acres. Following the rezone and parcel merger, the proposed Project would conform to all of the development standards outlined in the Meridian Specific Plan and the March Business Center Design Guidelines for the Industrial zone. The proposed Project provides 17,977 sq. ft. of landscaping compared to the minimum requirement of 10% (which equates to 5,184 sq. ft. for this Project) listed on Table III-2 of the Specific Plan. The adjacent 510,000 sq. ft. speculative building provided approximately 11.6 percent of landscaping. Landscaped areas would be maintained by the individual parcel tenant and in accordance with the standards for common area maintenance. Moreover, irrigation systems are designed to maintain the proposed vegetation and comply with the MJPA Development Code and Meridian Design Guidelines.

#### *Proposed Amendments to the General Plan of the March Joint Powers Authority*

The General Plan of the March Joint Powers Authority, as amended in 2003, 2004, 2009 and 2010 contains six elements, each of which includes relevant goals and policies and supporting figures and tables. As discussed in *Land Use and Planning* section of the Initial Study of the Draft SEIR, the Project is consistent with all applicable goals and policies contained in the General Plan. Accordingly, it is not necessary to incorporate text edits to the General Plan. Revisions to those figures and tables

affected by the changes described above are necessary to ensure consistency with the proposed SPA. These exhibits, which are located in the Land Use Element and Transportation Element of the General Plan, include the following:

*Land Use Plan*

Page 1-39 of the General Plan Land Use Element, as Amended in 2003, 2004, 2009 and 2010, is proposed to be modified to reflect the changes in land use designation of Lot 'F'. The attached land use exhibit presents the land use designations for the proposed General Plan. As shown in the proposed exhibit, Industrial land use has replaced the Public Facility land use for Lot 'F'.

*Development Intensity by Land Use Designation*

Table 1-1, p. 1-40: Build out March JPA Planning Area (i.e., development intensity by land use designation) will be modified to reflect changes in building square footage in accordance with the reallocation of acreage described above. The proposed Table 1-1 is attached. The request would result in a reduction in building square feet for the Public Facility land use designation, and an increase in building square footage for Industrial land uses.



# I. PROJECT SUMMARY

## A. BACKGROUND OF THE SPECIFIC PLAN AMENDMENT

The March Business Center project was the subject of a Specific Plan and a Focused Environmental Impact Report (FEIR) certified by the March Joint Powers Commission in February 2003 (SCH# 2002071089). The March Business Center Specific Plan is here forward referred to the previously adopted Specific Plan. The previously adopted Specific Plan described an industrial business park to be developed on approximately 1,290 acres in the northwestern portion of Riverside County, California, on land that was formerly a part of the March Air Force Base (MAFB). **Figure I-1** depicts the location of the project in a regional context. The previously adopted Specific Plan area is shown in **Figure I-2**. The previously adopted Specific Plan was divided into two elements. The northern portion, referred to as the North Campus, comprised approximately 662 acres, and is bounded by Alessandro Boulevard to the north, I-215 to the east, and Van Buren Boulevard to the south. The South Campus, located south of Van Buren Boulevard and west of the existing General Old Golf Course and Riverside National Cemetery, encompassed about 617 acres.

Following FEIR certification and permitting, development commenced on the North Campus. Numerous parcels were developed and are now occupied. Others were in various stages of development at the time this Specific Plan Amendment was prepared. No development activities have taken place on the South Campus. This Specific Plan Amendment, which is designated SP-5 per March Joint Powers Authority (JPA) Development Code Section 9.13.040, affects 41 lots comprising 257.7 acres within the North Campus. As discussed in Section II.E.2, this Specific Plan Amendment would redistribute the acreages among the land use designations identified in the previously-adopted Specific Plan. This Specific Plan Amendment would not add any new acreage to the area identified in the previously-adopted Specific Plan. This Specific Plan Amendment is proposed to respond to changes in market conditions since certification of the 2003 FEIR, and to accommodate a prospective industrial user who plans to develop lot 16.

The previously adopted Specific Plan, Design Guidelines, FEIR, Design Implementation Review Committee, Statutory Development Agreement, Settlement Agreement and other official Joint Powers Authority documents, ordinances and resolutions refer to the overall project as the “March Business Center” project. However, in the interim, the project has been promoted under the name “Meridian” and has come to be known by that name over the past several years. References to existing approved plans and reports in this Specific Plan Amendment use the original name of the project (i.e., March Business Center), which is consistent with the titles of these reports and plans. In the interest of clarity, the following terminology is used to differentiate this Specific Plan Amendment from the previously adopted Specific Plan:

- “*the previously adopted Specific Plan*”: the 2003 March Business Center Specific Plan.
- “*this Specific Plan Amendment*”: the land use, development regulation and other amendments to the previously adopted Specific Plan contained in this document.

This Specific Plan Amendment presents all revisions in a strike-through/underline format so the reader can quickly identify all changes from the previously adopted Specific Plan. In addition to changes resulting from this Specific Plan Amendment, other revisions have been incorporated to address changed circumstances or new information that has come about since the previously adopted Specific Plan was approved in 2003. For example, current street names have been incorporated (i.e., the former Street Z is now called Meridian Parkway). In addition, editorial changes (such as using consistent verb tenses) have been incorporated to improve the clarity of this Specific Plan Amendment document.

The following land use types specified in the March JPA General Plan are included in this Specific Plan Amendment:

- Business Park (BP): including administrative, financial, light manufacturing, and commercial services.
- Industrial (IND): including manufacturing, warehousing, and associated uses.
- Office (OF): commercial office building accommodating professional and/or administrative services.
- Mixed Use (MU): complementary uses, including commercial retail, office, research and development, industrial, and others.
- Commercial (COM): retail and service oriented land uses.
- Park/Recreation/Open Space (P/R/OS): primarily passive open spaces and recreational areas.
- Public Facility (PF): public, quasi-public and private uses, including ~~a sewer system pump station and~~ a fire station.

This Specific Plan Amendment is to be constructed in a single development phase, referred to as Phase II-A, as shown in **Figure I-3**.

Regional access to and from the Specific Plan area is provided via the I-215 freeway and interchanges with Alessandro Boulevard, Cactus Avenue and Van Buren Boulevard. This Specific Plan Amendment completes the internal street network of collector and arterial streets to facilitate access to and from the areas to be developed. A major component of this network involves the extension of Meridian Parkway to the south to provide a continuous linkage between Alessandro Boulevard and Van Buren Boulevard. This Specific Plan Amendment's internal streets are public roadways to be maintained by the March JPA.

## **II. INTRODUCTION**

### **A. LAND USE OVERVIEW**

This Specific Plan Amendment establishes guidelines for development accommodating Business Park, Industrial, Office, Mixed Use, Public Facility, and Commercial land uses. The objective of this Specific Plan Amendment is to guide and regulate the development of Meridian in accordance with the March JPA General Plan. This Specific Plan Amendment fulfills both planning and regulatory functions. As such, this document contains the regulations, procedures, and development standards necessary to accomplish both objectives.

This Specific Plan Amendment is prepared under the authority granted to the March JPA by California Government Code Title 7, Division 1, Article 8, Section 65450 et seq. The Notice of Preparation (NOP) for the Subsequent Environmental Impact Report (SEIR) was issued by the March JPA as the lead agency. The State of California encourages agencies to adopt Specific Plans whether by resolution (to establish a policy document) or by ordinance (to establish a regulatory document). This Specific Plan Amendment document is a regulatory document and is therefore subject to adoption by ordinance.

All future development plans, tentative parcel and/or tract map(s), or other similar entitlements for properties located within the boundaries of this Specific Plan Amendment shall be consistent with the regulations set forth in this document and with all other applicable March JPA policies and regulations. All regulations, conditions, and programs contained in this document shall be deemed separate, distinct and independent provisions of this Specific Plan Amendment. In the event that any such provision is held invalid or unconstitutional by a state or federal court of competent jurisdiction, the validity of all remaining provisions of this Specific Plan Amendment shall not be affected.

A Subsequent EIR (SEIR) was prepared concurrently with this Specific Plan Amendment, in accordance with the California Environmental Quality Act (CEQA). The SEIR evaluates the land use plan, circulation, and infrastructure improvements to be provided under this Specific Plan Amendment and the potential impacts associated with their implementation. The SEIR also identifies actions to mitigate potential impacts. Many mitigation measures are incorporated into this document. This Specific Plan Amendment implements the policies of the General Plan.

A Master EIR (MEIR) for the entire March JPA General Plan area was certified in 1999. The General Plan area encompasses the 6,500 acres of the former March Air Force Base, including 4,400 acres identified for disposal and reuse by the Department of Defense. The development intensity of the previously adopted Specific Plan and this Specific Plan Amendment are substantially less than what was assumed for the project in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. As proposed in this Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. This reduction in traffic generation as compared to the General Plan is due in part to the lower Floor Area Ratios (FAR) used in the previously adopted Specific Plan and this Specific Plan Amendment. (See Chapter III for details.)

### **B. LOCATION AND ACCESS**

This Specific Plan Amendment is located within the northern portion of the West March Planning Subarea. This Specific Plan Amendment includes 257.7 acres within the North Campus, located between Alessandro Boulevard and Van Buren Boulevard. **Figure II-1A** illustrates the location of the North

Campus. **Figure II-2** is an aerial photograph showing the project location and the boundaries of adjacent developments.

Portions of Meridian Parkway have been constructed since 2003. The completion of Meridian Parkway will provide a north/south connection between Alessandro Boulevard and Van Buren Boulevard. Cactus Avenue has been extended to the west to form a "T" intersection at Meridian Parkway. This Specific Plan Amendment provides three access points to and from Van Buren Boulevard. Meridian Parkway, Opportunity Way, and Street F provide access to/from the majority of parcels in the North Campus that would use Van Buren Boulevard. The roadway network in this Specific Plan Amendment consists of public roadways maintained by the March JPA.

### **C. BACKGROUND AND HISTORY**

Since 1988, the federal government has closed and realigned military bases throughout the United States. In order to limit the economic disruption caused by base closures, the California State Legislature authorized the formation of joint powers authorities to regulate the redevelopment of closed/realigned military installations. The joint powers authorities are empowered to activate a redevelopment agency for each base to be closed. In 1993 the federal government called for the realignment of MAFB and for a substantial reduction in its military use. In April 1996, March Air Force Base was re-designated as an Air Reserve Base (ARB). The communities of Moreno Valley, Perris, the City of Riverside, and the County of Riverside formed the March JPA pursuant to Article 1, Chapter 5, Division 7, Title 1 (commencing with Section 6500 et seq.). The JPA has prepared a number of planning, policy and regulatory documents to guide the redevelopment of the former MAFB. These documents include:

- Final Environmental Impact Statement: Disposal of Portions of March Air Force Base (February, 1996)
- Final Environmental Impact Report for the March Air Force Base Redevelopment Project (June, 1996)
- Redevelopment Plan for the March Air Force Base Redevelopment Project (June, 1996)
- General Plan of the March Joint Powers Authority (September, 1999)
- March Joint Powers Authority Development Code (July, 1997)
- Master Environmental Impact Report for the General Plan of the March Joint Powers Authority (September, 1999)
- March Business Center Statutory Development Agreement (2003)
- March Business Center Design Guidelines (2003)
- March Business Center Focused Environmental Impact Report (2003)
- Addenda to the certified 2003 FEIR, including:
  - Resolution #JPA 05-17: Determination regarding the buildable area within the March Business Center Accident Potential Zone Overlay Zoning Districts, located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (April 2006)
  - Tentative Tract Map 30857 Amendment (April 2007)
  - March Business Center Unit 2, Lots 5 and 6, Addendum to the FEIR (April 2007)
  - March Business Center Unit 1, Lot 5 (356,000 square feet of manufacturing and warehousing uses), Addendum to the FEIR (April 2007)
  - Resolution #JPA 08-01: A minor redistribution of buildable area within Accident Potential Zone I for an area located west of Interstate 215, east of Meridian Parkway, south of Alessandro Boulevard and north of Van Buren Boulevard (February 2008)

Figure II-1A Specific Plan: North Campus

Figure II-2 Aerial Photograph

- Ordinance #JPA 08-01: An Ordinance of the March Joint Powers Commission of the March Joint Powers Authority Amending the Meridian Specific Plan to Remove the Arnold Heights School Overlay Zone (June 2008)
- March Business Center Unit 1, Lot 5 (272,418 square foot steel plate processing facility), Addendum to the FEIR (December 2008)
- March Business Center Unit 1, Lot 2, Addendum to the FEIR (January 2009)

A Future Development Area is situated along the western boundary of the North Campus. This area, encompassing 1,178 acres, is not a part of the previously adopted Specific Plan or this Specific Plan Amendment. This area will likely be developed in the future but is not the subject of any current development plans. The previously adopted Specific Plan infrastructure has been planned to accommodate development within the Future Development Area in accordance with the land uses identified in the General Plan.

#### **D. PLANNING CONTEXT**

Figure II-3 depicts the previously adopted Specific Plan land use designations as shown in the 2003 General Plan Amendment. Figure II-4 illustrates land uses proposed under this Specific Plan Amendment. The March JPA General Plan has been amended concurrently with this Specific Plan Amendment to reflect land use and transportation network changes. Figure II-5 depicts zoning for the North Campus, including both the previously adopted Specific Plan and this Specific Plan Amendment.

#### **E. DISCRETIONARY ACTIONS**

The following discretionary actions will be required as part of the proposed Meridian Specific Plan Amendment:

##### **1. General Plan Amendment**

A General Plan Amendment has been processed concurrently with this Specific Plan Amendment to modify the acreages associated with the land use designations described above, and to reflect changes to the internal street network. The General Plan Amendment is adopted by resolution. None of the existing General Plan land use designations are altered by this Specific Plan Amendment.

##### **2. Specific Plan Amendment**

This Specific Plan Amendment is a discretionary action subject to March JPA approval. Adopted by legislative action, this Specific Plan Amendment serves both planning and regulatory functions. This document contains the development standards and procedures necessary to fulfill these purposes with respect to the 257.7 acres comprising this Specific Plan Amendment.

##### **3. Zoning Approval**

Adopted by ordinance, this Specific Plan Amendment modifies the previously approved zoning, and adopts revised zoning in conformance with Figure II-5. The following acreage changes from the previously adopted Specific Plan are implemented:

- Business Park: reduce by 97.5 acres from 120.5 acres to 23.0 acres;
- Commercial: increase by 1.9 acres from 20.3 acres to 22.2 acres;
- Industrial: increase by 115.3 acres from 43.2 acres to 158.5 acres;
- Mixed Use: reduce by 20.2 acres from 37.0 acres to 16.8 acres;
- Office: increase by 3.2 acres from 18.3 acres to 21.5 acres;

- Public Facility: reduce by ~~7.5~~ 8.7 acres from 12.1 acres to ~~4.6~~ 3.4 acres; and
- Park/Recreation/Open Space: increase by 11.1 acres from 0 acres to 11.1 acres.

#### 4. Subsequent Environmental Impact Report

Concurrent with this Specific Plan Amendment and associated discretionary actions, a Subsequent EIR has been prepared in accordance with the provisions of CEQA. The SEIR evaluates the land use plan, circulation and infrastructure improvements associated with this Specific Plan Amendment and the potential environmental impacts that could result from their implementation. The SEIR serves as the project-level environmental document for this Specific Plan Amendment. Review and issuance of project specific permits by the South Coast Air Quality Management District (SCAQMD) is required for all stationary source emissions associated with projects having the possibility to emit air pollutants. Also, any project which deviates from the Specific Plan Amendment or has impacts not considered in the SEIR shall require additional environmental documentation. Together, this Specific Plan Amendment, Tentative Map and SEIR provide a path to properly develop the project site, taking into account policies, goals, objectives and environmental considerations of the March JPA General Plan. The SEIR is certified by resolution.

#### 5. Tentative Subdivision Map

The lot and street layout in this Specific Plan Amendment (i.e., 41 lots consisting of 257.7 acres) is specified in accordance with Amendment 3 to Tentative Map 30857. This amended Tentative Map details project land development, and is in accordance with guidelines and development intensities presented in this Specific Plan Amendment, the State Subdivision Map Act and March JPA requirements. The amended Tentative Map complies with Schedule "E" Parcel Map Division as per March Joint Powers Authority Development Code Section 9.14.100 (J). Amendment 3 to Tentative Map 30857 is to be reviewed and approved by the March Joint Powers Planning Commission.



### III. LAND USE

The previously adopted Specific Plan helped to implement some of the regional land use/transportation goals outlined in the General Plan. Specifically, the previously adopted Specific Plan facilitated development of a large employment center in a portion of the County that is largely residential. Improving the balance of housing and jobs in this area provides an opportunity for residents to work locally rather than commute to Los Angeles or Orange Counties. Jobs/housing balance provides a transportation capacity benefit reducing the concentration of work trips in the peak hour/peak direction of travel. This Specific Plan Amendment would re-allocate acreage among the land use designations identified in the previously adopted Specific Plan and March JPA General Plan; no new land use types would be introduced. Accordingly, this Specific Plan Amendment facilitates the development of a large employment center, and supports implementation of General Plan land use/transportation goals.

#### A. Land Use Overview

This section identifies the types of land uses to be allowed in this Specific Plan Amendment and provides regulations and standards to govern future development. In accordance with the General Plan, this Specific Plan Amendment accommodates land uses supporting future growth and development in the area. This Specific Plan Amendment's Land Use section references the following policies, regulations, and guidelines:

- March JPA General Plan
- March JPA Development Code
- March Business Center Design Guidelines

This section specifies broad land use categories that will guide the development of this Specific Plan Amendment. Within each broad category, specific land uses are identified together with an indication of whether such uses are permitted, subject to a conditional use permit, or not allowed. In addition, development regulations that govern the development of the individual projects comprising this Specific Plan Amendment are described.

#### B. Purpose and Applicability

The following items describe the relationship of this Specific Plan Amendment's land use regulations in the context of other land use documents developed by the JPA.

1. Terms used in these regulations and guidelines shall have the same definitions as given in the March JPA Development Code ("Development Code") and the General Plan of the March JPA ("General Plan") unless otherwise defined in this Specific Plan Amendment.
2. Any details or issues not specifically covered in these regulations shall be subject to the regulations of the Development Code.
3. This Specific Plan Amendment's Land Use regulations are adopted pursuant to Section 65450 of the State of California Government Code et seq.. It is specifically intended by such adoption that the development standards herein shall regulate all development within the project area.
4. This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (see discussion under Section III.E, below). In addition, this Specific Plan Amendment is subject to Resolution #JPA 08-01. This resolution requires strict

compliance with the 2005 Air Installation Compatible Use Zone (AICUZ) study, and implements limitations regarding lot coverage, building height, compatible land use, and building location for all lots located within the Accident Potential Zones emanating from the March ARB runway.

### **C. Land Use Compatibility**

This Specific Plan Amendment establishes development patterns to limit the potential for land use conflicts, both within this Specific Plan Amendment and in relation to other uses in the project vicinity. A key consideration guiding the development is the proximity of Air Reserve Base Runway 14/32. The Riverside County Airport Land Use Commission published an Airport Land Use Plan in 1984. This plan established land use restrictions within Airport Influenced Areas, which are imaginary surfaces extending outward from an airport's runway. In 2005, an Air Installation Compatible Use Zone (AICUZ) Study was completed to identify land use restrictions and height limitations within the airfield influence area in the context of ongoing military operations at MARB. In January 2008, a Draft March Air Reserve Base/Inland Port Airport Joint Land Use Study (described in subsequent paragraphs as the "Joint Land Use Study") was prepared by the March JPA and Riverside County Airport Land Use Commission. A copy of Chapter 3 of this document (Airport Land Use Compatibility) is included in Appendix B of this Specific Plan Amendment.

This Specific Plan Amendment includes a 2 acre increase in the Commercial land uses proposed within this Specific Plan Amendment. The intent of these uses is to serve retail demand generated within this Specific Plan Amendment and portions of the previously adopted Specific Plan only. They are not intended to attract customers or clientele from surrounding jurisdictions. This Specific Plan Amendment identifies land use types, intensities, and locations that will limit the potential competition between Commercial uses and shopping centers and other retail uses in surrounding communities.

### **D. Objectives of Development Districts**

This section of the Specific Plan identifies the following seven land use districts: Business Park, Industrial, Office, Mixed Use, Commercial, Public Facility, and Park/Recreation/Open Space.

The land use designations are summarized below:<sup>1</sup>

#### **1. Business Park**

Business Park uses include administrative, financial, governmental, and community support services; research and development centers; light manufacturing; vocational education and training facilities; business and trade schools; and emergency services. A 14.5-acre transportation center to accommodate commuter rail service is a permitted use in this district. Business Park areas are generally served by arterial roadways, providing automobile and transit access. These areas are characterized as major employment concentrations. Development in this category, except for warehousing, is generally within a campus-like setting or cluster development pattern. Outdoor storage is restricted.

#### **2. Industrial**

Industrial may support a wide range of manufacturing and non-manufacturing uses from warehouse and distribution facilities to industrial activities. Uses supported include

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<sup>1</sup> The land use descriptions are taken directly from the General Plan amended to apply to this Specific Plan.

warehousing/distribution and assemblage of non-hazardous products and materials or retailing related to manufacturing activity. Uses may include open storage, office/industrial park; light industry; manufacturing; research and development centers; maintenance shops; and emergency services centers. The area devoted to outdoor storage may not exceed the building area.

### **3. Office**

Office uses include business activities associated with professional or administrative services. Activities can consist of corporate offices, cultural and community facilities, financial institutions, legal and medical offices, and other similar uses, which together represent major concentrations of community and employment activities. Uses may include office parks, office buildings, and educational and vocational training facilities. Development in this category is generally within a campus-like setting. Office development is typically located on arterial roadways for convenient automobile access and transit service.

### **4. Mixed-Use**

Mixed uses include a variety of complementary land uses; including commercial, business park, office, medical, educational and vocational, research and development, services, and light and custom manufacturing. Industrial, warehousing, and outdoor storage is prohibited.

### **5. Commercial**

Commercial/Service uses within the designation include retail and service oriented business serving the Planning Area. Commercial uses include retail establishments (shopping centers), administrative, financial, service and government offices. Development in this category generally occurs at key intersections of major arterial roads or at major off-ramps from Interstate 215. In addition to being accessible to automobiles and pedestrians, commercial developments may also be served by public transit. Commercial land uses within the Specific Plan are intended to serve the Specific Plan area only; they will not serve a regional demand.

### **6. Public Facility**

This designation includes a wide range of public, quasi-public, and private uses, such as schools, public cultural and historical facilities, government administrative offices and facilities, public utilities, and major transportation corridors. However, land uses determined to be sensitive to, or incompatible with aviation operations shall be excluded. The Specific Plan Amendment area includes 4.6 3.4 acres of public facility. This land has been allocated to accommodate a planned fire station ~~and a pump station~~.

### **7. Park/Recreation/Open Space**

This land use designation includes detention basins, park land, and open space.

**TABLE III-1  
SPECIFIC PLAN AMENDMENT LAND USE TABLE**

USES	BUSINESS PARK <sup>1,6</sup>	INDUSTRIAL <sup>2,5 6,7</sup>	OFFICE	MIXED USE <sup>3</sup>	COMMERCIAL <sup>4,8,9</sup>
<b>INDUSTRIAL</b>					
Hazardous Waste Treatment Facility					
Bio-Medical Waste Treatment Facility		C			
Manufacturing – Custom	P	P		C	
Manufacturing – Light	P	P			
Manufacturing – Medium		P			
Manufacturing – Heavy <sup>7</sup>		C			
Mining & Extractive Industries					
Newspaper Publishing Plants	P	P			
Research & Development	P	P	C	P	
Trucking/Transportation Terminals		P			
Wrecking & Dismantling of Motor Vehicles					
<b>WHOLESALE STORAGE/DISTRIBUTION</b>					
Public storage/Mini-warehouse (indoor)	C	C			
Business Enterprise	P	P		C	
Warehouse, Storage & Distribution – Medium		P			
Warehouse, Storage & Distribution – Heavy		P			
<b>OFFICE</b>					
Financial Institutions	P		P	P	P
Government	P		P	P	P
Medical Clinics	P	P	P	P	
Offices, Business & Professional	P		P	P	P
Regional & Corporate Headquarters	P		P	P	P
<b>COMMERCIAL</b>					
Agricultural Equipment Repair Shops		P			
Agricultural/Nursery Supplies & Service	C	C			
Alcoholic Beverage Outlets					C
Animal Care/Pet Hotels	P	P			P
Assembly & Entertainment				C	
Automotive Parts and Accessory Sales					P
Automotive Fleet Storage		C			
Automotive Service Stations					C
Automotive/Truck Repair-major		P			

TABLE III-1  
SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK <sup>1,6</sup>	INDUSTRIAL <sup>2,5 6,7</sup>	OFFICE	MIXED USE <sup>3</sup>	COMMERCIAL <sup>4,8,9</sup>
Automotive/Truck Repair-minor	C	P			
Building & Site Maintenance Services	P	P		P	
Building Contractor's Storage yard	C	P			
Building Material & Equipment Sales (limited to 25,000 square feet) <sup>8</sup>	P				P
Business Supply/Equip Sales/Rentals	C	C			P
Business Support Services <sup>2</sup>	P	P	P	P	
Child Care Facilities	C		C	C	C
Churches & Places of Religious Assembly				C	
Coffee Shop				P	P
Communication Facilities, Antennas & Satellite Dishes	C	C			
Consumer Goods, Furniture, Appliances, Equipment Sales				P	P
Convenience Sales					C
Energy Generation & Distribution Facilities		C			
Equestrian Show & Exhibition Facilities					
Exhibit Halls & Convention Facilities				C	
Fairgrounds					
Food and Beverage Sales				P	P
Funeral & Mortuary Services	C				
General Retail Establishments				P	P
Golf Courses, Driving Ranges and Pitch & Putt Courses					
Health Club				C	C
Heavy Equipment Sales and Rentals with outside merchandising	C	C			
Horticulture Nurseries & Greenhouses	C	P			
Hospitals, Intermediate Care Facilities & Nursing Facilities					
Hotel/Motel				C	C
Instructional Studios	P	P	P	P	
Interpretive Centers	P	P	P	P	

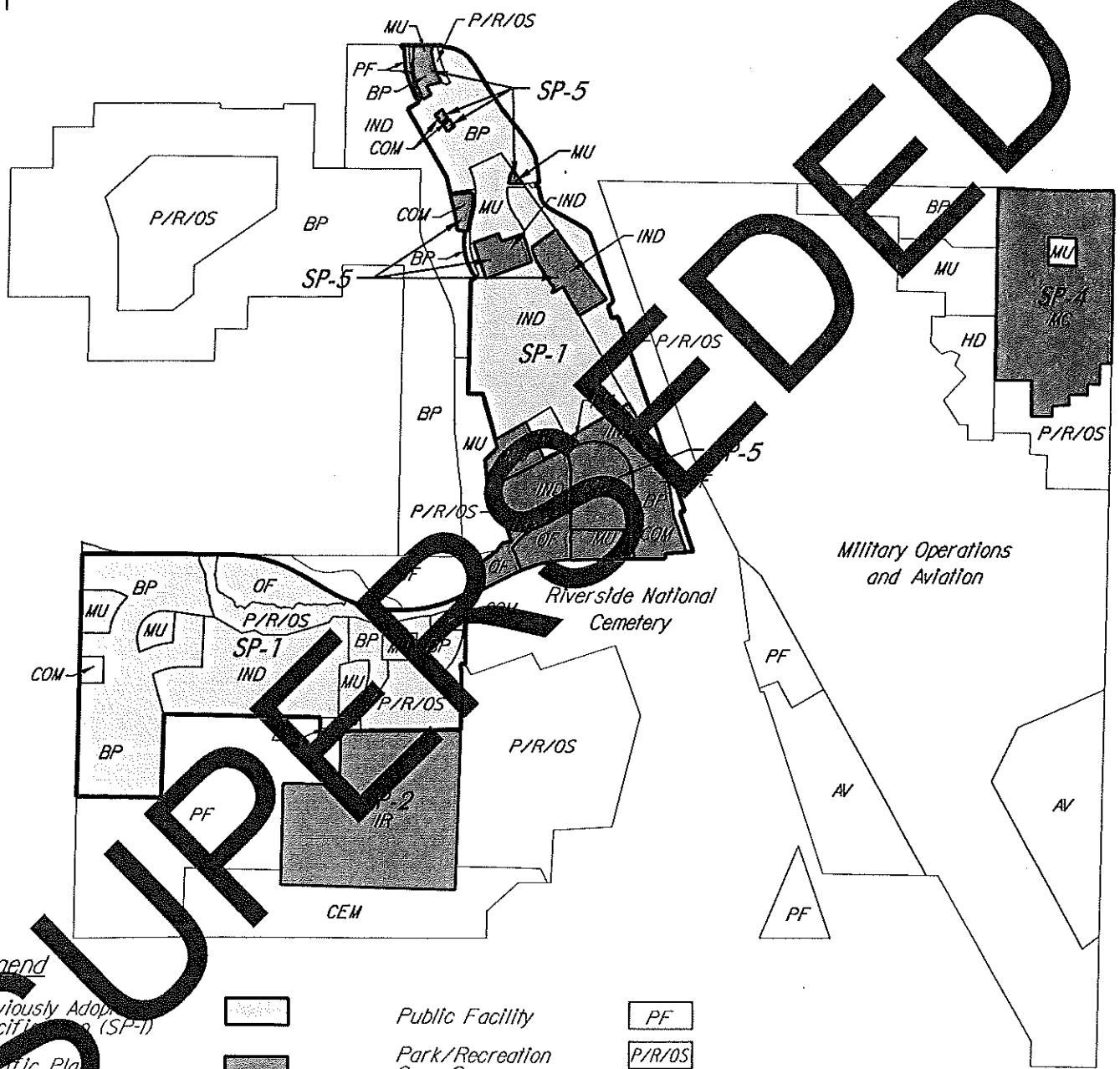
TABLE III-1  
SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK <sup>1,6</sup>	INDUSTRIAL <sup>2,5 6,7</sup>	OFFICE	MIXED USE <sup>3</sup>	COMMERCIAL <sup>4,8,9</sup>
Laundry Services	P	P			
Maintenance & Repair	P	P		P	
Major Transmission, Relay or Communications Switching Stations	P	P			
Museums			P	P	P
Bar & Grill			C	C	P
Open Air Markets for the Sale of Agriculture-related Products & Flowers	C			C	C
Outdoor Commercial		C			
Outpatient Medical Clinics	P		P	P	P
Parking Facilities as a <i>Primary Use</i>	CP	C			P
Personal Services				P	P
Petroleum Products Storage					
Pets & Pet Supplies				C	P
Private Clubs, Lodges & Fraternal Organizations				C	
Radio & Television Studios	P	P		P	
Recreational Facilities				C	C
Recycling Facilities (outdoor storage not to exceed building area)		C			
Repair Services	P	P		P	
Restaurant (fast food) <sup>y</sup>				C	P
Restaurant (sit down)			C	P	P
Sidewalk Cafes				P	P
Social Service Institutions	P		P	P	
Sundries, Pharmaceutical & Convenience Sales					P
Swap Meets & Other Large Outdoor Retail Facilities		C			
Theaters					
Trade Schools	C				C
Vehicle, Boat and Trailer Sales	C			C	
Vehicle Storage		C			

TABLE III-1  
SPECIFIC PLAN AMENDMENT LAND USE TABLE

USES	BUSINESS PARK <sup>1,6</sup>	INDUSTRIAL <sup>2,5 6,7</sup>	OFFICE	MIXED USE <sup>3</sup>	COMMERCIAL <sup>4,8,9</sup>
Veterinary Clinics & Animal Hospitals	P			P	P
Zoological Parks					
<sup>1</sup> Within the Business Park zone, a use permit is required for uses that provide outdoor storage in excess of 10% of the building area <sup>2</sup> Within the Industrial zone, a use permit is required for uses that provide outdoor storage in excess of the building area. <sup>3</sup> The Mixed Use designation shall have a maximum of 25 percent retail uses. <sup>4</sup> Within the Commercial zoning district, a use permit shall be required for single uses above 25,000 square feet of gross floor area <sup>5</sup> Ancillary on-site retail sales are allowed in areas comprising up to 5% of an industrial building area and 10% of the business park building area on a per lot basis. On-site retail sales may not be cumulatively applied. <sup>6</sup> Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway. <sup>7</sup> Special consideration shall be given to minimizing the aesthetic and visual impact to the I-215 Freeway, Van Buren Boulevard, Alessandro Boulevard, and other sensitive uses. <sup>8</sup> All activities shall be conducted within a completely enclosed building, unless approved through a Temporary Use Permit consistent with Development Code Section 9.02.150.C. <sup>9</sup> A master plot plan is required for each commercial development prior to development of any portion of the commercial lot and prior to selling any portion of the commercial lot.					
Note: Development shall be subject to a cumulative traffic generation budget, as described in Section V.B.2.					

Meridian Specific Plan Amendment - General Plan Amendment



Legend

Previously Adopted Specific Plan Amendment (SP-1)		Public Facility	
Specific Plan Amendment (SP-2)		Park/Recreation Open Space	
Specific Plan Amendment (SP-4)		AFVW Expansion	
Specific Plan Amendment (SP-5)		Cemetery	
Business Park		Aviation MIP	
Commercial		Historic District	
Industrial		Medical Campus	
Mixed Use		Institutional-Residential	
Office			

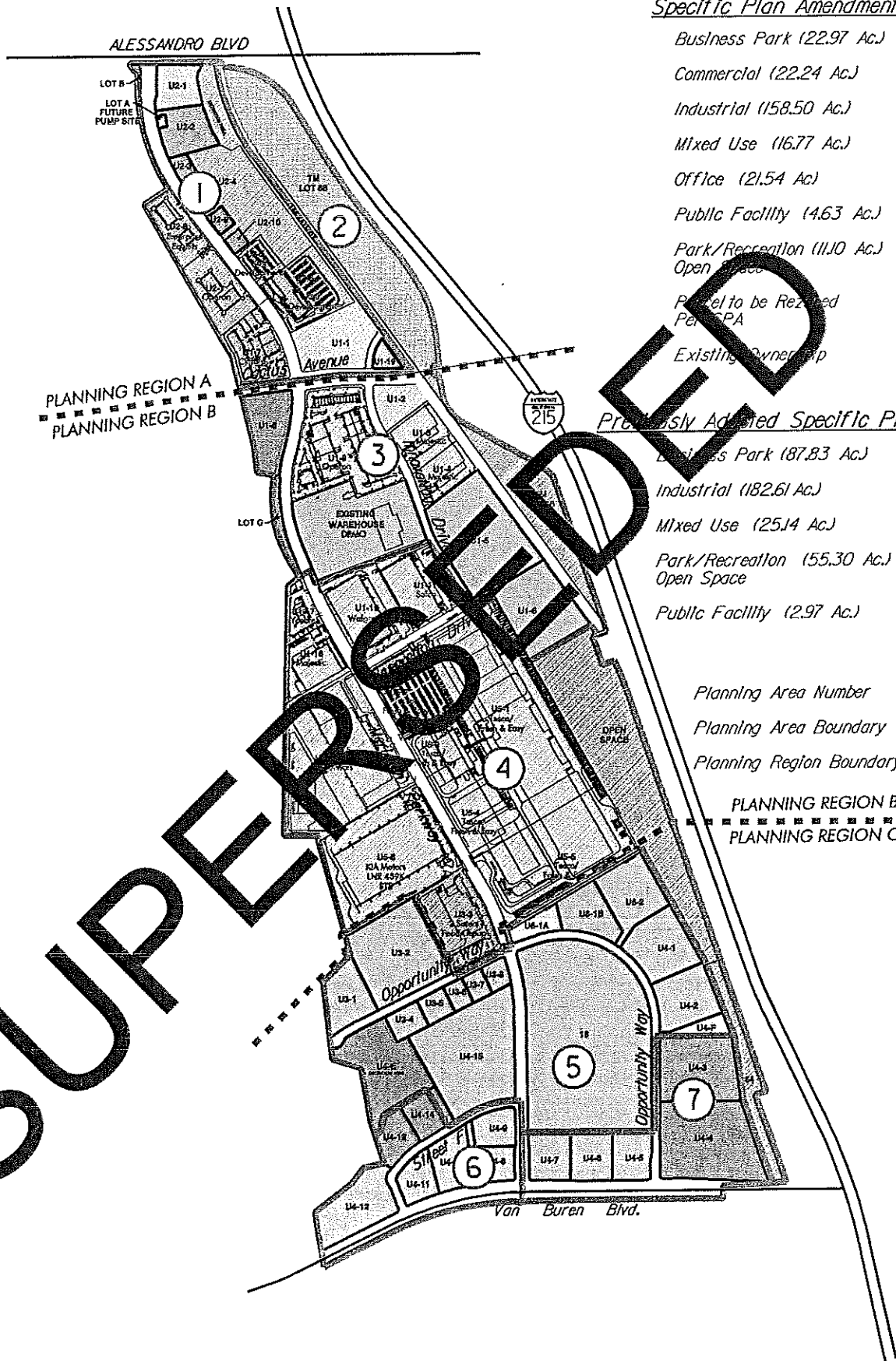
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**Legend:**  
Specific Plan Amendment (SP-5)

- Business Park (22.97 Ac.) BP
- Commercial (22.24 Ac.) COM
- Industrial (158.50 Ac.) IND
- Mixed Use (16.77 Ac.) MU
- Office (21.54 Ac.) OF
- Public Facility (4.63 Ac.) PF
- Park/Recreation (11.10 Ac.) P/R/O/S
- Open Space
- Parcel to be Re-zoned Per SP-5
- Existing Ownership   Ownership

Previously Adopted Specific Plan (SP-1)

- Business Park (87.83 Ac.) BP
- Industrial (182.61 Ac.) IND
- Mixed Use (25.14 Ac.) MU
- Park/Recreation (55.30 Ac.) P/R/O/S
- Open Space
- Public Facility (2.97 Ac.) PF

- Planning Area Number 3
- Planning Area Boundary
- Planning Region Boundary
- PLANNING REGION B
- PLANNING REGION C

SUPERSEDED

K:\Meridian\Urban\A\Submittal\SP-5\SP-5-Final-080909.dwg

PLOTID: 1 2/5/200

Figure V-4

Planning Areas and Regions





Alessandro Blvd.

LOT B -  
LOT A -  
FUTURE  
PUMP SITE

U2-1  
U2-2

TM  
LOT 68

U2-4  
U2-10

U2-6

U1-1  
U1-16

U1-2

U1-3

U1-4

U1-5

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U1-271



# 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., 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: October 9, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1098MA14 – Newcastle Partners (Representative: Jackson Smith) - March JPA Case Nos. GPA 14-01 (General Plan Amendment), SP-5, Amendment No. 2 (Specific Plan Amendment) and PP13-02, A1 (Amendment to Plot Plan). GPA 14-01 and SP-5, Amendment No. 2 propose to change the General Plan designation and zoning of a 1.19-acre parcel located easterly of Meridian Parkway and Opportunity Way, northerly of Van Buren Boulevard, and westerly of Interstate 215 from Public Facility to Industrial. The applicant proposes to merge this parcel with the 25.74-acre property to the north, which was previously approved for the development of a 510,000 square foot speculative industrial building. The added 1.19 acres would be utilized to provide 106 additional parking spaces to serve the users of the industrial building, as per PP 13-02, A1, increasing the total number of automobile parking spaces provided to 330. SP-5 Amendment No. 2 would also amend the text of the Meridian Specific Plan to reflect the change in use for this parcel. (Area II of the March Air Reserve Base/Inland Port Airport Influence Area)

FURTHER INFORMATION: Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Grace Williams of the March JPA Planning Department, at (951) 656-7000.



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

ALUC Identification No.

ZAP1098MA14

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

Date of Application 8/13/14  
 Property Owner Newcastle Partners Phone Number (951) 582-9800  
 Mailing Address 4740 Green River Road  
Suite 118  
Corona, CA. 92880

Agent (if any) Jackson Smith 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 22000 Opportunity Way  
Riverside, CA. 92518  
 Assessor's Parcel No. 294-070-036 Parcel Size 1.19 acres  
 Subdivision Name \_\_\_\_\_ Zoning Classification PF  
 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) Vacant

Proposed Land Use (describe) Parking lot for a stock warehouse facility  
adjacent to the project site.

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) N/A ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site, N/A 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	8-14-14
Agency Name	March Joint Powers Authority
Staff Contact	Grace Williams
Phone Number	(951) 656-7000
Agency's Project No.	PPB-02, AI and GFA14-01 and CZ14-01
Type of Project	<input checked="" 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 Plot Plan Amendment

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

BACKGROUND:

EXCERPTS FROM  
MERIDIAN SPECIFIC PLAN  
(SP-5)

(provided by applicant)

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Figure I-2 Local Vicinity Map



Figure 1-3 Project Development Phasing

Figure II-3 Existing General Plan Land Uses

## E. Overlay Districts

### 1. Joint Land Use Study

This Specific Plan Amendment is subject to the development restrictions of the March ARB/IPA Joint Land Use Study, Exhibit 3-3 (contained in Appendix B of this Specific Plan Amendment). The Joint Land Use Study includes nine land use compatibility zones. The aeronautical factors used to establish the compatibility zone boundaries are described below and summarized in Exhibit 3-2, *Compatibility Zone Factors* (see Appendix B). The *Compatibility Map* (Exhibit 3-3 in Appendix B) depicts the compatibility zones for March ARB and Inland Port Airport (IPA). Note that these compatibility zones and the factors upon which they are based are similar in concept to the compatibility zones adopted by the Riverside County ALUC for other airports in the county. However, the characteristics of aircraft activity at March ARB/IPA compared to primarily general aviation activity at the other airports in the county required the development of zones based upon somewhat different factors. The characteristics of the compatibility zones are summarized below:

- **Zone M** includes all lands owned by the U.S. Air Force. By law, neither local governments nor the Riverside County Airport Land Use Commission (ALUC) have jurisdiction over federal lands.
- **Zone A** contains lands within the Clear Zone (CZ) at each end of the runway, but not on the base property. As defined by the *AICUZ*, the clear zones are 3,000 feet wide and 3,000 feet long beginning at the runway pavement end. Zone A at the north end of the runway encompasses a detention basin located within the North Campus. Zone A at the south end of the runway includes privately owned land. The Air Force has acquired restrictive use easements preventing the development of this property.
- **Zone B1** encompasses areas of high noise and high risk within the inner portion of the runway approach and departure corridors. The zone is defined by the boundaries of Accident Potential Zones (APZs) I and II, adjusted on the north to take into account the turning departure flight tracks. The majority of the zone also is exposed to projected noise levels in excess of 65 (dB) decibels calculated using Community Noise Equivalent Level (CNEL) criteria.
- **Zone B2** is similar to Zone B1 in terms of noise impact, but is subject to less risk. The projected 65 decibel noise contour forms the basis for the zone boundary. The actual boundary follows roads, parcel lines or other geographic features that lie generally just beyond the contour line. Lands within the APZs are excluded from Zone B2. Most of the zone lies adjacent to the runway. To the north, portions extend along the sides of Zone B1. To the south, a small area borders the sides of Zones A and B1 and a larger area extends 2 miles beyond the south end of Zone B1
- **Zone C1** encompasses most of the projected 60 dB noise contour plus immediately adjoining areas. The zone boundary follows geographic features. Risks are moderate in that aircraft fly at low altitudes over or near the zone. To the south, an area beginning just beyond Nuevo Road—approximately 5 miles from the runway end—is excluded from the zone. Even though exposed to projected noise above 60 dB CNEL, the risks at this distance from the runway are reduced by the altitude at which aircraft fly over the area. On instrument approaches to Runway 14, aircraft are typically at about 2,000 feet above the runway on descent and departing aircraft are generally 3,000 feet or higher above the runway elevation. Single-event noise levels are nevertheless potentially disruptive in this zone.
- **Zone C2** contains the remainder of the lands within the 60 dB CNEL noise contour to the south. Although aircraft overflying this area are at 2,000 feet or more above the runway on descent and generally 3,000 feet or more on takeoff, single-event noises levels combined with the frequency of overflights, including at night, make noise a moderate compatibility concern. A larger portion of Zone C2 is situated to the west of the airport and includes locations above which most of the military closed-circuit flight training aircraft activity takes place. Aircraft overfly this area at

about the same or somewhat lower altitudes as in the south portion of Zone C2, but high terrain in some locations makes the flight altitude above ground level comparatively lower. Single-event noise levels in this area are high enough to be intrusive. However, at present, nearly all of the flight training activity takes place on weekdays during daylight hours; thus, reducing the significance of the noise impact on residential land uses. Risk levels in both portions of Zone C2 are judged to be moderate to low with the low altitudes and flight training aspect of the aircraft activity being the primary concerns.

- **Zone D** is intended to encompass other places where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive. Direct overflights of these areas may occur occasionally. Risk levels in this zone are low.
- **Zone E** contains the remainder of the airport influence area. Airspace protection is the major concern in that aircraft sometimes pass over these areas while flying to, from, or around the airport.

**Figure III-1** overlays the boundaries of the land use compatibility zones on the North Campus. **Appendix B** contains Chapter 3 of the Joint Land Use Study (JLUS). Proposed developments within this Specific Plan Amendment shall be consistent with the applicable land use compatibility criteria contained in this Appendix, with the following exceptions:

- The applicable airport land use compatibility provisions from the JLUS are found in JLUS Exhibit 3-4.
- In cases where this is a conflict between Table III-1 of this Specific Plan Amendment and Exhibit 3-7 of the JLUS, Table III-1 shall govern.
- Legislative projects, including general plan amendments, changes of zone, ordinance amendments, and subsequent Specific Plan Amendments shall be submitted to ALUC for review. Non-legislative development applications located outside the boundary of the B1 zone are not subject to mandatory ALUC review pursuant to the consistency determination for this Specific Plan Amendment.
- Although above-ground fuel storage in excess of 6,000 gallons is discouraged by the JLUS in compatibility zone B2, Lot 16 will provide two 10,000-gallon above-ground diesel fuel storage tanks in the northern portion of the lot. Above-ground bulk storage of fuel and hazardous materials in excess of 6,000 gallons shall continue to be discouraged in all other lots in compatibility zone B2, in accordance with the JLUS.

## **F. Land Use Table**

**Table III-1** is a matrix indicating the status of specific land use types within the development districts described in preceding paragraphs. For each specific land use, a “P” indicates that it is permitted and a “C” indicates that a conditional use permit is required. All conditional use permits are subject to the findings found in Development Code Section 9.02.060 C. *A blank space indicates that the use is not allowed. Any use not allowed by federal, state or local law is prohibited. In addition, any use not specifically listed in this Specific Plan Amendment is also prohibited.*

Figure III-1 Land Use Compatibility Zones: North Campus

## G. Development Regulations

No building or portion thereof shall be erected, constructed, converted, established, altered, enlarged, nor shall any legal lot or premises be used unless the legal lot or premises and building comply with the regulations and standards described below in **Table III-2**. Development regulations and standards for the Business Park land use are applicable to the Public Facility land use designation.

### (a) Lot Development

- (1) Two adjoining lots which have a common interior side lot line may be developed with zero side yard setbacks on the common lot line, provided that the opposite side yard setback is not less than 30 feet.
- (2) Any construction or alteration of greater height than an imaginary surface extending upward and outward at a 100 to 1 slope from the nearest point of the runway (see FAR §77.13.2.i) will require the preparation of FAA Notice of Proposed Construction or Alteration (form 7460-1).
- (3) Construction of objects taller than 35 feet in the High Terrain Zone (see Appendix B of this Specific Plan Amendment), will require review by the Airport Land Use Commission

DIMENSIONS	Business Park	Industrial	Office	Mixed Use	Commercial
Area (minimum)	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.	30,000 sq. ft.
Street Frontage (minimum)	100 ft. <sup>1</sup>	100 ft. <sup>1</sup>	100 ft.	100 ft.	100 ft.
Lot Width (minimum)	100 ft.	100 ft.	100 ft.	100 ft.	100 ft.
Minimum Yards					
Front Yard Setback	20 ft.	20 ft.	25 ft.	20 ft.	25 ft.
Interior Side Yard Setback	0 ft.	0 ft.	0 ft.	0 ft.	0 ft.
(Abutting Residential Zone)	30 ft.	30 ft.	30 ft.	30 ft.	30 ft.
Street Side Yard Setback	20 ft.	20 ft.	15 ft.	15 ft.	15 ft.
Rear Yard Setback	25 ft.	25 ft.	10 ft.	10 ft.	10 ft.
(Abutting Residential Zone)	50 ft.	50 ft.	40 ft.	40 <sup>k</sup> ft.	40 ft.
Building Height <sup>5</sup>	35'2 stories <sup>2</sup>	35'2 stories <sup>2</sup>	60'3 stories <sup>3</sup>	50'3 stories	50'3 stories
Floor Area Ratio	0.45	0.50 (0.55 is allowed for lots larger than 20 acres)	0.40	0.35 (0.40 is allowed for lots larger than five acres)	0.35
Site Landscaping	10%	10% <sup>4</sup>	20% <sup>4</sup>	20% <sup>4</sup>	20% <sup>4</sup>

<sup>1</sup> Any lot which fronts on a turnaround or curving street having a radius of curvature of less than 100 feet, the minimum frontage shall be 60 feet.

<sup>2</sup> Increased height up to 80 feet is permitted where all building setbacks meet or exceed the proposed building height.

<sup>3</sup> Subject to FAA Part 77 clearance and consistency with the Joint Land Use Study.

<sup>4</sup> May be reduced through the use of colored pavers or other decorative pavement treatments under certain conditions. See item (b)

below. <sup>5</sup> Incorporation of a basement to allow exceedance of the two-story limitation in Business Park and Industrial land uses, and the three-story limitation in Office, Mixed Use, and Commercial land uses shall not be allowed.

### (b) Landscaping

Landscaping design for development in this Specific Plan Amendment shall be consistent with the March Business Center Design Guidelines. A 15-foot landscaped setback, measured from the public right-of-way, will be required for all front and side yards adjacent to public streets. The following two exceptions apply:

- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Office, Mixed Use, and Commercial land uses by up to a maximum of five percent.
- The use of colored pavers or other decorative pavement treatments within the Specific Plan Amendment Area may reduce the site landscaping requirement for Industrial land uses on lots or developments greater than 20 acres by up to a maximum of two percent.

(c) Driveway Widths and Locations

Driveway width and spacing shall be in conformance with Riverside County requirements as approved by the March JPA Civil Engineer.

(d) Off-street Loading Facilities

Loading or unloading facilities shall be so sized and located so that they do not require trucks to be located in required front or street side yards during loading and unloading activities.

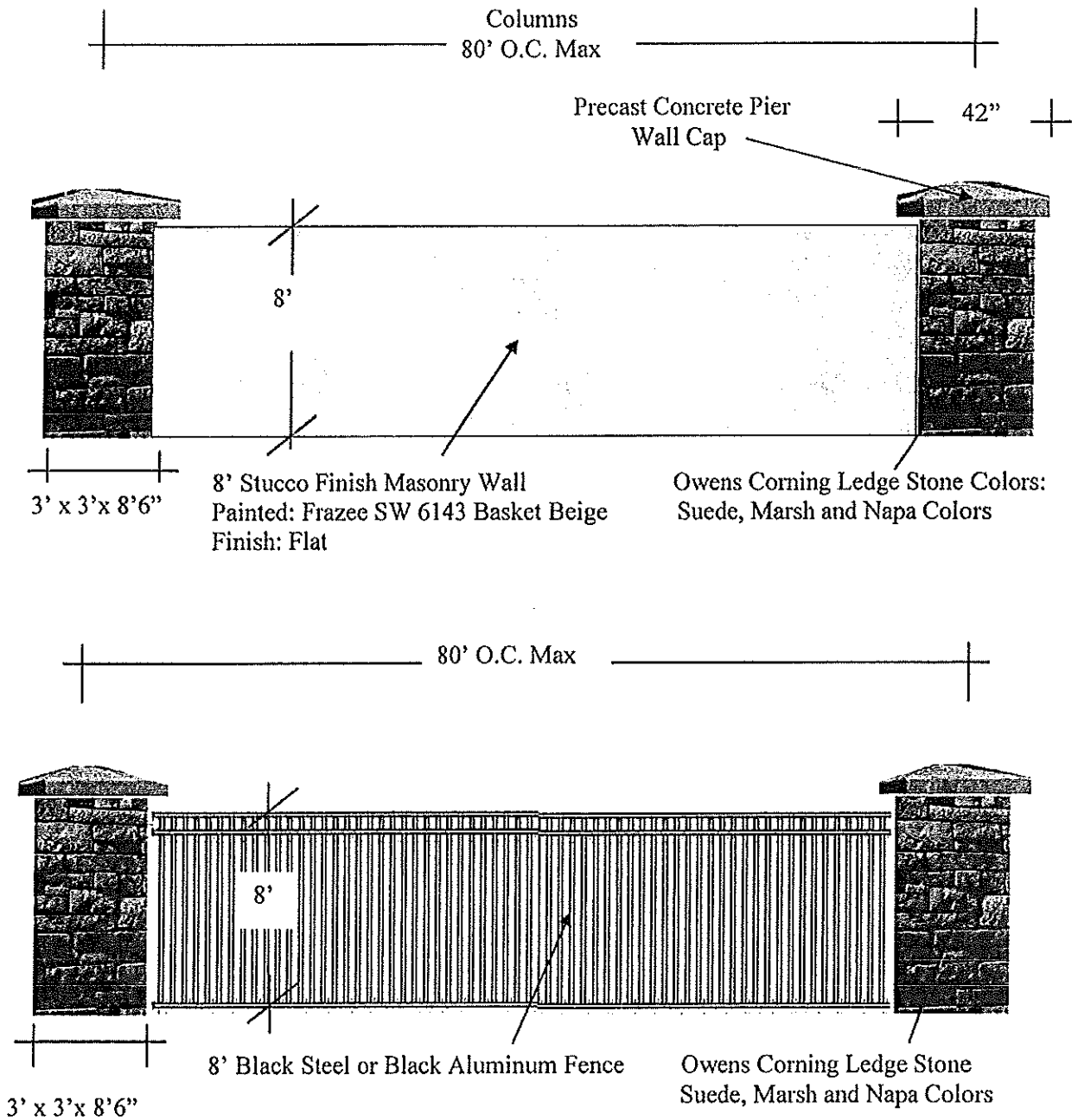
(e) Special Regulations

All uses, except storage, loading and outdoor work, shall be conducted entirely within an enclosed building. Outdoor work; storage of merchandise, material, and equipment is permitted in interior side or rear yards, provided the area is completely enclosed by sight obscuring walls, fences, or a combination thereof.

Fences and Walls: The design and location of fences and walls shall be the same as set forth in the March Business Center Design Guidelines.

In addition to the above, the following regulations apply:

- (1) Chain link fences shall not be used within 100 feet of a public right-of-way. Where used, chain link fences shall be vinyl coated.
- (2) Coiled, spiraled, or rolled fencing such as razor wire or concertina wire shall not be permitted.
- (3) All walls or fences within 100' of a public right-of-way, facing toward I-215, or visible from residential development shall match the following wall details (higher walls may be necessary to screen trucks and outdoor storage, consistent with the approved screening plan):



Accessory Structures: The design of accessory structures shall be in accordance with Development Code section 9.08.030B, with the following modifications:

- (1) Item 4: this regulation is applicable to *exterior* stairs.
- (2) Item 7: screening requirement is modified as follows: "...screened from adjacent street frontage views and immediately adjacent residential developments"
- (3) Item 8: screening requirement is modified as follows: "...screened from adjacent street frontage views"



(f) Off-street Parking Regulations

Transportation Element Policy 2.7 of the March JPA General Plan indicates that on-street parking should be de-emphasized in order to both increase vehicle capacity and to accommodate bicycle access. Table III-3 summarizes Specific Plan parking ratios. It is acknowledged that certain land uses will have unique parking characteristics, based on building utilization, workforce composition, and other considerations. In these cases, the March Joint Powers Commission may review a use permit application to reduce required parking through a detailed parking analysis. All uses shall provide one bike rack space per 20 vehicle/employee parking spaces.

TABLE III-3 PARKING RATIOS BY LAND USE	
Use	Parking Spaces Per 1,000 Square Feet of Gross Floor Area (Unless Otherwise Noted)
<b>INDUSTRIAL</b>	
Light, Medium & Heavy Manufacturing	2.0
Research & Development	3.0
Other Industrial Uses	1.0
<b>WHOLESALE STORAGE &amp; DISTRIBUTION</b>	
Public Storage/Mini-Warehouse	1 per 100 storage spaces & 2 per caretaker residence
Other Wholesale Storage/Distribution	1.0 per 1,000 sq. ft.
0 – 50,000 sq. ft.	50 spaces + (0.33 per ksf > 50,000 sq. ft.)
50,000 – 200,000 sq. ft.	100 spaces + (0.20 per ksf > 200,000 sq. ft.)
200,000 sq. ft. or greater	
<b>OFFICE</b>	
Medical Clinics, Hospitals, and Medical Offices	4.0
Other Office	3.3
<b>COMMERCIAL</b>	
Agricultural Equipment Repair Shops	2.5
Agricultural/Nursery Supplies	3.3
Alcoholic Beverage Outlets	2.5
Animal Care/Pet Hotels	2.5
Assembly and Entertainment	3.3
Automotive Parts and Accessory Sales	3.3
Automotive Service Stations	3/station + 2/service bay
Automotive/Truck Repair-Major	3/station + 2/service bay
Automotive/Truck Repair-Minor	3/station + 2/service bay
Business Support Services	4.0
Churches and Places of Religious Assembly	1/3 seats, 1/60 inches of pew, 30.0 if no seating
Energy Generation & Distribution Facilities	2.0
Equestrian Show & Exhibition Facilities	1/3 seats
Funeral & Mortuary Services	1/3 seats, 30.0 for assembly area if no fixed seating
Interpretive Centers	3.3
Major Transmission, Relay or Communications Switching Stations	2.0
Bar & Grill	8.0
Outdoor Recreation and Swap Meet Facilities	(to be determined through use permit)
Private Clubs, Lodges and Fraternal Organization	4.0
Radio and Television Studios	3.3
Restaurants (sit down)	8.0
Restaurants (fast food)	8.0
Theaters	1-3 screens: 1/3 seats 4+ screens: 1/3.3 seats Per assembly area if no fixed seating: 50
Vehicle & Vehicular Equipment Sales and Service	1 per each 20 display cars (minimum of 5 spaces)
Vehicle Storage	2.5
Veterinary Clinic & Animal Hospitals	2.5
Other Commercial	3.5

(g) Comparison to General Plan Zoning District Designations

In accordance with Section 9.13.050 of the March JPA Development Code, this Specific Plan Amendment includes a table indicating how this Specific Plan Amendment differs from the zoning

district designation most closely resembling the type and intensity of the proposal (i.e., the March JPA General Plan). **Table III-4** provides a comparison of Floor Area Ratios for this Specific Plan Amendment and the March JPA General Plan for each land use designation included in this Specific Plan Amendment. As shown in this table, this Specific Plan Amendment provides generally lower FARs than the March JPA General Plan. This characteristic improves the quality of this Specific Plan Amendment in the following ways:

- Reduced FAR would result in lower building square feet, which would result in reduced traffic generation, as compared to the March JPA General Plan
- A lower amount of building square feet would also facilitate additional on-site landscaping and the accommodation of parking demand within the site, rather than on adjacent public streets
- Lower building square footages would also reduce the concentration of workers within land use compatibility zones identified in the AICUZ and the JLUS.

LAND USE	GENERAL PLAN FAR	SPECIFIC PLAN AMENDMENT FAR
Business Park	0.75	0.45
Industrial	0.60	0.50 (a)
Office	0.75	0.40
Mixed Use	0.60	0.35 (b)
Commercial	0.60	0.35

(a) 0.55 on lots larger than 20 acres  
(b) 0.40 on lots larger than five acres

(h) Settlement Agreement Provisions

A Settlement and General Release Agreement for Development of March Business Center within the March Joint Powers Authority was signed by the March JPA, the Master Developer and community groups in 2003 as the result of litigation following March JPA approval of the previously adopted Specific Plan. The Settlement Agreement contained a number of land use requirements and limitations related to “logistics”<sup>2</sup> warehouse type facilities, including the prohibition of such facilities to the west of Meridian Parkway. This Specific Plan Amendment is consistent with this restriction.

**H. Special Treatment Areas**

1. Riparian Areas

Riparian areas found within this Specific Plan Amendment and the previously adopted Specific Plan are considered prime habitat for the endangered least Bell’s vireo (LBV). The riparian vegetation community is located along several of the intermittent drainages. These areas are concentrated in the south portion of the North Campus. A 15-foot setback is provided along the western boundary of the North Campus. In addition, storm water runoff from adjacent development is to be intercepted by applicable non-source pollution control best management practices (BMP) prior to discharging off-site.

As part of the pending Section 7 consultation with the USFWS on impacts to LBV associated with this Specific Plan Amendment and the previously-adopted Specific Plan, two conservation easements totaling 175 acres are to be recorded to protect biological resources in perpetuity. Fencing is to be installed for all

<sup>2</sup> Defined in the Settlement Agreement as any structure over 500,000 square feet that is designed to have more than 95% of its ground floor area dedicated to the storage of finished goods that are received at the facility specifically to be stored for a time and then shipped to various locales.

lots in the previously adopted Specific Plan and this Specific Plan Amendment that are adjacent to the conservation easement areas. In addition all lots adjacent to the conservation easement areas are to be landscaped with native, non-invasive plant materials (see Appendix E of the Compensatory Mitigation and Monitoring Plan dated June 2009 for list of allowable plant materials). The conservation easements and mitigation for impacts to waters of the US and state waters are described in the next chapter of this Specific Plan Amendment.

## 2. Alessandro Boulevard and Van Buren Boulevard Scenic Corridors

Landscaping easements are provided along this Specific Plan Amendment's frontages along segments of Van Buren Boulevard, Cactus Avenue, and Alessandro Boulevard. **Figure III-2** presents the landscape easements adjacent to the Van Buren Boulevard/Meridian Parkway intersection. Landscaping easements are 20 feet wide and the landscaping is to be maintained by a Landscaping and Lighting Assessment District. In addition, a nine-foot landscaping easement is provided along the entire length of Meridian Parkway. The March Business Center Design Guidelines establish the landscaping criteria. Building setbacks shall comply with these landscaping setbacks.

The following requirements are applicable to the *Van Buren Boulevard Scenic Corridor*:

- In addition to the 20-foot landscaping easement, six feet of landscaping is planned within the public right-of-way, together with an eight-foot-wide multi-use trail.
- A unified landscaping theme will be implemented along Van Buren Boulevard, both adjacent to the roadway and in the median, adjacent to this Specific Plan Amendment. Double-row street trees and detached sidewalks are recommended within these areas. Drought-tolerant species are preferred over turf within these areas.
- Consistent theme lighting, subject to review and approval by the March JPA, shall be provided within lots fronting Van Buren Boulevard.
- A recognizable design theme, subject to review and approval by the March JPA, shall be provided along Van Buren Boulevard.

The following requirements are applicable to the *Alessandro Boulevard Scenic Corridor*:

- A recognizable design theme, subject to review and approval by the March JPA, shall be provided within lots along Alessandro Boulevard.

## 3. Historic Landmark

This Specific Plan Amendment will construct a landmark on the northeastern corner of Meridian Parkway and Opportunity Way. The design and location of this landmark will be reviewed and approved by the March JPA, in consultation with the Air Force Village West community, March Field Air Museum, and March ARB.

Figure III-2 Van Buren Blvd. & Meridian Parkway Landscape Easements

## IV. OPEN SPACE

### A. Conservation Easements

The previously adopted Specific Plan and this Specific Plan Amendment include jurisdictional waters of the U.S. and State waters, which consist of unnamed ephemeral, intermittent and perennial channels, in-channel wetlands and wetlands. The previously adopted Specific Plan and this Specific Plan Amendment impact 4.06 acres that are waters of the U.S. and State waters under the jurisdiction of the U.S. Army Corps of Engineers (ACOE) and California Department of Fish and Game (CDFG). The total impact to waters of the U.S. is 2.36 acres, and the total impact to State waters is 1.70 acres.

The previously adopted Specific Plan and this Specific Plan Amendment will mitigate on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The purpose of the mitigation is to replace lost functional values of avian habitat, water quality and aesthetics. The mitigation will include the following:

- Create 4.2 acres of habitat (Riparian Woodland, Southern Willow Scrub and Mulefat Scrub) suitable for occupation by LBV in realigned and restored drainages.
- Create 1.9 acres and restore 1.4 acres of wetland waters of the U.S. and State waters.

All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity. The boundary of the easements will be extended past the limits of the habitat to include a “buffer” zone. This “buffer” will serve as additional protection of wetlands and riparian habitat. Also, this area provides the potential for wildlife to find refuge in a conserved and maintained habitat. Conservation Easement 1 will be approximately 130 acres and is located within the future development area to the west of this Specific Plan Amendment. Conservation Easement 2 will consist of the approximately 45 acre open space area south of Van Buren Boulevard.

### B. Drainage Basins

Drainage detention facilities are provided in the east and west portions of North Campus. The largest of these basins (i.e., the East Basin) is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. The East Basin is located within the Clear Zone (CZ) as designated by the AICUZ to accommodate aircraft operations at March ARB. A second detention basin will be constructed on Unit 4 Lot E (U4-E) and will over detain to offset the impacts of Unit 4 which is downstream. The third basin will be located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility will drain the northern portion of Unit 1. All detention basins shall draw down within 24 hours with the exception of the East Basin. The East Basin shall have a draw down period of 24 to 30 hours during the interim development of Unit 4. The East Basin will be designed in the ultimate condition to include a draw down period of 12 to 24 hours. Other local basins are to be maintained by the Landscape Lighting and Maintenance District (LLMD).

## V. TRANSPORTATION

### A. Existing Transportation Issues

Local and regional access to the project area is provided by I-215, Alessandro Boulevard, Cactus Avenue, Barton Street, and Van Buren Boulevard. A Burlington Northern and Santa Fe (BNSF) Railway line runs parallel to I-215, along the west side of the freeway. Existing transportation network issues are summarized below:

- The I-215/Van Buren Boulevard interchange currently experiences congested Level of Service (LOS) E or F conditions during both peak commuting hours. The Van Buren Boulevard/Barton Street intersection is characterized by LOS F conditions during the morning peak.
- The existing Van Buren Boulevard bridge over the railroad line has limited capacity and will need to be improved in order to accommodate future traffic.

While this Specific Plan Amendment requires a General Plan amendment due to land use changes, it should be noted that this Specific Plan Amendment's land uses, combined with those included in the previously adopted Specific Plan, have a substantially lower traffic generation than previously approved uses evaluated in the MEIR. In terms of traffic generation, the General Plan EIR assumed 131,400 daily trips. Per the Specific Plan Amendment, the Meridian project would generate 20,800 total daily trips in excess of the approved 88,100 daily trips for the Specific Plan area. The lower traffic generation is in part attributable to the lower FARs implemented in this Specific Plan Amendment and the previously adopted Specific Plan, as compared to those included in the March JPA General Plan.

### B. Traffic Circulation Plan

An internal roadway network, consisting of a hierarchy of local, collector and arterial streets, is being constructed to provide access to and from the lots comprising this Specific Plan Amendment. The internal street network consists primarily of public roadways to be maintained by the March JPA, with the exception of an east/west private roadway located along the southern boundary of lot 16. This private street will be built to March JPA standards in compliance with Development Code Section 9.14.020C.2, and maintained by adjacent property owners, through a recorded maintenance agreement approved by the March JPA. Off-site transportation improvements are provided to ensure there is sufficient capacity to accommodate future traffic. The improvements associated with each development phase are to be constructed or assured to the satisfaction of the March JPA Executive Director prior to the occupancy of that phase.

#### 1. Project Development Phasing

This Specific Plan Amendment is to be constructed in a single development phase, referred to as Phase II-A. Figure I-3 on page I-5 of this Specific Plan illustrates the boundaries of Phase II-A. The previously adopted Specific Plan was divided into smaller phases that deliver transportation facilities based on when these improvements are needed. Figure V-1 illustrates the transportation improvements associated with Phase I, the initial phase of the previously adopted Specific Plan. Phase II includes the area formerly occupied by the demolished housing development. The improvements for Phase 2 are shown in Figure V-2. Phase II-A includes this Specific Plan Amendment Area (257.7 acres) in the North Campus; this phase is also shown in Figure V-2A.

## 2. Planning Areas and Planning Regions

Development within this Specific Plan Amendment is managed using a system of Planning Areas and Planning Regions. **Figure V-4** depicts the boundaries of seven Planning Areas, and their location within three larger Planning Regions. Each Planning Area is allocated a traffic generation “budget” based on assumed land uses, and the combined Planning Area budgets are equal to the total traffic generation of the entire Specific Plan Amendment Area. **Table V-1** summarizes the trip generation budgets. When a new development is proposed within this Specific Plan Amendment, its traffic generation<sup>3</sup> shall be calculated based on the long term conditions, and a running total shall be kept for each of the Planning Areas as development proceeds. If all lots within a Planning Area are fully developed and the combined traffic generation is less than the budget, then three percent of excess trips may be reallocated to other Planning Areas within that Planning Region only. No trips may be transferred among Planning Regions. Appendix C contains a sample spreadsheet that can be used to track traffic generation.

## 3. Street Sizing and Landscaping

The internal street network will accommodate traffic from the previously adopted Specific Plan, traffic from this Specific Plan Amendment, traffic generated by new development in the project vicinity, and existing trips diverted to internal streets from parallel routes. **Figure V-4A** illustrates the classifications of internal roadways and Van Buren Boulevard. **Figure V-5** depicts typical cross-sections for internal roadways based on the *Riverside County Road Improvement Standards and Specifications*. The project’s circulation network has been designed to be consistent with the Riverside County Integrated Plan (RCIP) recommended additional right-of-way allocated for landscaping. Secondary Highways will be consistent with RCIP guidelines. However, additional landscaping on Van Buren Boulevard in accordance with RCIP is not practical because existing improvements are provided adjacent to Riverside National Cemetery.

However, the design of Van Buren Boulevard is consistent with the intent of the RCIP because additional landscaping will be provided along this roadway adjacent to the project, including a 20-foot landscaping easement on the north side of Van Buren Boulevard, adjacent to the North Campus.

County standards typically provide 12-foot travel lanes and eight-foot shoulders. In cases where a Class II bike lane is recommended, the shoulder will be replaced by a six-foot striped bike lane, with the remaining two feet added to the outer travel lane (i.e., this lane would be 14 feet wide). This configuration is desirable to accommodate both bicyclists and trucks or other heavy vehicles.

## 4. Traffic Monitoring

One of the MEIR mitigation measures requires traffic monitoring every five years. Because the Transportation Study prepared in support of the MEIR was published in 1998, updated traffic studies have been completed for the previously adopted Specific Plan in 2003 and this Specific Plan Amendment in 2010. These documents form the basis for future traffic monitoring updates. This document has established an external traffic generation “budget” to determine whether the transportation network has sufficient capacity to accommodate project traffic. Each Planning Area is allocated a traffic generation “budget” based on land uses. The combined Planning Area budget equals the additional traffic generation

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<sup>3</sup> Traffic generation shall be calculated using the trip generation rates included in the Traffic Impact Analysis, Meridian Specific Plan Amendment (2010), which is based on Institute of Transportation Engineers’ Trip Generation (8<sup>th</sup> Edition) rates, and the City of Fontana Truck Trip Generation Study (2003). The March JPA will also consider trip generation studies and/or data that are different from the above-listed rates for the purposes of trip generation calculations.

Figure V-1 Transportation Improvements, Development Phase 1



Figure V-2 Transportation Improvements, Development Phase 2

Figure V-2A Transportation Improvements, Development Phase II-A

Figure V-3 Transportation Improvements, Development Phase 3

**TABLE V-1**  
**MERIDIAN SPA TRIP GENERATION SUMMARY BY PLANNING AREA**  
**NORTH CAMPUS - TOTAL TRIPS (TRUCKS AND PASSENGER CARS)**

Planning Area Number	Total ADT	Truck ADT	Passenger Car ADT	Captured Trips	External Trips
<b>Planning Region A<sup>1</sup></b>					
1	8,429	0	8,429	1,096	7,333
2	0	0	0	0	0
<b>Subtotal</b>	<b>8,429</b>	<b>0</b>	<b>8,429</b>	<b>1,096</b>	<b>7,333</b>
<b>Planning Region B</b>					
3	9,269	1,836	7,433	966	8,303
4	0	0	0	0	0
<b>Subtotal</b>	<b>9,269</b>	<b>1,836</b>	<b>7,433</b>	<b>966</b>	<b>8,303</b>
<b>Planning Region C</b>					
5	6,726	1,760	4,966	646	6,080
6	8,622	294	8,328	1,083	7,539
7	18,579	0	18,579	2,415	16,164
<b>Subtotal</b>	<b>33,927</b>	<b>2,054</b>	<b>31,873</b>	<b>4,144</b>	<b>29,783</b>
<b>NET TRIP GENERATION =</b>	<b>51,625</b>	<b>3,890</b>	<b>47,735</b>	<b>6,206</b>	<b>45,419</b>
Note: 1. Because SPA land uses within Planning Region A include Mixed Use, Commercial, and Business Park land uses, there is no truck traffic, as defined in the Fontana Truck Trip Generation Study (2003) will be generated. Internal Capture is 13% for proposed uses.					

Figure V-4A Roadway Classifications

Figure V-5 Street Cross-Sections  
1 of 9

Figure V-5, 2 of 9

Figure V-5, 3 of 9



Figure V-5, 4 of 9

Figure V-5, 5 of 9

Figure V-5, 6 of 9

Figure V-5, 7 of 9

Figure V-5, 8 of 9

Figure V-5, 9 of 9

of the proposed Project (e.g., 19,678 daily external trips) plus the original 2003 FEIR traffic budgeted for the 257.7-acre Project area. As shown in Appendix C of this Specific Plan Amendment, the total combined external traffic budget is 45,419 daily trips and 3,890 daily truck trips. If future increases in density result in traffic volumes that exceed the established budget, then the traffic impacts and mitigation identified in the study must be revisited as part of the traffic monitoring update process. The first trip monitoring update was prepared in September 2007, and the next one will be due five years after the approval of the traffic report prepared for this Specific Plan Amendment.

## 5. Employment Center Trip Capture

As discussed in Section III, this Specific Plan Amendment is a major employment center in a portion of the County that is characterized by primarily residential land uses. Development of new uses consistent with the Specific Plan Amendment is intended to improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will provide a transportation capacity benefit, reducing the concentration of work trips in the peak hour/peak direction of travel.

The benefits of matching jobs and housing can be illustrated in the context of typical peak hour commuting patterns. For example, people living in Perris or other locations to the south of the project area may work in Orange County. In the morning peak some of these motorists may choose to exit I-215 at Van Buren Boulevard and proceed westbound on route SR-91. This Specific Plan Amendment would “capture” some of the trips travelling along this path. This would provide the following benefits:

1. The magnitude of the future volume increase on Van Buren Boulevard west of the project, and at the Van Buren Boulevard/SR-91 interchange, would not be as high as compared to a no-project or residential type of development
2. The distance and duration of certain additional work trips will be substantially reduced,<sup>4</sup> providing fuel consumption and air quality benefits

The congestion, air quality, and fuel consumption benefits associated with the “capture” of trips along the route described above would also apply to other commuting patterns, both in the immediate project vicinity and the surrounding region.

## 6. Transportation Demand Management

While this Specific Plan Amendment will provide a regional transportation benefit, much of the traffic accessing the site will be concentrated in peak commuting hours. This can cause regional and local problems, such as peak hour traffic congestion, increased air pollution, and extended periods of time spent commuting. Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel. The following TDM measures are recommended:

The March JPA shall coordinate with the RCTC as the project Transportation Management Agency (TMA). The purpose of the TMA will be to:

- Provide information on employee matching for carpools and van pools
- Identify park and ride lot locations

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<sup>4</sup> Transportation modeling done for the MEIR indicated the commuting trips out of Riverside County would be reduced by 32,000 vehicles per day with the implementation of the General Plan. Typical commuting distances would be reduced from 50 miles to 15 miles, reducing vehicle miles of travel by 350,000 per day (MEIR, page 3-69).

- Provide information on and encourage transit use
- Each employer shall submit a TDM plan to the JPA. The TDM plan shall address the following:
- Designate a TDM coordinator
  - Provide a space (e.g., kiosk, bulletin board, etc.) for rideshare information
  - Provide preferential parking for carpools
  - Identify bus routes and bicycle facilities in the vicinity
  - Provide flexible working hours and/or a telecommuting program (to the extent feasible)
  - Bicycle storage facilities
  - Showers and locker rooms<sup>5</sup>

### **C. Non-Automobile Circulation**

#### **1. Local Transit Service**

As established in the March Business Center Design Guidelines, site design and building orientation will facilitate pedestrian access and transit service. Where appropriate, this Specific Plan Amendment requires the installation of bus improvements, such as bus turnouts, bus stops, and terminals as part of the conditions of development for land uses that have a large number of employees. This Specific Plan Amendment also requires dedication of appropriate transit routes, stations, and stops as part of new development. Bus stops shall provide shelters, route information, benches, and lighting. The master developer shall reimburse the March JPA for the construction and installation of three bus shelters at the time the certificate of occupancy is issued for Lot 16.

#### **2. Truck Traffic**

The industrial, business park, warehousing, and related uses typically generate a higher volume of truck traffic than other types of uses. The large size and acceleration/deceleration characteristics of trucks have a disproportionate impact on transportation capacity, as compared to passenger vehicles. In order to reduce the impacts of trucks on roadway and intersection capacity, trucks will be routed through this Specific Plan Amendment's roadways in accordance with the circulation routes depicted on **Figure V-6**. Also, master developer will cooperate with the City of Riverside to support measures to restrict the use of residential collector streets and secondary highways by trucks. All through streets within this Specific Plan Amendment are classified as Industrial Collectors (or higher classifications) in order to accommodate trucks. Design of pavement sections will provide a structural depth sufficient for anticipated truck traffic. Key access intersections shall be designed to accommodate truck turns.

#### **3. Bicycle/Pedestrian Access**

Bicycle and pedestrian linkages support implementation of the trip reduction strategies outlined in the Transportation Demand Management section. The proposed network will consist of Multi-Use Bicycle paths (i.e., Class I facilities physically separated from vehicular traffic), Bike Lanes (Class II facilities), which are striped lanes on the shoulders of roadways, and Bike Routes (Class III facilities), which are designated by signs and traverse the shoulder of the roadway. Class III routes are not striped. The linkages were identified based on the following criteria:

1. The network was defined based on likely routes between the previously adopted Specific Plan, this Specific Plan Amendment, and existing and future residential development in the project area.
2. The proposed routes will provide linkages to bicycle and pedestrian facilities identified by adjacent jurisdictions. According to the City of Moreno Valley's Bikeway Plan, Cactus Avenue

<sup>5</sup> In accordance with Mitigation Measure T-2 in Appendix B of the California Air Pollution Control Officers Association (CAPCOA) white paper, "CEQA and Climate Change," January 2008.



will accommodate a Class II facility east of I-215. According to the City of Riverside's General Plan, Alessandro Boulevard accommodates a Class II facility.

3. Bicyclists and pedestrians on Van Buren Boulevard should be physically separated from vehicular traffic due to the high-speed design and heavy volumes anticipated on this roadway.
4. Class II facilities should be provided on internal streets to facilitate access to project land uses and the Transportation Center.

**Figure V-7** depicts the Class I, Class II, and Class III facilities on project streets and Van Buren Boulevard.

Figure V-6 Truck Routes

Figure V-7 Bicycle and Pedestrian Facilities

## **VI. INFRASTRUCTURE AND GRADING**

### **A. Existing Infrastructure Issues**

On the North Campus infrastructure has been constructed to serve developments that have been constructed since the previously adopted Specific Plan was approved in 2003. Meridian Parkway from Alessandro Boulevard south to Opportunity Way has been constructed. Cactus Avenue from west of I-215 as well as Innovation Drive, have also been constructed. Potable water, reclaimed water, sewer, and storm drain infrastructure has been constructed north of Opportunity Way. A 96-inch water transmission line is being constructed between Meridian and I-215 by Metropolitan Water District of Southern California (MWD), Eastern Municipal Water District (EMWD) and Western Municipal Water District (WMWD). A lift station for this water transmission line will be installed in between Unit 4 Lots 2 and 3. Additional public facilities, services and infrastructure will be provided concurrently with the appropriate phase of project development. Figures V-1 and V-2 show the development phase boundaries of both the previously adopted Specific Plan and this Specific Plan Amendment within the North Campus area.

### **B. Sewer Service and Facilities**

**Figure VI-1** shows sewer facilities in the project vicinity. Sewage is currently conveyed to an existing secondary treatment plant located west of I-215 and north of Nandina Avenue. The on-site sewer system has been transferred to the Western Municipal Water District (WMWD). The existing treatment plant has been expanded to provide a treatment capacity of 1.0 million gallons per day (mgd), with a further expansion to 3.0 mgd planned for completion in 2010. The sewer lift station near Alessandro Boulevard has a capacity of 0.68 mgd, and may be expanded to 1.2 mgd with the diversion of a portion of the sewer flow from the adjacent Orangecrest system. The temporary lift station located near Van Buren Boulevard has a capacity of 1.1 mgd. This temporary facility will be removed after the gravity sewer is extended to the treatment plant. The costs associated with these expansions will be borne by future developments in this Specific Plan Amendment and other areas served by the sewer system. WMWD will own and maintain all planned future sewer facilities, including lift stations.

### **C. Potable Water Service**

When March Air Force Base was an active duty military installation, it consumed 2.14 million gallons of water a day for both domestic and irrigation uses. Potable water delivered to the General Plan area is supplied by the WMWD via a 54-inch distribution main operated by Eastern Municipal Water District. (Note: WMWD has taken over the share of this pipe's capacity that was formerly controlled by MAFB.) A 20-inch pipeline transports water from Lake Mathews to the Lt. Gen. Archie Old Golf Course and to Riverside National Cemetery.

This Specific Plan Amendment, together with the previously adopted Specific Plan, will substantially increase water demand as compared to previous uses. Because of the location and capacity of existing facilities, an entirely new system is to be built to accommodate the project. **Figure VI-2** illustrates project water supply facilities. All potable water facilities, including water mains, zone transitions, pressure pumps and reducers, storage facilities, will be operated and maintained by WMWD.

### **D. Reclaimed Water**

This Specific Plan Amendment will use reclaimed water for landscape irrigation throughout the project area. The non-potable, reclaimed water system infrastructure has been installed north of Opportunity Way to serve the North Campus. The reclaimed water system is operational in the North Campus, although it currently contains potable water. Non-potable water will flow through the reclaimed water

infrastructure following the expansion of the Wastewater Treatment Facility (WWTF). The WWTF is currently under expansion to increase capacity from 1 to 3 mgd and upgrade the facility to tertiary treatment. The expected completion date is August 2010. The expansion is anticipated to be complete prior to the construction of new development within the proposed Amendment area and therefore would have the capacity to treat the projected flows. Once the WWTF is complete, reclaimed water will be supplied to Meridian and will meet the irrigation demands of the proposed Amendment area. **Figure VI-3** illustrates the reclaimed water system. The proposed reclaimed water system will supply reclaimed water for all landscaped areas, streetscape, and for other open space areas that require irrigation. The reclaimed water distribution system, including pumps and storage facilities, will be maintained by WMMD.

## **E. Storm Water Management**

The existing watersheds that drain the this Specific Plan Amendment and the previously adopted Specific Plan flow into either the Santa Ana River Basin or the San Jacinto River Basin. The northern portion of Phase I (which flows to the north) drains into the Santa Ana River Basin. Phases II and II-A, plus the southern portion of Phase I, flow to the south into the San Jacinto River Basin. Soil types within this Specific Plan Amendment consist primarily of Monserate sandy loam and Fallbrook sandy loam. A Drainage Plan has been prepared to identify and size drainage facilities required to accommodate the runoff resulting from the additional impervious area created by this Specific Plan Amendment. This Plan is a supplement to the *March Air Force Base Reuse Drainage Plan* prepared in 1995 for the Riverside County Flood Control and Water Conservation District (RCFCWCD) for the entire General Plan area.

**Figure VI-4** depicts proposed on-site drainage facilities. As shown in this figure, three detention basins are provided onsite. The largest of these basins is in the eastern portion of the North Campus, north of Van Buren Boulevard and has already been constructed and is currently serving the project. This area is designated as a Clear Zone (CZ) to accommodate aircraft operations at March ARB. Drainage facilities will intercept storm water runoff, reducing peak hour flows substantially below existing levels. A second detention basin will be constructed on Lot 49 and will over detain to offset the impacts of Unit 4 which is downstream. The third basin will be located south of Alessandro Boulevard, and west of the BNSF railroad tracks. This facility will drain the northern portion of Unit 1. The drainage system shall employ Best Management Practices for drainage, water quality, using basins, erosion control, and urban pollution removal prior to the discharge of runoff into natural watersheds or wetlands. Water treatment, as required by the National Pollutant Discharge Elimination System (NPDES) will occur on individual lots, and the common detention basins are primarily for flood control purposes, and provide relatively minor water quality benefits. March JPA storm water quality requirements are addressed in "NPDES Guidelines for New Development & Redevelopment for Projects under the March Joint Powers Authority." Storm drain facilities shall be designed to the standards of the RCFCWCD. Public storm drains 36" and larger will be maintained by the RCFCWCD and private facilities shall be maintained by the property owner. The detention basins will be maintained by RCFCWCD or an assessment district.

## **F. Gas and Electrical Services**

Southern California Edison (SCE) provides electrical power to the North Campus. SCE currently has a 12 kilovolt (kV) system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus and will continue to be the source for future buildings within the proposed Amendment area. Southern California Gas Company (SCG) supplies natural gas service to the North Campus. SCG has a four-inch low pressure system in Meridian Parkway from Alessandro Boulevard to Opportunity Way. This system has been used for the individual buildings within the North Campus. There are plans to install a Gas Regulation Station on the south side of Van Buren Boulevard near Meridian Parkway to continue to serve the North Campus including the proposed Amendment area.

Figure VI-1 Sewer Facilities

Figure VI-2 Water Facilities

Figure VI-3 Reclaimed Water Facilities



Figure VI-4 Drainage Facilities

## **G. Solid Waste**

When MAFB was an active duty military base, it generated 13.1 tons per day of solid waste. When fully built out, the previously adopted Specific Plan, combined with this Specific Plan Amendment, will generate about 87 tons per day. Solid waste in western Riverside County is disposed of at the El Sobrante, Lambs Canyon, and Badlands landfills. In order to reduce the amount of material generated by planned future development, this Specific Plan Amendment will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRRE).

## **H. Grading**

A conceptual grading design will be required for each Tentative Map Amendment consistent with the Development Code. Grading designs will implement the goals and policies of the March JPA General Plan.

### **1. Grading Plan Development Standards**

- Prior to grading commencing, a burrowing owl survey and other required surveys shall be performed, consistent with applicable protocols.
- All grading activities shall be in substantial conformance with the approved tentative map or development permit and shall implement any grading-related mitigation measures outlined in the accompanying SEIR for this Specific Plan Amendment.
- Prior to any development within any area of this Specific Plan Amendment, an overall grading plan for the portion in process shall be submitted for approval by the JPA. The grading plan for each area shall be used as a guideline for subsequent grading plans for individual stages of development.
- All streets shall have a gradient not exceeding use minimums and maximums established by the County of Riverside or as approved by the March JPA
- A precise grading plan shall be prepared prior to any on-site grading for individual projects.
- The project developer/applicant shall be responsible for installation and maintenance of all planting and irrigation systems on manufactured slopes until those responsibilities are assumed by the Landscape Maintenance District or other parties.
- To the extent that it is feasible, the overall shape, height, and gradient of any cut and fill slope shall be designed to be consistent with the existing natural contours and scale of the natural terrain.
- Potential brow ditches, terrace drains, or other minor swales, determined necessary at future stages of project review, shall be concealed, as feasible and possible, with landscape plantings, earth berms, and similar features.
- Graded but undeveloped pads shall be maintained weed-free, appropriate erosion control measures within ninety (90) days of completion of grading, unless building permits are obtained from the JPA. Appropriate desiltation basins are required for graded areas.
- Cut and fill slopes shall be constructed at inclinations of no steeper than two horizontal feet to one vertical foot, unless otherwise approved by the March JPA. Variable slope ratios will be used to avoid abrupt changes from the pads to the slopes.
- All newly created slopes exceeding 10 feet in vertical height shall be landscaped with a permanent irrigation system approved by the JPA prior to final acceptance. Landscaping shall be consistent with the Landscape Concept Plan and the March Business Center Design Guidelines.
- Grading shall not be permitted to commence prior to approval of grading permits for any proposed development. Mass grading will only occur for those areas undergoing development, or for those areas specifically identified as borrow or disposal sites.

Grading operations within the confines of the Specific Plan Area shall conform to all applicable March JPA Development Code standards.

- Project grading design shall make reasonable efforts to balance cut and fill on site to avoid the need for excessive importing or exporting of soil.

Manufactured slopes greater than 10 feet in vertical height, together with landscaping and irrigation systems, will be maintained by a LLMD. The LLMD will maintain slopes only within separate lots, or within easements conveyed to the JPA. The easement must be consistent with the LLMD engineer's report identifying slope maintenance areas. Irrigation systems maintained by the LLMD will be separate from private systems. All slopes less than 10 feet in vertical height will be maintained by each project consistent with the March JPA Development Code.

## VII. IMPLEMENTATION

The procedures for filing applications for permits, variances, appeals, amendments, and approvals shall be in accordance with the Development Code unless otherwise defined in this Specific Plan Amendment.

### A. Phasing Plan

This Specific Plan Amendment will be constructed in a single development phase, as illustrated in Figure I-3 on page I-5 of this Specific Plan. Individual developers of this Specific Plan Amendment shall contribute on a “fair share” basis toward the mitigation of cumulative traffic impacts as follows:

1. Prior to the issuance of a certificate of occupancy for any lot in this Specific Plan Amendment, and II, the developer of that lot shall provide to the March JPA that lot’s fair share contribution toward the mitigation of cumulative traffic impacts resulting from the 19,678 additional trips generated by this Specific Plan Amendment. The land use designation of each lot within the 257.7-acre area encompassing this Specific Plan Amendment as of July 2010 is included in Appendix C. Because future development may involve lot consolidation and/or lot line adjustments, the fair share costs were calculated based on the total external traffic generation by land use type by acre, rather than assessed to individual lots based on current information that is subject to change. This fair share contribution shall be assessed on a per-acre basis for each land use designation as described below:

Business Park	\$532.73 per acre
Commercial	\$2,143.09 per acre
Industrial	\$220.26 per acre
Mixed Use	\$2,486.93 per acre
Office	\$1,115.52 per acre
Public Facility	\$35.23 per acre

The Master Developer, in its sole discretion, may elect to provide the lot’s fair share contribution directly to the JPA.

2. The March JPA will allocate collected fair share contributions to the City of Riverside, the City of Moreno Valley and the County of Riverside. The allocation will be in proportion to this Specific Plan Amendment’s total fair share costs within each jurisdiction.
3. The master developer shall be responsible for fully funding improvements II-A-1 through II-A-4, as shown in Figure V-2A.

### B. Financing Strategies

#### (a) Financing of Public Facilities

##### (1) Purpose and Intent

The public health, safety, and welfare require that employees in newly developing areas be adequately served with access, parks, open space, fire and police protection, and other public facilities concurrent with the need.

(2) Financial Responsibility

All necessary public facilities shall be assured by the project developer, either directly or by other means such as a charge against the area within the Specific Plan that benefits from the public facility.

(3) Financial Programs for Municipal Facilities

The Municipal Facilities required for the March Business Center may be financed through any of these programs, either individually or in combination:

(A) Facilities Benefit Assessment or Development Impact Fee.

- (i) For facilities that already exist outside of the March Business Center Specific Plan, but which require additions or expansions to existing facilities to meet the requirements of the Specific Plan: i.e., police and public works facilities.
- (ii) For new facilities necessitated by the March Business Center: i.e., fire station and transportation facilities.
- (iii) For facilities which extend beyond the limit of March Business Center, whose service area is also greater than the March Business Center and the need for which is not solely created by the March Business Center Specific Plan: costs for improvements so constructed may be partially offset by reimbursements from development in those service areas greater than the March Business Center.
- (iv) For facilities within or without the community which are intended for the use of residents such as: street scene improvements (landscaping of the medians and right-of-way along major streets), traffic signals at the intersection of major streets, and other transportation facilities.

(B) Improvement District

An Improvement District under the provisions of State Law or local procedural ordinance may be created to create assessments against the land to generate funds to finance facilities which are related to each individual planned district area by amount of benefit received. The facilities to be provided by this improvement district may include, but not be limited to; major perimeter streets; transit improvements, both municipal and other public utilities and drainage facilities contained therein. The boundary of each improvement district will be the centerline of the bordering perimeter streets, or other applicable limit, of each individual development plan area within the March Business Center as the JPA shall determine.

(C) On-Site Municipal Improvements

The on-site municipal facilities, those within the individual project and not

provided by (i) or (ii) above, such as streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(D) Off-Site Municipal Improvements

The off-site municipal improvements are those outside of an individual development plan area at the time of its development and not provided under the conventional subdivision process for off-site improvements. The off-site improvements so constructed may be subject to a reimbursement agreement between the persons who constructed the improvements and the March JPA. Reimbursement pursuant to that agreement will be generated by the subdivider(s) of the subsequent development plan areas, where adjacent, and will be paid to the appropriate subdivider(s) as and when such funds are generated within the subareas covered by the reimbursement agreement.

(E) Any other programs approved by the March JPA Board.

(F) Implementation

No final subdivision map for the development of the property shall be approved by the March JPA Civil Engineer unless and until the following have been accomplished or are in formation:

- (i) There has been established either a Facilities Benefit Assessment or a Development Impact Fee applicable to the property covered by the development plan, or a greater area, and the March JPA has by resolution, set the amount of such Facilities Benefit Assessment or Development Impact Fee. Streets, storm drains, and sewer, water, gas, power, and telephone utilities, will be provided by the subdivider under the conventional bonded subdivision agreement.

(b) Tax Increment Financing

In January, 1996, the March JPA established the March Joint Powers Redevelopment Agency. In June, 1996, the March Joint Powers Redevelopment Agency prepared a Redevelopment Plan, which established a process and framework for implementation of the redevelopment of the former MAFB. With the adoption of the Redevelopment Plan, the Redevelopment Agency was authorized to finance Redevelopment using various sources. The most important source from a redevelopment perspective is tax increment financing.

Tax increment financing is a redevelopment tool authorized by State statute and used by cities and development authorities, such as the March Joint Powers Redevelopment Agency, to finance certain public redevelopment costs. Projects financed with tax increment financing must serve a public purpose such as redeveloping blighted areas, constructing low- and moderate-income housing, providing employment opportunities and improving the tax base. When a tax increment financing district is established, the tax capacity of the properties located within the district are "frozen." For the district's duration, which varies depending on the type of district, the property taxes resulting from any increase in the tax capacity above the frozen level are available to the Redevelopment Agency to finance public

project costs. This financing approach is a valuable tool for financing public facilities, and has partially funded the I-215/Van Buren Boulevard interchange project (see improvement II-C in Figure V-2).. Because the properties comprising the Specific Plan had not as yet been subjected to taxation at the time of adoption, the tax capacity has been frozen at zero.

After pass-through of property tax receipts that are required to provide adequate levels of police and fire protection and reserves for the maintenance of public roadways, a significant amount of funds will be allocated back to the March Redevelopment Agency. The Agency will be in position to use this ever-increasing annual influx of funding to issue bonds that would provide the funding to build any number of designated projects within the Redevelopment area. These types of bonds (tax-increment secured) are of minimal risk to both the issues and holders as the annual payment of property taxes by owners/users is the source of bond debt service. Given that properties within the March Redevelopment Area have never previously been on tax rolls, a relatively high percentage of collected taxes will go directly to the Agency.

(c) Grants

The March JPA will apply for any number of federal, state and/or local grants that are available to it. The project area qualifies in many categories to be eligible for grants such as those administered by the federal Economic Development Administration (EDA), the state Infrastructure Bank, California State Transportation Improvement Program (STIP), Community Development Block Grants (CDBG) and many others. The March JPA has retained the services of firms specializing in securing grants.

### **C. Project Review and Processing**

1. March JPA staff and their consultants shall endeavor to review all development applications in an expeditious manner.
2. All proposals for new development shall proceed toward approval through the following process:
  - A. ***Pre-application:*** A pre-application meeting shall be scheduled with March JPA staff to assure that the use is permitted and that the development requirements are accurately conveyed to the applicant. The applicant shall provide a conceptual site plan at the time of the pre-application meeting.
  - B. ***March Business Center Implementation Committee:*** Development review shall proceed along either of the two tracks described below:
    - B.1 Design Plans consistent with this Specific Plan Amendment and the Subsequent EIR shall go through a ministerial review process before the March Business Center Implementation Committee.
    - B.2 Plot Plans subject to discretionary review (i.e., rezoning, conditional use permit, variance or ALUC review) or subject to subsequent environmental review shall go through Plot Plan public hearing process in compliance with Section 9.02.070 of the Development Code, with the exception that the sole public hearing shall be before the march Joint Powers Commission (i.e., no Planning Commission hearing is required).
  - C. ***Construction Plan Submittal:*** Upon approval of the project by the March Business Center Implementation Committee, the project developer shall submit completed construction plans, including a detailed site plan, landscape plan, irrigation plans, grading plans, foundation plans, building elevations, fire suppression plans, electrical plans,

plumbing plans, structural plans, civil plans, and other plans, as required by the March JPA.

**D. Roles of the JPA Staff and March Business Center Implementation Committee**

(a) General Provisions

(1) The March JPA Planning Manager shall administer the Meridian Specific Plan. The March JPA Planning Manager shall ensure compliance with the regulations and procedures of this section. The Meridian Specific Plan as presently adopted or as amended from time to time, shall be used in reviewing any development permit applied for under these regulations. Building permits shall be required as identified in the Uniform Building Code.

(2) Where not otherwise specified in this Specific Plan, the provisions of the March JPA Development Code apply.

Where there is a conflict between the Development Code and this Specific Plan, this Specific Plan applies.

(3) The following projects may be approved or denied by the March JPA Planning Manager:

- (A) Tenant improvements and minor building additions that qualify as exempt from CEQA.
- (B) Other minor approvals adopted through a determination of substantial conformance.
- (C) The project does not require any action that requires approval by the March Joint Powers Commission or March Business Center Implementation Committee.

(4) All other projects shall be approved or denied by the March JPA Planning Commission or the March Joint Powers Commission in accordance with the Specific Plan or Development Code:

(b) March Business Center Implementation Committee

(1) March Business Center Implementation Committee

(A) It is hereby created the March Business Center Implementation Committee (the "Committee") which shall be composed of three members who shall serve without compensation. The members shall be three at-large members appointed by the March JPA Commission. One of the three at-large members shall serve as the Committee Chair.

(B) The at large members shall be specifically qualified by reason of interest, training or experience in land development, landscape, architecture, planning, urban design or other relevant business or profession upon the property values, and development of surrounding areas.

(C) The Committee may adopt rules of procedure to supplement those contained within this Specific Plan. Two voting members shall constitute a quorum for the



transaction of business and a majority vote; and not less than two affirmative votes shall be necessary to make any Committee decision.

- (D) The March JPA Planning Manager or his designated representative shall serve as Secretary of the Committee and maintain records of all official actions of the Committee.
- (E) All Commission Members of the March JPA shall endeavor to cooperate with the Committee and render reasonable assistance to it.
- (F) The Committee shall render a report annually on March 31, or on request, to the March JPA Executive Director.

(2) Powers and Duties

It shall be the duty of the Committee to review Development Review Applications and comment on development plans, the Capital Improvement Plan implementation and on major public improvements. The Committee shall approve design applications of the site plan, landscape plan and building elevations which are determined to be fully compliant with this Specific Plan Amendment, the March Business Center Design Guidelines, and Subsequent EIR. Applications not consistent with these requirements shall be denied. Appeals of committee denials shall be placed on the next available March JPA Commission agenda for final determination. The Committee shall submit its recommendations or comments on other items to the March JPA Executive Director. The Committee shall also recommend to the March JPA Executive Director any changes to the regulations, provided such changes are necessary for the proper execution of the adopted plan. The Committee may also consider items of broader scope that may affect this Specific Plan Amendment and, when appropriate, offer its recommendations on these matters to the March JPA Executive Director.

## **E. Maintenance**

The March JPA has created a landscape lighting maintenance district to accommodate the maintenance of portions of the open space and landscaped areas within this Specific Plan Amendment and the previously adopted Specific Plan. The district has been formed per the Landscape and Lighting Act of 1972 which allows for properties to be assessed via property tax billing for allocated maintenance items. The district is used exclusively for the ongoing maintenance of the improvements described below. The district is *not* used to fund capital expenditures and/or construction of the improvements. The improvements are to be constructed by the Master Developer or future developers as outlined in a particular subdivision's conditions of approval or otherwise mandated by approving jurisdiction(s). Subdivision conditions of approval require that all projects within the previously adopted Specific Plan and this Specific Plan Amendment be subject to the district, as well as all subsequent subdivisions/phases of the previously adopted Specific Plan or this Specific Plan Amendment.

The district's maintenance responsibilities and budgeted items include, but are not be limited to, the following:

- Street lighting electricity, maintenance and replacement;
- Landscape maintenance of the parkways, medians within all public streets, and landscape easements shall be maintained by the landscape and lighting district.
- Irrigation water for the above;
- Tree trimming and/or color replacement;

- Maintenance of drainage structures not maintained by RCFCDD or Riverside County;
- Project entry monumentation and cultural amenities/monumentation maintenance and repairs;
- Any insurance requirements;
- Slope maintenance (over 10 feet);
- Street sweeping;
- Graffiti control
- District management fee.

The district’s engineer prepares the annual budget for the district and determines the budget amounts for new properties entering the district. All other terms of the district follow those dictated by the Act, including the methodology of interfacing with the Riverside County Tax Collector/auditor and other agencies involved in the collection and disbursement of the assessments.

The maintenance of major regional infrastructure components will be as follows:

- Water, sewer, reclaimed water: Western Municipal Water District
- Drainage facilities: Riverside County Flood Control & Water Conservation District
- Public Streets: March JPA

Other facilities will be maintained as described in the table below.

**Table VII-1** summarizes the funding source for the initial capital expenditure and the responsibility for ongoing operations and maintenance for services and infrastructure to be provided for Meridian.

TABLE VII-1 INFRASTRUCTURE/SERVICE FUNDING RESPONSIBILITY		
SERVICE /INFRASTRUCTURE	CAPITAL EXPENSE	OPERATIONS AND MAINTENANCE
Street Lighting	Master Developer	Landscape and Lighting Maintenance District
Fire Protection	Impact Fee collected in permitting	Riverside County Fire Protection Property Tax and County General Fund
Reclaimed Water Delivery System	Master Developer	<u>Distribution system:</u> Western Municipal Water District <u>Irrigation system:</u> Landscape and Lighting Maintenance District (common areas)
Police	Impact Fee collected in permitting	Contract with County Sheriff by JPA
Storm Drains	Master Developer	<u>Public lines:</u> March JPA <u>Private line:</u> Landscape and Lighting District or Owners of Individual Lots
Detention Basins	Master Developer	<u>Large basin near I-215/Van Buren:</u> Riverside County Flood Control District <u>Other Basins:</u> Landscape and Lighting Maintenance District
Traffic Signals/Streets, sidewalk, curb and gutter	Master Developer	March JPA/Riverside County
Bus Stops	Master Developer	RTA
Bus Shelters	Master Developer	RTA
Landscaping	Master Developer	Public R/W “letter lots” and landscaping easements: Landscape and Lighting Maintenance District Other Landscaping: Owner of Individual Lots

**F. Specific Plan Amendments**

Specific Plan amendments will be subject to the Major Project Development Review Process, as identified in the March JPA Development Code.

## VIII. Consistency with the General Plan

### A. Overview

This Specific Plan Amendment is consistent with the goals and policies set forth in the March JPA General Plan. This section addresses the conformance of this Specific Plan Amendment to the General Plan on a general or conceptual basis.

### B. General Plan Elements

#### 1. Land Use

**Goal:** *Land Use Plan provides for a balanced mix of land uses that contribute to the regional setting, can capitalize on the assets of the Planning Area, while insuring compatibility throughout the Planning Area and with regional plans.*

**Consistency:** Development of this Specific Plan Amendment will occur in a logical pattern of growth, compatible with adjacent land uses and regional plans. The project will provide a large employment center in a portion of the County that is largely residential. This will improve the balance of population and employment in the project vicinity, providing an opportunity for residents to work locally, rather than commute to surrounding areas throughout the region.

**Goal:** *Locate land uses to minimize land use conflict or creating competing land uses, and achieve maximum land use compatibility while improving or maintaining the desired integrity of the Planning Area and subregion.*

**Consistency:** The land use summary in Table III-1 provides a mixture of compatible land uses that may be developed in this Specific Plan Amendment area. Incompatible or competing land uses will not be allowed in this Specific Plan Amendment area.

**Goal:** *Manage growth and development to avoid adverse environmental and fiscal effects.*

**Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan Amendment accommodates a number of financing strategies to fund public improvements.

**Goal:** *Develop an identity and foster quality development within the Planning Area.*

**Consistency:** The March Business Center Design Guidelines establishes architectural, signage, parking, and landscaping standards that will achieve the goals of both project identity and quality development.

**Goal:** *Maximize and enhance the tax base and generation of jobs through new, reuse and joint use opportunities.*

**Consistency:** The proposed land uses will be a major employment center. As such, it will provide a substantial enhancement to the tax base.

**Goal:** *Support the continued Military Mission of March Air Reserve Base, and preservation of the airfield from incompatible land use encroachment.*

**Consistency:** The project is designed to incorporate appropriate uses within the development-limited areas as defined in the Air Installation Compatible Use Zone (AICUZ) Study done in 2005, and is consistent with the Joint Land Use Study.

**Goal:** *Preserve the natural beauty, minimize degradation of the March JPA Planning Area, and provide enhancement of environmental resources and scenic vistas.*

**Consistency:** The previously adopted Specific Plan and this Specific Plan Amendment provide mitigation on-site and within the adjacent vacant land for impacts to jurisdictional waters of the U.S./State waters and LBV habitat. The mitigation will include the creation of 2.3 acres of and the restoration of 1.9 acres of wetlands and related habitat. All newly created and existing adjacent habitat and wetlands will be overlaid with a conservation easement for management and monitoring in perpetuity, with a buffer area extending past the limits of the habitat.

**Goal:** *Preserve the integrity of the historic and cultural resources of the Planning Area and provide for their enhancement.*

**Consistency:** The project area does not impact significant historic or cultural resources.

**Goal:** *Avoid undue burdening of infrastructure, public facilities, and services by requiring new development to contribute to the improvement and development of the March JPA Planning Area.*

**Consistency:** This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

**Goal:** *Plan for the location of convenient and adequate public services to serve the existing and future development of March JPA Planning Area.*

**Consistency:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

**Goal:** *Ensure, plan, and provide adequate infrastructure for all facility reuse and new development, including but not limited to, integrated infrastructure planning, financing and implementation.*

**Consistency:** Development of the project will be phased to the assurance of required infrastructure and services. This Specific Plan Amendment identifies a number of financing strategies, including tax increment financing, to pay for needed public facilities.

**Goal:** *Secure adequate water supply system capable of meeting normal and emergency demands for existing and future land uses.*

**Consistency:** As described in Section VI, the water supply system will have sufficient capacity to accommodate projected normal and emergency needs.

**Goal:** *Establish, extend, maintain and finance a safe and efficient wastewater collection, treatment and disposal system, which maximizes treatment and water recharges, minimizes water use, and prevents groundwater contamination.*

**Consistency:** As described in Section VI, this Specific Plan Amendment will provide the necessary conveyance and treatment facilities to achieve this goal.

**Goal:** *In compliance with state law, ensure solid waste collection, siting and construction of transfer and/or disposal facilities, operation of waste reduction and recycling programs, and household hazardous waste disposal programs and education are consistent with the County Solid Waste Management Plan.*

**Consistency:** This Specific Plan Amendment will comply with the requirements of the County of Riverside's Source Reduction and Recycling Element (SRRE).

**Goal:** *Adequate supplies of natural gas and electricity from utility purveyors and the availability of communications services shall be provided within the March JPA Planning Area.*

**Consistency:** All public facility connections are located adjacent to the site, and adequate capacity has been deemed available by the responsive agencies. Service facility letters were obtained from these agencies and their comments/recommendation have been incorporated into the project accordingly.

**Goal:** *Adequate flood control facilities shall be provided prior to, and concurrent with, development in order to protect the lives and property within the March JPA Planning Area.*

**Consistency:** As discussed in Section VI, this Specific Plan Amendment will provide drainage facilities to achieve this goal.

## **2. Transportation**

**Goal:** *Establish and provide for a comprehensive transportation system that captures the assets and opportunities of the planning area, existing transportation facilities, and planned transportation facilities for the future growth and development of the planning area and sub-region.*

**Consistency:** Where feasible, existing transportation facilities, such as the Burlington Northern Santa Fe (BNSF) rail line, are incorporated into this Specific Plan Amendment transportation network. Unit 1, lots 5 and 6 would have connections to the BNSF main line.

**Goal:** *Build and maintain a transportation system which capitalizes on the multi-faceted elements of transportation planning and systems, designed to meet the needs of the planning area, while minimizing negative effects on air quality, the environment and adjacent land uses and jurisdictions.*

**Consistency:** This Specific Plan Amendment will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

**Goal:** *Develop a transportation system that is safe, convenient, efficient and provides adequate capacity to meet local and regional demands.*

**Consistency:** This Specific Plan Amendment will construct an internal street network and provide transportation capacity improvements to existing facilities off-site based on future demand. Transportation improvements will be constructed in phases based on planned development and projected background traffic growth.

**Goal:** *Provide a balanced transportation system that ensures the safe and efficient movement of people and goods throughout the planning area, while minimizing the use of land for transportation facilities.*

**Consistency:** Project internal streets are sized to accommodate projected future traffic in an efficient manner.

**Goal:** *Plan and encourage land use patterns and designs, which enhance opportunities for non-vehicular circulation and improve trip reduction strategies.*

**Consistency:** Site plans for individual buildings shall be reviewed to ensure that pedestrian, bicycle and transit access is facilitated. A bicycle and pedestrian circulation network is provided.

**Goal:** *Establish vehicular access control policies in order to maintain and insure the effectiveness and capacity of arterial roadways.*

**Consistency:** Project internal roadways will be designed in accordance with the “County Road Improvement Standards and Specifications,” published by the County of Riverside, and take into account additional landscaping requirements established in the Riverside County Integrated Plan County standards limit intersection intervals on arterial roadways.

**Goal:** *Facilitate and develop transportation demand management and transportation systems management programs, and use of alternate transportation modes.*

**Consistency:** Transportation Demand Management (TDM) strategies will be implemented to shift trips outside the standard commuting hours and/or to non-“drive alone” modes of travel. This is accomplished through various employer-initiated measures, such as flexible working hours, encouragement of carpooling, and facilitating access for non-motorized (i.e., bicycling or walking) modes of travel.

**Goal:** *Adequate, affordable, equitably distributed and energy efficient public and mass transit services which promote the mobility to, from, and within the planning area shall be provided.*

**Consistency:** The project will be designed to accommodate both local transit service and inter-city passenger rail service. The local transit system of bus stops and bus shelters will be approved by the Riverside Transit Agency (RTA).

**Goal:** *Develop measures which will reduce the number of vehicle-miles traveled during peak travel periods.*

**Consistency:** This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

**Goal:** *Regulate the travel of trucks on March JPA Planning Area streets.*

**Consistency:** The project is designed to accommodate truck traffic. In addition, trucks will be required to travel on designated routes as they traverse this Specific Plan Amendment's internal streets.

**Goal:** *Adequate off-street parking for all land uses shall be provided which requires adequate on-site parking to prevent spill over on the adjacent street system.*

**Consistency:** This Specific Plan Amendment provides parking ratios that will limit the potential for parking spillover.

**Goal:** *Plan for and seek to establish an area-wide system of bicycling trails, with linkages within the planning area and with adjacent jurisdictions, and in compliance with sub-regional plans.*

**Consistency:** The project will include bicycle and pedestrian linkages as defined in Section V of this Specific Plan Amendment. The network will consist of Multi-Use Bicycle paths and Bike Lanes.

**Goal:** *Goods movement through the San Jacinto Rail Branchline shall be capitalized.*

**Consistency:** The project includes the existing BNSF railway line is incorporated into the project design. Freight service to and from existing trains will be provided to Unit 1, lots 5 and 6.

**Goal:** *In accordance with state and federal law, promote and provide mobility for the disabled.*

**Consistency:** Development plans and public improvement plans shall take into account the accessibility requirements of the Americans with Disability Act (ADA).

### **3. Noise/Air Quality**

**Goal:** *Ensure that land uses are protected from excessive and unwanted noise.*

**Consistency:** Project development shall be consistent with the land use limitations established in the AICUZ study and the Joint Land Use Study.

**Goal:** *Minimize incompatible noise level exposures throughout the Planning Area, and where possible, mitigate the effect of noise incompatibilities to provide a safe and healthy environment.*

**Consistency:** (see above)



**Goal:** *Work toward the reduction of noise impacts from vehicular traffic, and aviation and rail operations.*

**Consistency:** The project shall implement the noise related mitigation established in SEIR.

**Goal:** *Promote alternative modes of travel.*

**Consistency:** This Specific Plan Amendment will accommodate local transit service, bicycle lanes, and pedestrian facilities. A Transportation Demand Management (TDM) plan will be implemented to limit peak hour traffic impacts.

**Goal:** *Reduce emissions associated with vehicle miles traveled by enhancing the jobs/housing balance of the subregion of western Riverside County.*

**Consistency:** This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel, resulting in reduced emissions.

**Goal:** *Reduce air pollution through proper land use, transportation and energy use planning.*

**Consistency:** This Specific Plan Amendment will provide access using a variety of transportation modes, including highways, local bus service, bicycles, and pedestrians. The project's Transportation Demand Management (TDM) strategy will accommodate the shift of some trips from "drive-alone" to transit or non-motorized modes of travel.

**Goal:** *Pursue reduced emissions for stationary and mobile sources through the use and implementation of new and advancing technologies.*

**Consistency:** Where feasible and appropriate, development of this Specific Plan Amendment shall accommodate the use of advancing technologies, such as alternate fueled vehicles and other innovations that would provide air quality benefits.

**Goal:** *Maximize the effectiveness of air quality control programs through coordination with other governmental entities.*

**Consistency:** Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 5 of the March JPA General Plan.

**Goal:** *Reduce emissions associated with vehicle/engine use.*

**Consistency:** This Specific Plan Amendment improves the jobs/housing balance in western Riverside County by providing a large employment center in an area that is largely residential. This will provide an opportunity for residents to work locally, rather than commute to Los Angeles or Orange Counties. Jobs/housing balance will help reduce vehicle miles of travel.

**Goal:** *Reduce emissions associated with energy consumption.*

**Consistency:** Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 7.

**Goal:** *Reduce air pollution emissions and impacts through siting and building design.*

**Consistency:** Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 8.

**Goal:** *Reduce fugitive dust and particulate matter emissions.*

**Consistency:** Development in this Specific Plan Amendment will comply with the policies outlined in Air Quality Goal 9.

#### **4. Housing**

The General Plan does not allow for housing opportunities within the March JPA Planning Area due to incompatible uses with the airfield, the need to focus on the reestablishment of the numerous jobs lost due to base realignment, and the housing rich environment of Western Riverside County. This Specific Plan Amendment maintains consistency with the General Plan's absence of a residential land use designation within the Planning Area.

#### **5. Resource Management**

**Goal:** *Conserve and protect surface water, groundwater, and imported water resources.*

**Consistency:** The project will be constructed to minimize impacts to the existing drainage channels. The landscape plan includes drought tolerant plant materials. Irrigation will be moisture sensitive to limit irrigation during times of heavy rains.

**Goal:** *Control flooding to reduce major losses of life and property.*

**Consistency:** This Specific Plan Amendment will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

**Goal:** *Conserve and protect significant land forms, important watershed areas, mineral resources and soil conditions.*

**Consistency:** The SEIR has been prepared to assess and, if appropriate, mitigate project impacts on geology, soils, and hydrology.

**Goal:** *Conserve energy resources through use of available energy technology and conservation practices.*

**Consistency:** As appropriate, this Specific Plan Amendment shall comply with applicable regulations relating to energy conservation.

**Goal:** *Conserve and protect significant stands of mature trees, native vegetation, and habitat within the planning area.*

**Consistency:** The project will protect and preserve areas of riparian habitat. This preservation area will include associated drainage channels and wetlands.

**Goal:** *Provide an effective and efficient waste management system for solid and hazardous wastes that is financially and environmentally responsible.*

**Consistency:** This Specific Plan Amendment shall comply with appropriate and applicable regulations and standards with respect to the management of solid and hazardous wastes.

**Goal:** *Promote cultural awareness through preservation of the planning area's historic, archaeological and paleontological resources.*

**Consistency:** The project area does not impact significant historic, archaeological or paleontological resources.

**Goal:** *Create a network of open space areas and linkages throughout the Planning Area that serves to preserve natural resources, protect health and safety, contributes to the character of the community, provide active and passive recreational use, as well as visual and physical relief from urban development.*

**Consistency:** The project will accommodate a 142-acre conservation easement within the West Campus, near Van Buren Boulevard.

**Goal:** *Establish standards for scenic corridors, trails and vistas that contribute to the quality of the planning area.*

**Consistency:** This Specific Plan Amendment will provide landscaped lots adjacent to major arterial roadways and will provide additional landscaping within easements along internal streets adjacent to large industrial lots. A Class I multi-use pedestrian/bicycle trail will be provided along Van Buren Boulevard between the western North Campus boundary and I-215.

## **6. Safety/Risk Management**

**Goal:** *Minimize injury and loss of life, property damage, and other impacts caused by seismic shaking, fault rupture, ground failure, and landslides.*

**Consistency:** A geological reconnaissance has been conducted for the property. That study revealed that there are no active or inactive faults crossing the property and that the property is suitable for development.

**Goal:** *Minimize grading and otherwise changing the natural topography, while protecting the public safety and property from geologic hazards.*

**Consistency:** Grading within this Specific Plan Amendment area is designed to minimize impacts to the existing topography. The project will incorporate grading development standards

and recommendations, which will minimize any potential geotechnical and site development constraints that occur on-site.

**Goal:** *Minimize injury, loss of life, property damage, and economic and social disruption caused by flood hazards.*

**Consistency:** This Specific Plan Amendment will provide a number of drainage facilities, including culverts, open channels, and retention basins, to control flooding.

**Goal:** *Reduce threats to public safety and protect property from wildland and urban fire hazards.*

**Consistency:** As appropriate, this Specific Plan Amendment shall comply with applicable regulations and guidelines relating to brush management and fire protection services.

**Goal:** *Reduce the potential for hazardous material exposure or contamination in the Planning Area.*

**Consistency:** To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to hazardous material exposure/contamination.

**Goal:** *Ensure to the fullest extent practical that, in the event of a major disaster, critical structures and facilities remain safe and functional.*

**Consistency:** To the extent that it is appropriate, this Specific Plan Amendment shall comply with regulations and guidelines relating to the functionality of critical structures in the event of a major disaster.

**Goal:** *Reduce the possible risk of upset, injury and loss of life property damage, and other impacts associated with an aviation facility.*

**Consistency:** The project shall be consistent with the 2005 AICUZ Study and the Joint Land Use Study (see Appendix B of this Specific Plan Adjustment).

**Goal:** *Plan for emergency response and recovery from natural and urban disasters.*

**Consistency:** The project shall comply with appropriate and applicable regulations and guidelines relating to emergency response and recovery from natural and urban disasters.

## Appendix A Land Use Definitions

The following definitions are intended to provide a general description of each use category. Under each category, example uses are provided. These examples are not all-inclusive, but are intended to provide a sample of uses that would fit in a particular category. Uses not addressed in the Land Use Table (i.e., Table III-1) are prohibited. However, the March JPA Planning Manager has the discretion to make land use interpretations based upon the description of the proposed use and similarities with the listed uses.

### INDUSTRIAL

**Hazardous Waste Treatment Facility:** Activities include the treatment, transfer, storage, resource recovery, disposal, or recycling of hazardous waste.

**Bio-Medical Waste Treatment Facility:** Activities include the treatment, transfer, storage, disposal or recycling of wastes generated during the diagnosis, treatment or immunization of patients.

**Manufacturing - Custom:** Activities typically include: manufacturing, processing, assembling, packaging, treatment, or fabrication of custom made products. These types of business establishments do not utilize raw materials for their finished products, but rather, may utilize semi-finished type of manufactured materials for their custom made-to-order products. The finished products from these business establishments are ready for use or consumption and may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: jewelry, household furniture, art objects, apparel products, small instruments (musical, electronic and photographic), stationary, signs, advertising displays, stained glass products, and leather products. The uses do not produce odors, noise, and vibration or particulate that would adversely affect uses in the same structure or on the same site.

**Manufacturing - Light:** Activities typically include: labor-intensive manufacturing, assembly, fabrication or repair processes which do not involve frequent large container truck traffic or the transport of large scale bulky products. The new products may be finished in the sense that it is ready for use or consumption or it may be semi-finished to become a component for further assembly and packaging. These types of business establishments are customarily directed to the wholesale market, inter-plant transfer rather than the direct sale to the consumer, however, may include incidental on-site display, wholesale and retail sale of the goods produced, not to exceed 25% of the building. Such uses may include: electronic microchip assembly, printing, publishing, food processing (such as bakeries), candy, confectionery products, canned/bottled soft drinks, bottles water, apparel, paper board containers, boxes, drugs, small fabricated metal products, such as hand tools, general hardware, architectural and ornamental metal; and, toys amusement, sports and athletic goods. The activities produce minimal odors, noise vibration, hazardous materials or particulates, and would have a limited impact on adjacent lots.

**Manufacturing - Medium:** Activities typically include: manufacturing, compounding of materials, processing, assembly, packaging, treatment or fabrication of materials and products which require frequent large container truck traffic or rail traffic, or the transport of heavy, bulky items. The new products are semi-finished to be a component for further manufacturing, fabrication and assembly. These types of business establishments are customarily directed to inter-plant transfer, or to order from industrial uses, rather than for direct sale to the domestic consumer. However, may include incidental on-site display, wholesale and retail sale of the goods products not to exceed 25% of the building. Such uses

may include, but not limited to: canned food, textile products; furniture and fixtures converted paper and paper board product; plastic products made from purchased rubber, plastic or resin; fabricated metal products made from sheet metals; electrical and electronic machinery, equipment and supplies; office, commuting and accounting machines. Activities may produce noise, odors, vibrations and illumination or particulate that affects the persons residing in or conducting business in the vicinity.

**Manufacturing - Heavy:** Activities typically include: manufacturing, compounding of material, processing, assembly, packaging, treatment or fabrication. Activities in this area may have frequent rail or truck traffic and the transportation of heavy large-scale products. Characteristics of use activities permitted within this area may include structures outside of buildings such as cranes, conveyor systems, cooling towers or open-air storage of large quantities of products including, but not limited to forge shops, metal fabricating facilities, open welding shop, lumber woodworking facilities, heavy machine shops, plastic, plants, light or vacuum casting facilities, vehicular assembly plants. All uses are subject to the screening requirements identified in Section 2.2 (Screening Plan) and Section 4.8 of the March Business Center Design Guidelines.

**Mining and Extractive Industries:** Activities typically include: prospecting for or exploration of minerals for commercial purposes, surface mining, and excavations or grading.

**Newspaper Publishing Plants:** Activities typically include the production and distribution of newspapers and related publications.

**Research and Development:** Activities typically include: research, design, analysis and development, and/or testing of a product. Uses typically include testing laboratories, acoustical chambers, wind tunnels, and computer services. Such uses do not promote odors, noise, vibration or particulate that would adversely affect uses in the same structure or on the same site.

**Trucking/Transportation Terminals:** Activities typically include the temporary storage and transfer of trailers not to include truck stops.

**Wrecking and Dismantling of Motor Vehicles:** Activities typically include: temporary storage and wrecking/dismantling of passenger cars and other vehicles and sales and/or distribution of salvaged parts and other materials.

## WHOLESALE, STORAGE AND DISTRIBUTION

**Public Storage/Mini-Warehouses:** Activities include mini-warehouse or recreational vehicle storage facilities for the rental or lease of small scale enclosed storage units or parking spaces primarily to individuals rather than firms or organizations.

**Business Enterprise:** Activities typically include: wholesale, storage, and warehousing services and storage and wholesale to retailers from the premises of finished goods and food products. Activities under this classification are typically conducted in enclosed buildings and occupy 50,000 square feet or less of building space. May include incidental display and retail sales from the premises, not to exceed 25% of the building. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

**Wholesale, Storage and Distribution - Medium:** Activities typically include: wholesale, storage and warehousing services, moving and storage services, storage and wholesaling to retailers from the premises of finished goods and food products, and distribution facilities for large scale retail firms. Activities under this classification are typically conducted in enclosed buildings and occupy greater than 50,000 square feet of building space. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

**Wholesale, Storage and Distribution - Heavy:** Activities typically include: warehousing, storage, freight handling, shipping, trucking services and terminals; storage and wholesaling from the premises of unfinished, raw or semi-refined products requiring further processing fabrication or manufacturing. Typically uses include, but are not limited to, trucking firms, automotive storage or impound yards, and the wholesaling of metals, minerals and agricultural products. Logistics warehousing uses or activities shall be prohibited in Industrial lots within the Specific Plan Amendment area, west of Meridian Parkway.

## OFFICE

**Financial Institutions:** Banks, savings and loan associations and similar establishments.

**Government Offices:** Offices to accommodate administrative and/or operational functions of local, county, state and federal agencies.

**Medical Clinics:** Activities include medical clinics, family planning, in-patient and out-patient health care, inclusive of hospitals and convalescent homes.

**Offices, Business and Professional:** Offices or firms or organizations providing professional, executive, management, or administrative services, such as architectural, engineering, real estate, insurance, investment, legal, and medical/dental offices. This classification includes medical/dental laboratories incidental to an office use, but excludes banks and savings and loan associations.

**Regional and Corporate Headquarters:** Office buildings solely occupied by a single business or entity for the purpose of managing or organizing other, affiliated units.

## COMMERCIAL

**Agricultural Equipment Repair Shops:** Activities typically include: temporary storage and repair and maintenance of agricultural equipment, such as tractors, harvesters, irrigation equipment, etc.

**Agricultural/Nursery Supplies and Services:** Activities typically include: retail sale from the premises of feed and grain, fertilizers, pesticides, herbicides, and similar goods, feed and grain stores, well drilling, tree services and plant materials and nursery/landscape services.

**Alcoholic Beverage Outlets:** Activities typically include: retail sale from the premises of beer, wine, and other alcoholic beverages.

**Animal Care/Pet Hotels:** Activities typically include: provision of animal care treatment, and boarding services of large and small animals, animal clinics, large and small animal hospitals, kennels and catteries.

**Assembly and Entertainment:** Indoor or outdoor facilities to accommodate concerts and/or civic events. This land use will be restricted in capacity and ancillary services in order to limit potential noise and parking impacts.

**Automotive Parts and Accessory Sales:** Activities typically include: retail sale from the premises of automobile components, lubricants, specialized tools, and related accessories.

**Automotive Fleet Storage:** Activities typically include: storage of vehicles used regularly in business operations and not available for sale on-site. Such uses typically include: overnight storage of service vehicles, mobile catering trucks and taxicabs, inclusive of dispatching services.

**Automotive Service Stations:** Activities typically include: the sale of goods and the provision of service normally required in the day-to-day operation of motor vehicles, including the principal sale of petroleum products, the incidental sale of tires, batteries and replacement items, and the performance of minor repairs, such as tune-up, tire changes, part replacement, oil change and brake work. Activities include incidental convenience, food and beverage sales.

**Automotive/Truck Repair – Major:** Activities typically include: heavy automobile and truck repair such as transmission and engine repair, the painting of automobile vehicles, automotive body work, and the installation of major accessories.

**Automotive/Truck Repair – Minor:** Activities typically include: automotive and light truck repair, the retail sale of goods and services for vehicles, and the cleaning and washing of automotive vehicles, brake, muffler and tire shops and automotive drive-through car washes. Heavier automotive repair such as transmission and engine repair are not included.

**Building and Site Maintenance Services:** Activities include maintenance and custodial services, window cleaning services, disinfecting and exterminating services, pool and landscape services.

**Building Contractor’s Storage Yards:** Activities typically include: offices and storage of equipment materials, and vehicles for contractors who are in trades involving construction activities which include: plumbing, painting, electrical, roofing, carpentry, and other services.

**Building Material and Equipment Sales:** Activities typically include: retail sale or rental from the premises of goods and equipment, including paint, glass, hardware, fixtures, electrical supplies, rototillers, small trailers and lumber.

**Business Supply/Equipment Sales/Rentals:** Activities include retail sales, rental or repair from the premises of office equipment, office supplies and similar office goods primarily to firms and other organizations utilizing the goods rather than to individuals. The exclude the sale of materials used in construction industry.

**Business Support Services:** Activities include services that support the activity of other local businesses, such as clerical, employment, protective, personal services, or minor processing, including blueprint and copying services. Activities not included in this category are the printing of books.



**Child Care Facilities:** Any childcare facility licensed by the State of California; includes infant care centers, preschools and extended day care facilities. Excludes family day care homes.

**Churches and Place of Religious Assembly:** Structures and/or assembly areas to be used for worship, related meetings, ministerial residence, and/or religious education.

**Coffee Shop:** A specialty food and beverage retailer specializing in the sale of coffee products, pastries, bagels, and light fare. These shops could include drive-thru service.

**Communication Facilities, Antennas & Satellite Dishes:** Activities typically include: broadcasting and other information relay services accomplished primarily through use of electronic and telephonic mechanisms, inclusive of television and radio studios, telegraph offices, and cable, cellular and telecommunication facilities. The use of antennas, satellite dishes and similar communication facilities shall be regulated pursuant to AICUZ the Joint Land Use Study.

**Consumer Goods, Furniture, Appliances, Equipment Sales:** Typically a freestanding retail store where merchandise is sold to an end user, typically in small quantities.

**Convenience Sales:** Activities typically include: retail sales from the premises of frequently needed small personal convenience items and professional services that are used frequently. Uses include drug stores, stores selling toiletries, tobacco, and magazines, shoe repair and apparel laundering and dry cleaning.

**Energy Generation and Distribution Facilities:** Activities typically include: conversion of other forms of energy, such as water power (i.e., hydroelectric), fossil fuels, nuclear power, and solar power, into electrical energy. These facilities typically produce electric energy and provide electricity to transmission systems or to electric power distribution systems.

**Equestrian Show and Exhibition Facilities:** Activities typically include: training and competition of horses and riders in cross-country equestrian events and the exhibition of participating horses.

**Exhibit Halls and Convention Facilities:** Temporary display of materials and products associated with a specific trade group, recreational organization, or other affiliation.

**Fairgrounds:** Large display of agricultural products, such as livestock and produce, to consumers and the general public. Fairgrounds are typically associated with county or state agricultural agencies and are held on an annual basis.

**Food and Beverage Sales:** Activities include retail sale from the premises of food and beverages for off-premises consumption. Including mini-markets, liquor stores and retail bakeries, catering businesses except chain type grocery stores.

**Funeral and Mortuary Services:** Activities include services involving the care, preparation, and disposition of human or pet dead, inclusive funeral homes, crematories and mausoleums, inclusive of above ground and in-ground interment.

**Golf Courses, Driving Ranges, and Pitch and Putt Courses:** Activities typically include: recreational golfing, driving range, short game practice, and tournament competition.

**Heavy Equipment Sales & Rentals:** Activities typically include: the sale or rental from the premises of heavy construction equipment, farm equipment, trucks and aircraft together with maintenance, including aircraft, farm equipment, heavy truck, large boats and heavy construction equipment dealers.

**Horticultural Nurseries and Greenhouses:** Activities typically include the cultivation of various indoor and outdoor plants for sale to the public.

**Hospitals, Intermediate Care Facilities and Nursing Facilities:** A hospital is a freestanding institution where the sick or injured are given medical or surgical care. Emergency medical treatment is usually provided.

**Hotel/Motel:** Activities typically include: lodging services to transient guests on a less-than-monthly basis, other than in the case of uses classified as residential uses, including hotels, motels, boarding houses and resorts.

**Instructional Studios:** Instructional studios are establishments in which skills including dance, art, and martial arts are taught to individuals or groups. Instructional studios do not include educational facilities.

**Interpretive Centers:** Interpretive centers are structures or facilities designed to inform and educate the public about the surrounding environment.

**Laundry Services:** Activities typically include: institutional or commercial linen supply and laundry services, dry cleaning plants, rug cleaning and diaper service laundries.

**Maintenance and Repair:** Facilities to accomplish the repair and maintenance of non-automotive devices and other appliances.

**Major Transmission, Relay or Communications Switching Stations:** Telecommunications facilities accommodating fiber optics, Integrated Services Digital Network (ISDN) and digital switching infrastructure.

**Museums:** Activities typically include the display of items, materials, and media of historical and/or cultural significance.

**Bars and Grill:** A restaurant or pub where food is predominately sold.

**Open Air Markets for the Sale of Agriculture-Related Products and Flowers:** Typically informal outdoor facilities to accommodate the sale of agricultural materials to the general public and other buyers.

**Outdoor Commercial:** Activities typically include: those that produce or may produce a substantial impact upon the surrounding area. Including flea markets, outdoor auction sales or swap meet activities.

**Outpatient Medical Clinics:** Medical facilities providing limited treatment to patients not requiring an overnight stay.

**Parking Facilities as Primary Use:** Paved lots to accommodate the temporary storage of passenger cars and other vehicles.

**Personal Services:** Activities typically include: services of a personal nature, including photography studios and barber/beauty shops.

**Petroleum Products Storage:** Activities include bulk storage sale, and distribution of gasoline, liquefied petroleum gas, and other petroleum products.

**Pets and Pet Supplies:** Activities typically include: sale of mammals, fish, reptiles and birds as pets, sales of food, toys and other pet supplies, and related services, such as pet grooming.

**Private Clubs, Lodges, and Fraternal Organizations:** Private clubs, lodges, and fraternal organizations are associations of persons, whether incorporated or unincorporated, for the promotion of some common social, cultural, educational, religious, or recreational objective. This use does not include *churches* or any group whose primary objective is a business customarily carried on for a profit.

**Radio and Television Studios:** Activities typically include: production, taping, editing, distribution, and broadcasting of various programs and/or advertisements for radio, television and other media.

**Recreational Facilities:** Activities include sports performed either indoor or outdoors which require a facility for conducting the recreational activity, such as health clubs, exercise studios or classes, swimming centers, skating rinks, bowling alleys, tennis courts, sports fields, golf courses and amusement parks.

**Recycling Facilities:** Activities include: drop-off facilities, reverse vending machines, small and large collection facilities, green materials composting facilities, mixed organics composting facilities, and tire processing facilities

**Repair Services:** Activities include repair services involving articles such as upholstery, furniture and large electrical appliance repair services.

**Restaurant (fast food):** Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises or off-site consumption, including restaurants and delicatessens, inclusive of drive-through facilities.

**Restaurant (sit down):** Activities typically include: the retail sale from the premises of unpackaged food or beverages generally prepared for immediate on-premises consumption, including restaurants and bars and delicatessens, exclusive of drive-through facilities.

**Sidewalk Cafes:** Eating and drinking establishments with outdoor dining facilities adjacent to public street sidewalks and other pedestrian-oriented areas.

**Social Service Institutions:** Activities typically include organizing and executing local, regional, and national service and charitable campaigns.

**Sundries, Pharmaceutical and Convenience Sales:** Freestanding establishment selling food items, beverages, and other items. Sales are typically in small quantities. This use may also provide up to four vehicle fueling spaces.

**Swap Meets and Other Large Outdoor Retail Facilities:** Activities typically include sales of a range of specialized products to the general public, usually from designated stalls.

**Theaters:** Activities typically include the performance of plays or music from a stage in an indoor or outdoor venue.

**Trade Schools:** Activities typically include: information, instruction and similar services, including computer training, driving schools, travel bureaus, photography studios, and vocational and trade schools.

**Vehicle, Boat and Trailer Sales:** Activities typically include: display, retail sale, leasing, rental of new and used vehicles, boats and trailers, with incidental minor repair, body work, and sale and installation of accessories. Vehicles include automobiles, motorcycles, boats, recreational vehicles and golf carts.

**Vehicle Storage:** Uses include the storage of operable and inoperative vehicles, including impound yards.

**Veterinary Clinics and Animal Hospitals:** Activities typically include: provision of routine and emergency medical attention to domestic pets and other animals.

**Zoological Parks:** Wilderness areas and freestanding facilities designed to house animals that are foreign to the surrounding area. Typical zoological parks also include aquariums, aviaries, and natural wildlife areas.

# Appendix B Joint Land Use Study, Chapter 3





# Appendix C Sample Traffic Monitoring Table



**COUNTY OF RIVERSIDE  
AIRPORT LAND USE COMMISSION**

**STAFF REPORT**

**AGENDA ITEM:** 3.3

**HEARING DATE:** October 9, 2014

**CASE NUMBER:** ZAP1099MA14 – SSR Investment Co. (Representative: MDMG, Inc.)

**APPROVING JURISDICTION:** County of Riverside

**JURISDICTION CASE NO:** General Plan Amendment No. 950, Change of Zone No. 7830

**MAJOR ISSUES:** No ALUC-related major issues

**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.

**PROJECT DESCRIPTION:** The applicant proposes to change the General Plan (Mead Valley Area Plan) land use designation of 5.01 gross acres (4.54 net acres) from Rural Community: Very Low Density Residential (RC:VLDR) to Community Development: Business Park (CD:BP). The Change of Zone proposes to change the zoning classification of that property from Light Agriculture One-Acre Minimum (A-1-1) to Industrial Park (I-P). In its initiation of the General Plan Amendment, the Board of Supervisors broadened its geographic scope to include four parcels with a total net area of 18.46 acres. The County proposes to change the designation of all four parcels from RC:VLDR to CD:BP through GPA No. 950.

**PROJECT LOCATION:** The site is located southerly of Water Street, easterly of Tobacco Road, westerly of Harvill Avenue, and northerly of Orange Avenue, within the unincorporated community of Mead Valley, approximately 16,500 feet southerly of Runway 14-32 at March Air Reserve Base.

**LAND USE PLAN:** 1984 Riverside County Airport Land Use Plan, as applied to 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: below 55 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 Intensity/Residential Density: 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. Industrial land uses are generally acceptable within Area II. Area II requires a minimum lot size of 2.5 acres for new residential lots. The current General Plan land use designation of Rural Community: Very Low Density Residential and Zoning classification of A-1-1 would allow lot sizes as small as 1 acre. So, the proposed General Plan Amendment and Change of Zone to non-residential land use would provide a remedy to the current land use designation and zoning classification that are inconsistent with the Area II residential criteria.

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.)

No specific project is proposed at this time to compare to the draft Zone C2 non-residential criteria. The overall site is 18.46 acres net and approximately 19.94 acres gross. Based on the gross acreage of the site, the overall site could accommodate up to 3,988 people and still meet the 200 people per average acre draft criteria. The 4.54 acre portion with approximately 5.03 gross acres alone could accommodate up to 1,006 people and still meet the 200 people per average acre draft criteria. Any potential future development would also have to comply with the draft Zone C2 single-acre criteria of 500 people. It is likely that any potential future industrial or office development would comply with these criteria, although any specific proposal would be reviewed by staff at that time through the County transmittal process.

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 below the 55 CNEL range. At these anticipated exterior noise levels, any potential future industrial development 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 16,500 feet from the runway,

Federal Aviation Administration (FAA) review would be required for any structures with top of roof exceeding 1653 feet AMSL. The site has an existing maximum elevation of approximately 1568 feet AMSL. The proposed Industrial Park zone typically allows for a maximum building and structure height of 50 feet, for a potential maximum elevation of 1618 feet AMSL. Therefore, review by the FAA Obstruction Evaluation Service would likely not be required for any potential future development per the proposed General Plan Amendment and Change of Zone.

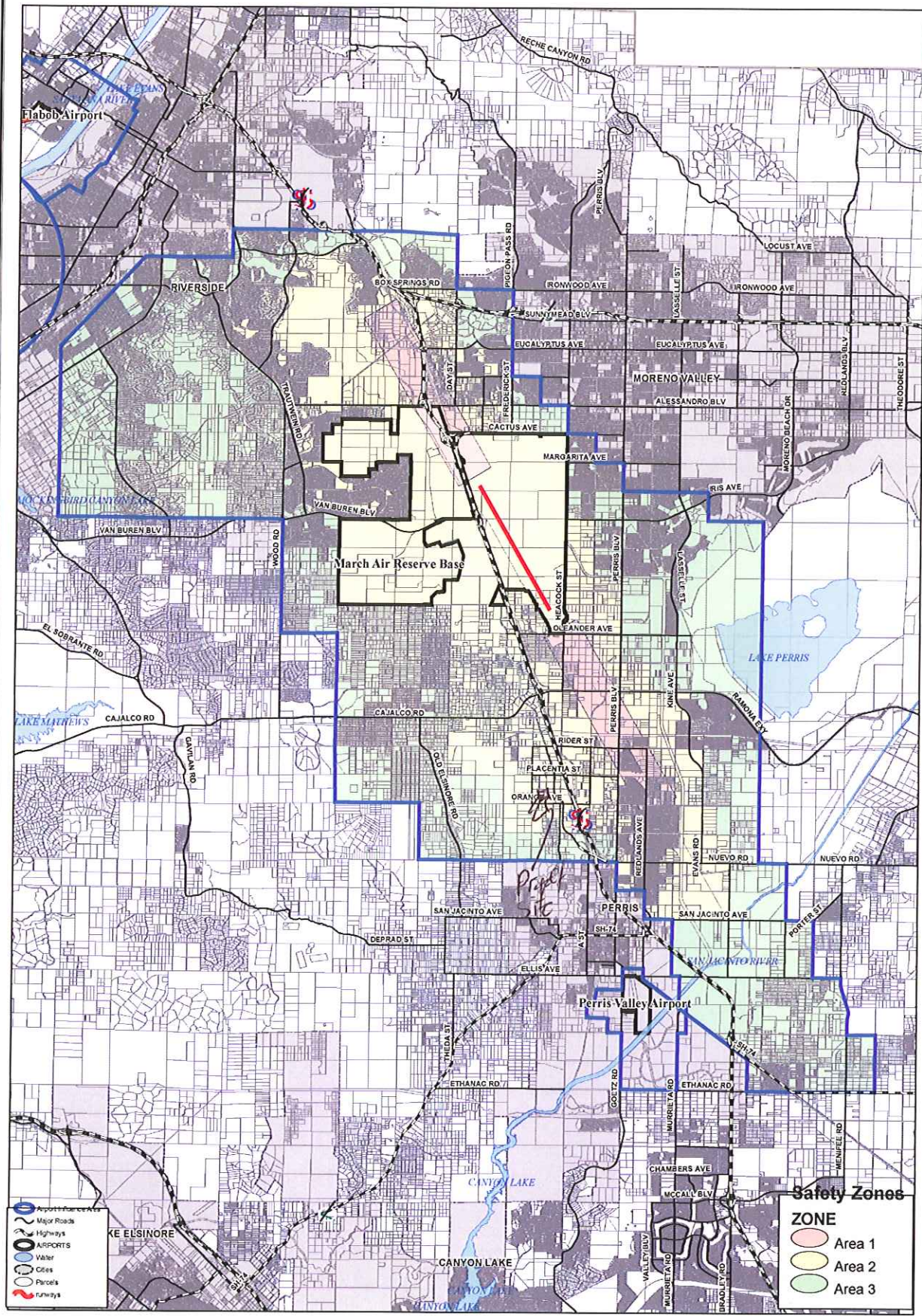
Avigation Easement: Pursuant to Policy 3 of the current 1984 Riverside County Airport Land Use Plan, an avigation easement is required for land uses located within Area II. However, since General Plan Amendments and Change of Zones cannot be conditioned, this requirement would be left to any implementing development application that ALUC would also review assuming such development were proposed under the current plan.

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.

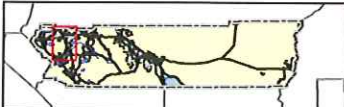
General Plan Amendments and Change of Zones are not subject to conditions.

# Riverside County Airports

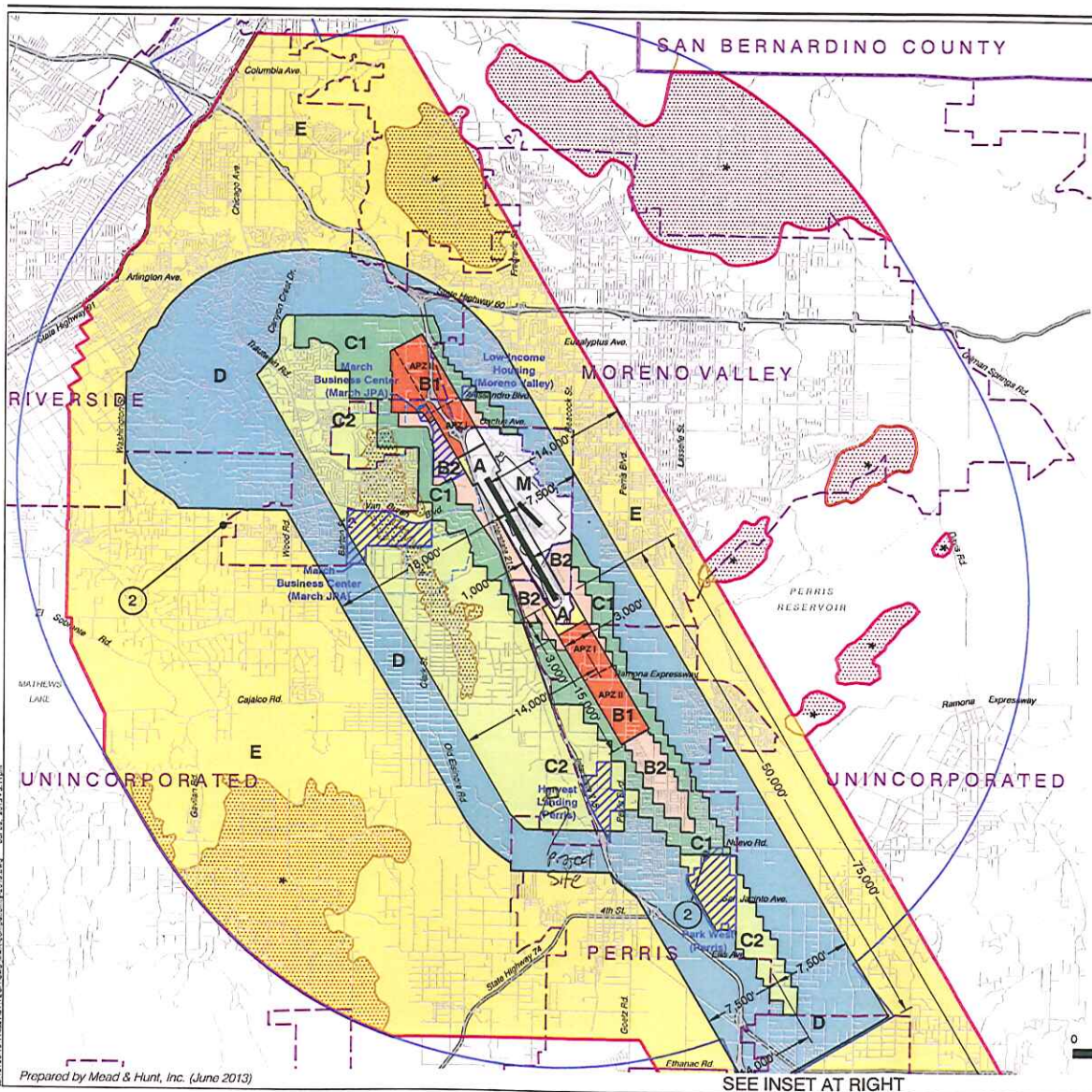
## March Air Reserve Base



Date: 12-29-2004  
 Source: c:\work\pack\documents\mxd\AV-11417-Fort38.mxd



The County of Riverside assumes no warranty or legal responsibility for the information displayed 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 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

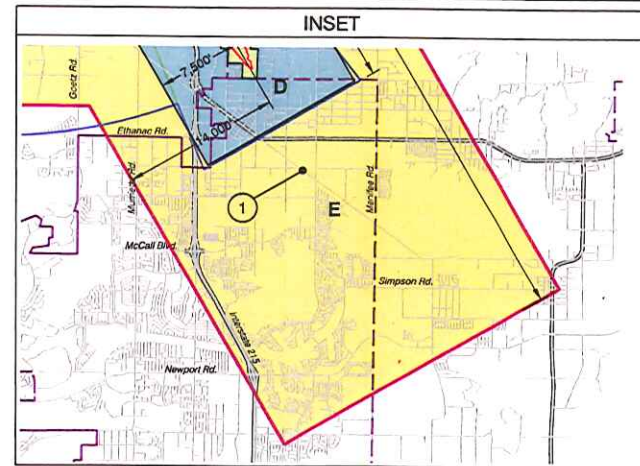
**Boundary Lines**

- 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.

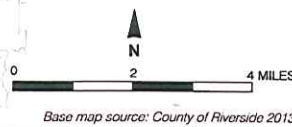
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**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**



SEE INSET AT RIGHT

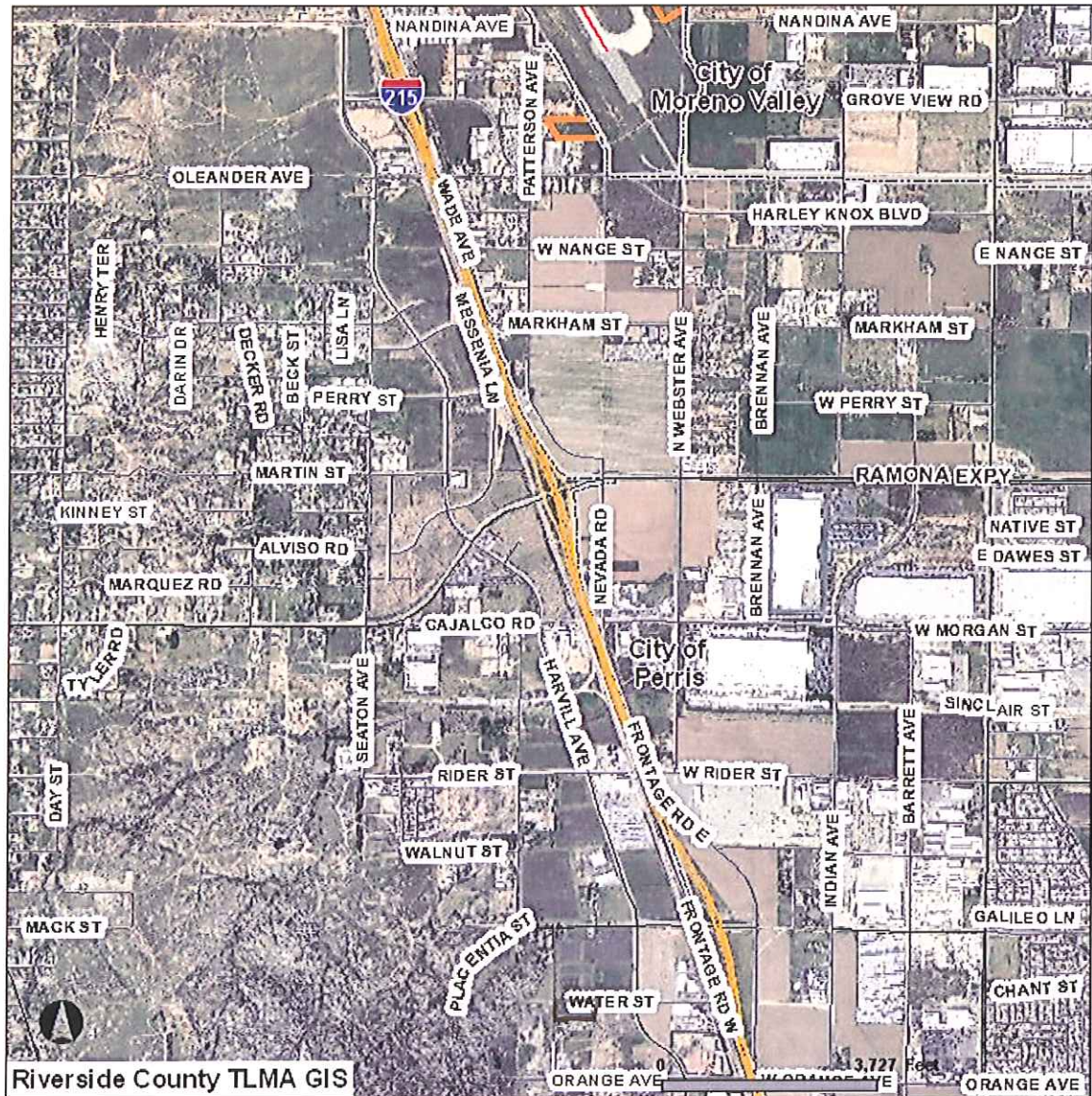
Prepared by Mead & Hunt, Inc. (June 2013)  
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Google earth



RIVERSIDE COUNTY GIS



Riverside County TLMA GIS

Selected parcel(s):  
317-270-002

**AIRPORTS**

- INTERSTATES
- HIGHWAYS
- STREETS
- AIRPORT RUNWAYS
- AIRPORT INFLUENCE AREAS
- AIRPORT BOUNDARIES

**\*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):  
317-270-002

**AIRPORTS**

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

AIRPORT INFLUENCE AREAS

**\*IMPORTANT\***

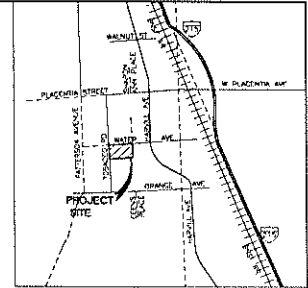
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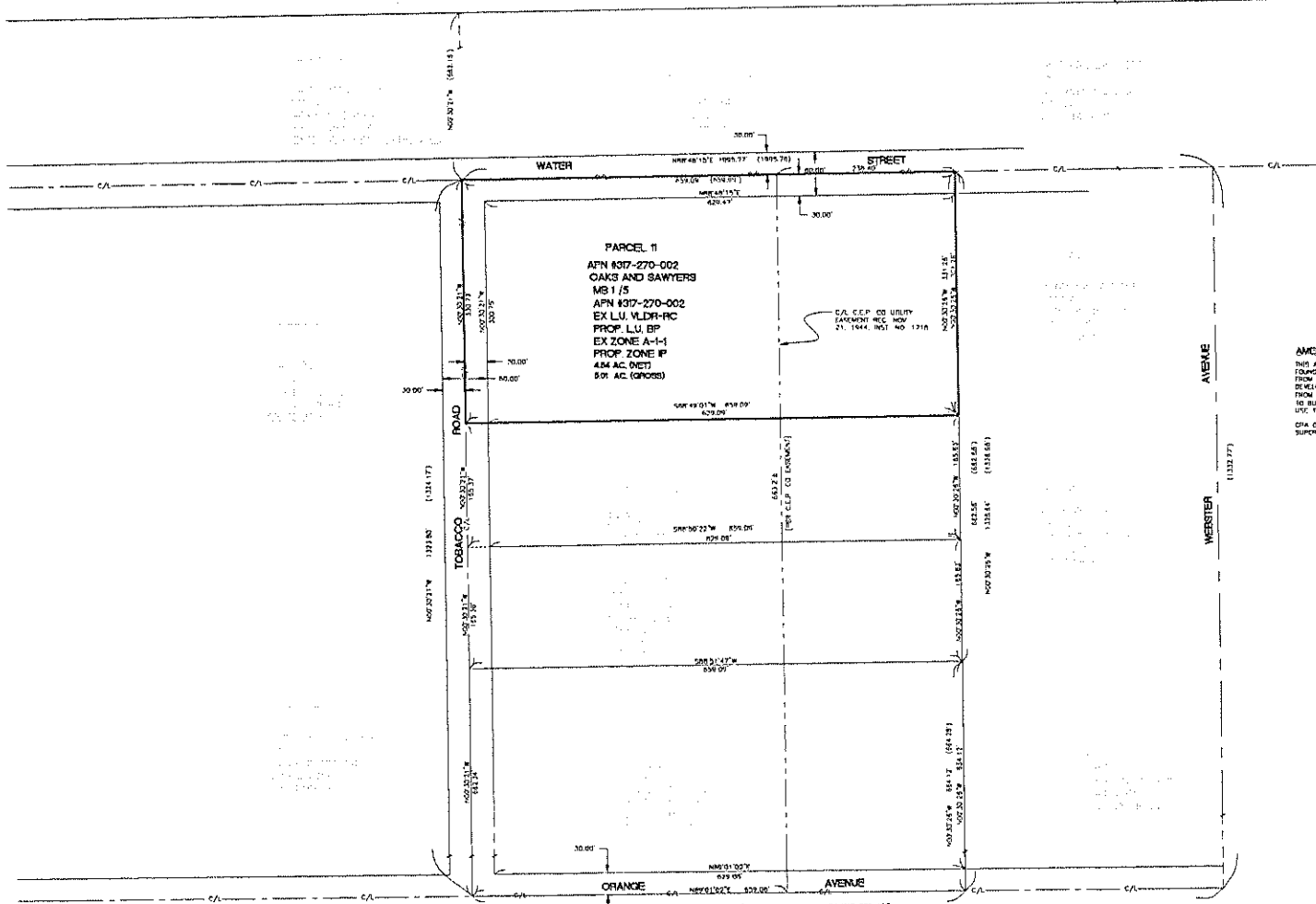
Version 131127



# GENERAL PLAN AMENDMENT NO. 00950



**UNITY MAP**  
 NOT TO SCALE  
 SECTION 13, T4S, R4W  
 20th THOMAS BROS. GARDEN  
 PAGE 777 OF L-5

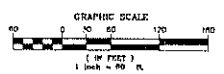


**AMENDMENT DESCRIPTION**  
 THIS AMENDMENT PROPOSES TO CHANGE THE FOUNDATION ELEMENT OF THE GENERAL PLAN FROM RURAL COMMUNITY TO COMMUNITY DEVELOPMENT AND CHANGE THE LAND USE FROM VERY LOW DENSITY RESIDENTIAL (VLD) TO BUSINESS (B) CONSISTENT WITH THE USE TO THE NORTH AND EAST.  
 THIS GROSS WAS REVIEWED BY THE BOARD OF SUPERVISORS ON MARCH 3, 2009 ITEM 19.2

**GENERAL NOTES**

- LEGAL DESCRIPTION**  
 THE NORTH HALF OF LOT 11 OF OAKS AND SAWYER SUBDIVISION, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON FILE IN BOOK 1, PAGE 5 OF MAPS IN THE OFFICE OF THE COUNTY REGISTER OF SAID COUNTY.  
 EXCEPTING THEREON THE INTERESTLY INTERESTED PART TO BE GRANTED TO THE COUNTY OF RIVERSIDE BY DEED RECORDED JULY 21, 1961 AS INSTRUMENT NO. 63604, OFFICIAL RECORDS.
- TOTAL ORIGINAL ACREAGE**  
 5.01 ACRES (0.0000)
- EXISTING ZONING**  
 A-1-1
- PROPOSED ZONING**  
 B
- EXISTING LAND USE DESIGNATION**  
 VLD-R-1C
- PROPOSED LAND USE DESIGNATION**  
 B
- METHOD OF SEWAGE DISPOSAL**  
 SEWER SYSTEM
- UTILITIES**  
 WATER - EASTERN MUNICIPAL WATER DISTRICT  
 GAS - SOUTHERN CALIFORNIA GAS  
 TELEPHONE - SOUTHERN CALIFORNIA EDISON  
 TELEPHONE - NORTON
- SCHOOL DISTRICT**  
 VALLEY VERDE UNIFIED SCHOOL DISTRICT
- ASSESSORS PARCEL NO. 3**  
 317-270-002
- 2008 THOMAS BROS. GARDEN**  
 PAGE 777, GRID L-5
- MAP PREPARED**  
 APRIL 21, 2014

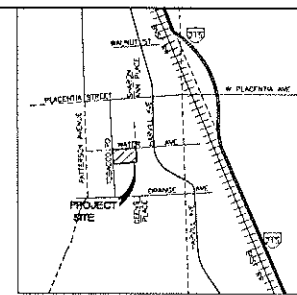
- LEGEND**
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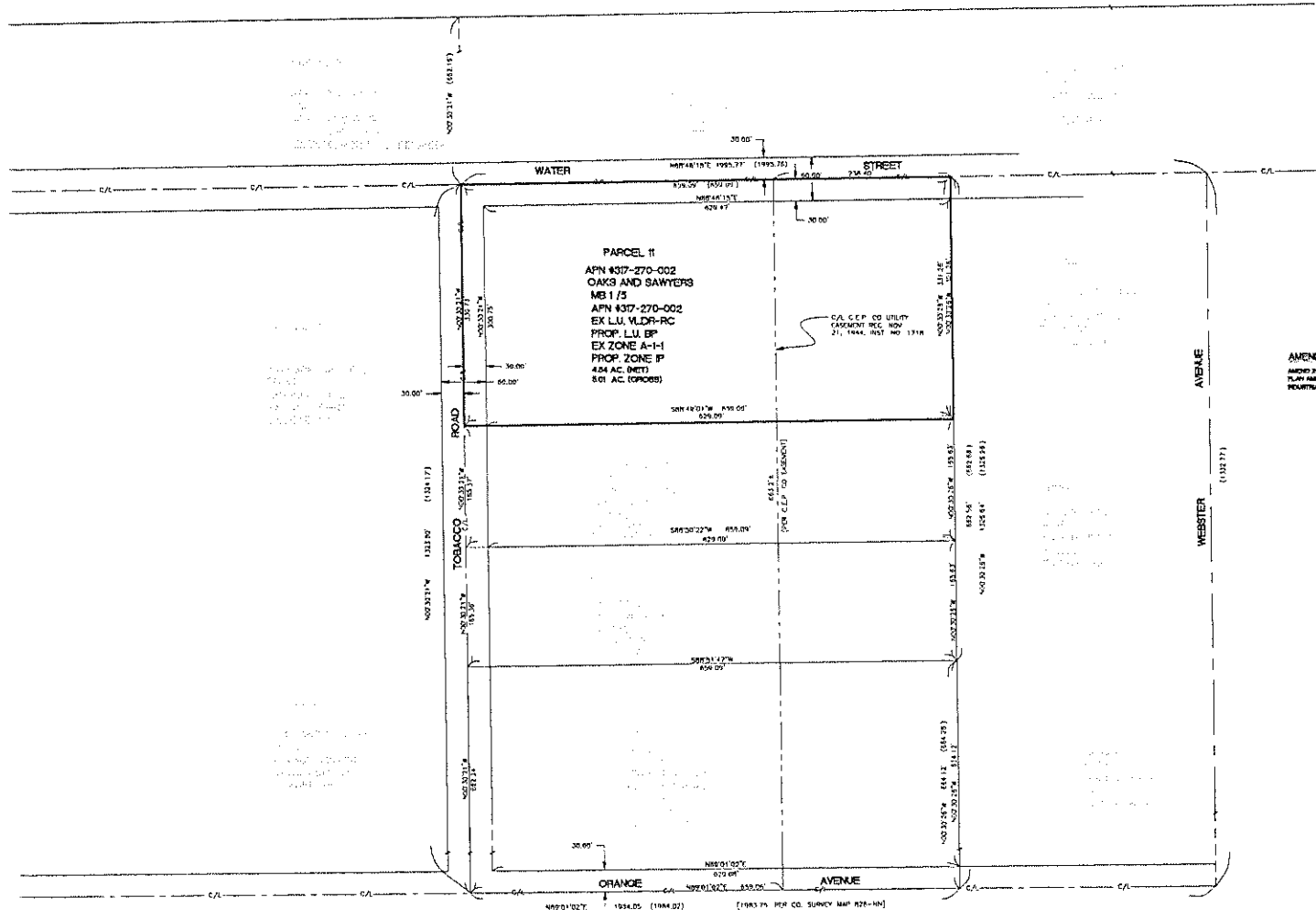
**OWNER**  
 559 INVESTMENT CO LP C/O DINE LODGE  
 4414 WATE CT TEMECULA, CA 92592  
 (951) 340-4097

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCURATE SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO PERFORM SUCH WORK. ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

# CHANGE OF ZONE NO. 07830



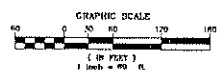
**VICINITY MAP**  
NOT TO SCALE  
SECTION 15, T4S, R4W  
2010 THOMAS BROS. OWNER  
PAGE 777 AND E-5



**AMENDMENT DESCRIPTION:**  
AMEND ZONING OF 5.01 ACRES TO BE CONSISTENT WITH GENERAL  
PLAN AMENDMENT 1988B, AMEND EXISTING ZONING A-1-I TO  
RESIDENTIAL PARK (R)

- GENERAL NOTES**
- LEGAL DESCRIPTION:**  
THE NORTH HALF OF LOT 11 OF OAKS AND SAWYERS, COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, AS SHOWN BY MAP ON THE WESTERLY 1/4 OF SECTION 15, RANGE 4 NORTH, T4S, RANGE 4 WEST, R4W, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY.
  - TOTAL ORIGINAL ACREAGE:**  
4.24 ACRES (NET)  
5.01 ACRES (GROSS)
  - EXISTING ZONING:**  
A-1-I
  - PROPOSED ZONING:**  
R
  - EXISTING LAND USE DESIGNATION:**  
VLDP-RC
  - PROPOSED LAND USE DESIGNATION:**  
R
  - METHOD OF SEWAGE DISPOSAL:**  
SEWER SYSTEM
  - UTILITIES:**  
WATER - EASTERN MUNICIPAL WATER DISTRICT  
GAS - SOUTHERN CALIFORNIA GAS  
ELECTRIC - SOUTHERN CALIFORNIA Edison  
TELEPHONE - VERIZON
  - SCHOOL DISTRICT:**  
VALLEY MODE UNIFIED SCHOOL DISTRICT
  - ASSESSOR'S PARCEL NO. IS:**  
317-270-002
  - 2010 THOMAS BROS. OWNER:**  
PAGE 777, GRID E-5
  - MAP PREPARED:**  
APRIL 21, 2014

- LEGEND**
- APN - ACCESSOR'S PARCEL NUMBER
  - EX L.U. - EXISTING LAND USE
  - MB - PARCEL MAP
  - NO - NUMBER
  - PC - PLACENTIA COMMUNITY
  - PS - PLACENTIA SOUTH
  - RA - RANGE 4 NORTH
  - RAE - RIGHT OF WAY
  - CA - CENTERLINE
  - VLDP-RC - VERY LIGHT DENSITY RESIDENTIAL - RURAL COMMUNITY
  - LDH-RC - LOW DENSITY RESIDENTIAL - RURAL COMMUNITY
  - A-1-I - AGRICULTURAL
  - RP - RECREATIONAL PARK
  - DP - BUSINESS PARK



**OWNER:**  
SSR INVESTMENT CO. LP C/O CENC EDNA  
4444 NATE CT. MILICIA, CA 92562  
(951) 360-6007

THIS MAP IS BASED ON RECORD DATA AND SHOULD NOT BE RELIED UPON FOR ACCESSORY SURVEY INFORMATION. ALL MEASUREMENTS SHALL BE FIELD VERIFIED BY PERSONS AUTHORIZED TO SIGN OFFICIAL WORK. ANY DESIGN INFORMATION SHOWN ON THIS PLAN IS CONCEPTUAL IN NATURE AND SHALL NOT BE RELIED ON FOR CONSTRUCTION PURPOSES.

NO.	DATE	REVISION

PREPARED BY APPLICANT:

**MDMG**  
MARKHAM DEVELOPMENT MANAGEMENT GROUP, INC.

6843 Emeryville Circle N. - Suite B  
Emeryville, California 94608  
(916) 296-3800 | (916) 296-2400 FAX  
LARRY B. MARKHAM P.C.E. 3007

# 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., 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: October 9, 2014

TIME OF HEARING: 9:00 A.M.

### CASE DESCRIPTION:

ZAP1099MA14 – SSR Investment Co. (Representative: MDMG, Inc.) – County Case Nos. GPA No. 950 (General Plan Amendment), CZ No. 7830 (Change of Zone). The applicant proposes to amend the Mead Valley Area Plan land use designation of a 5.01 gross acre (4.54 net acre) property (APN 317-270-002) located at the southeasterly corner of Water Street and Tobacco Road (southerly of Water Street, easterly of Tobacco Road, northerly of Orange Avenue, and westerly of Harvill Avenue) within the unincorporated community of Mead Valley from Rural Community: Very Low Density Residential (RC:VLDR) to Community Development: Business Park (CD:BP) through GPA No. 950, and to change the zoning classification of the site from Light Agriculture One-Acre Minimum (A-1-1) to Industrial Park (I-P) through CZ No. 7830. In its initiation of the General Plan Amendment, the Board of Supervisors broadened its scope to also include the three properties to the south (APN 317-270-003, 317-270-004, 317-270-011), expanding the project area to 18.46 acres and extending its southerly boundary to Orange Avenue. The County proposes to also change the designation of those three parcels from RC:VLDR to CD:BP through GPA No. 950. (Area II of March Air Reserve Base Airport Influence Area).

FURTHER INFORMATION: Contact John Guerin at (951) 955-0982 or Russell Brady at (951) 955-0549. 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. Larry Ross of the County of Riverside Planning Department, at (951) 955-9294.

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

ALUC Identification No.

ZAP1099MA14

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

Date of Application 8/25/14  
 Property Owner SSR Investment Co. Phone Number 951-296-3466  
 Mailing Address c/o MDMG, Inc, (Agent) ext. 221  
41635 Enterprise Circle North, Suite B  
Temecula, CA 92590

Agent (if any) MDMG, Inc. Phone Number 951-296-3466  
 Mailing Address 41635 Enterprise Circle North, Suite B ext. 221  
Temecula, CA 92590

**PROJECT LOCATION (TO BE COMPLETED BY APPLICANT) Southeast corner of Water St./Tobacco Rd. Perris, CA**

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

Street Address N/A  
 Assessor's Parcel No. 317-270-002 Parcel Size 5.45 Acres  
 Subdivision Name Oakes & Sawyers Zoning Classification A-1-1 (CZ 6312)  
 Lot Number 11

**PROJECT DESCRIPTION (TO BE COMPLETED BY APPLICANT) Change land use and zoning only**

*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) Land use: RC-VLDR  
Zoning: A-1-1

Proposed Land Use (describe) Land use: BP  
Zoning: IP

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

Height Data Height above Ground or Tallest Object (including antennas and trees) No buildings proposed ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site N/A 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>8-28-14</u>	Type of Project
Agency Name	<u>County of Riverside</u>	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	<u>Larry Ross</u>	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number		<input type="checkbox"/> Subdivision Approval
Agency's Project No.	<u>GPA 950</u> <u>CZ 7830</u>	<input type="checkbox"/> Use Permit
		<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"/> HL
	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:** 3.4

**HEARING DATE:** October 9, 2014

**CASE NUMBER:** ZAP1022PS14 – CIG Wireless (Representative: MCS Telecom, Norm MacLeod)

**APPROVING JURISDICTION:** City of Palm Springs

**JURISDICTION CASE NO:** CUP 5.1321 (Conditional Use Permit); VAR 6.533 (Variance)

**MAJOR ISSUES:** None

**RECOMMENDATION:** Staff recommends a finding of CONDITIONAL CONSISTENCY for the project, subject to the conditions specified herein and such additional conditions as may be required by the FAA Obstruction Evaluation Service.

**PROJECT DESCRIPTION:**

City of Palm Springs Case CUP 5.1321 is a proposal to establish an unmanned telecommunications facility consisting of antennas on two 66-foot high monopalm towers, with associated equipment shelter, on a 2,420 square foot lease area within a 1.5-acre parcel. VAR 6.533 is a proposal to allow the 66-foot high structure in the O (Open Lands) Zone. Without a variance, the allowable height limit for antennas is 15 feet.

**PROJECT LOCATION:**

The site is located northerly of Golden Sands Drive, westerly of Douglas Drive, and easterly of Savanna Way in the City of Palm Springs, approximately 7,470 feet northerly of Runway 13R-31L at Palm Springs International Airport.

**LAND USE PLAN:** 2005 Palm Springs International Airport Land Use Compatibility Plan

- a. Airport Influence Area: Palm Springs International Airport
- b. Land Use Policy: Compatibility Zone C
- c. Noise Levels: Below 55 CNEL from aircraft noise

## **BACKGROUND:**

Prohibited and Discouraged Uses: : The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone C (children's schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than 3 aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, and hazards to flight) within the project.

Part 77: The property is located approximately 7,470 feet northerly of Runway 13R-31L. Based on this distance and the approximate runway elevation of 474.4 feet above mean sea level (AMSL), any structure exceeding 549.1 feet AMSL would require FAA Obstruction Evaluation review. The site has an elevation of approximately 539 feet AMSL, and the project proposes a structure height of 66 feet for a total elevation of 605 feet AMSL. Submittal to FAA was made for Obstruction Evaluation for the northerly of the two towers and was assigned an Aeronautical Study Number (ASN) of 2013-AWP-5412-OE. A Determination of No Hazard to Air Navigation was issued for this tower, based on a finding "that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities." However, the northerly tower is the further tower from the runway and submittal to FAA for Obstruction Evaluation is still required for the southerly tower. A submittal has been made to FAA for the southerly tower and been assigned an ASN of 2014-AWP-6909-OE with a status of "Work in Progress". As of the time of writing of this staff report, no determination has been made on this ASN.

Noise: Average noise levels on this site from aircraft operations would be below 55 dB CNEL. As such, no special mitigation measures are necessary.

## **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, artificial marshes, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, and

construction and demolition debris facilities.

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Children's schools, day care centers, libraries, hospitals, nursing homes, buildings with greater than 3 aboveground habitable floors, highly noise-sensitive outdoor nonresidential uses, and hazards to flight.
2. Any outdoor lighting that is installed other than FAA-required lighting shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky.
  3. 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.
  4. The Federal Aviation Administration has conducted an aeronautical study of the proposed northerly tower structure (Aeronautical Study No. 2013-AWP-5412-OE), and has determined that neither marking nor lighting of the structure will be necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting (if any) shall be installed in accordance with FAA Advisory Circular 70/7460-1 K Change 2 and shall be maintained in accordance therewith for the life of the project.
  5. The maximum elevation at the top of the proposed northerly tower structure shall not exceed 605 feet above mean sea level.
  6. The specific coordinates, height, top point elevation of the proposed northerly tower structure, frequencies, and power specified in the Federal Aviation Administration letter dated October 30, 2013, shall not be amended without further review by the Airport Land Use Commission and the Federal Aviation Administration; provided, however that reduction in structure height or elevation shall not require further review by the Airport Land Use Commission.
  7. Temporary construction equipment (such as cranes) used during actual construction of the northerly tower structure shall not exceed the height of the structure or be stationed at coordinates that are closer to the runway than the coordinates specified in the Federal Aviation Administration letter dated October 30, 2013, unless separate notice is provided to the Federal Aviation Administration through the Form 7460-1 process.



8. Within five (5) days after construction of structures reaches its greatest height, FAA Form 7460-2 (Part II), Notice of Actual Construction or Alteration, shall be completed by the project proponent or his/her designee and e-filed with the Federal Aviation Administration. (Go to <https://oeaaa.faa.gov> for instructions.) This requirement is also applicable in the event the project is abandoned.
9. Prior to issuance of a building permit, the applicant shall have received a "Determination of No Hazard to Air Navigation" from the Federal Aviation Administration Obstruction Evaluation Service for the southerly tower.
10. The attached notice shall be provided to all potential purchasers of the property, and shall be recorded as a deed notice.

Y:\AIRPORT CASE FILES\Palm Springs\ZAP1022PS14\ZAP1022PS14sr.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)



Mail Processing Center  
Federal Aviation Administration  
Southwest Regional Office  
Obstruction Evaluation Group  
2601 Meacham Boulevard  
Fort Worth, TX 76137

Aeronautical Study No.  
2013-AWP-5412-OE

Issued Date: 10/30/2013

John Monday (Judd Yarbrough)  
AT&T Mobility  
2200 Greenville Ave.  
Richardson, TX 75082

**\*\* DETERMINATION OF NO HAZARD TO AIR NAVIGATION \*\***

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Antenna Tower RS0298-00
Location:	Palm Springs, CA
Latitude:	33-51-40.00N NAD 83
Longitude:	116-31-31.04W
Heights:	539 feet site elevation (SE) 66 feet above ground level (AGL) 605 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part I)  
 Within 5 days after the construction reaches its greatest height (7460-2, Part II)

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

This determination expires on 04/30/2015 unless:

- the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- extended, revised, or terminated by the issuing office.
- the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is based, in part, on the foregoing description which includes specific coordinates , heights, frequency(ies) and power . Any changes in coordinates , heights, and frequencies or use of greater power will void this determination. Any future construction or alteration , including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

A copy of this determination will be forwarded to the Federal Communications Commission (FCC) because the structure is subject to their licensing authority.

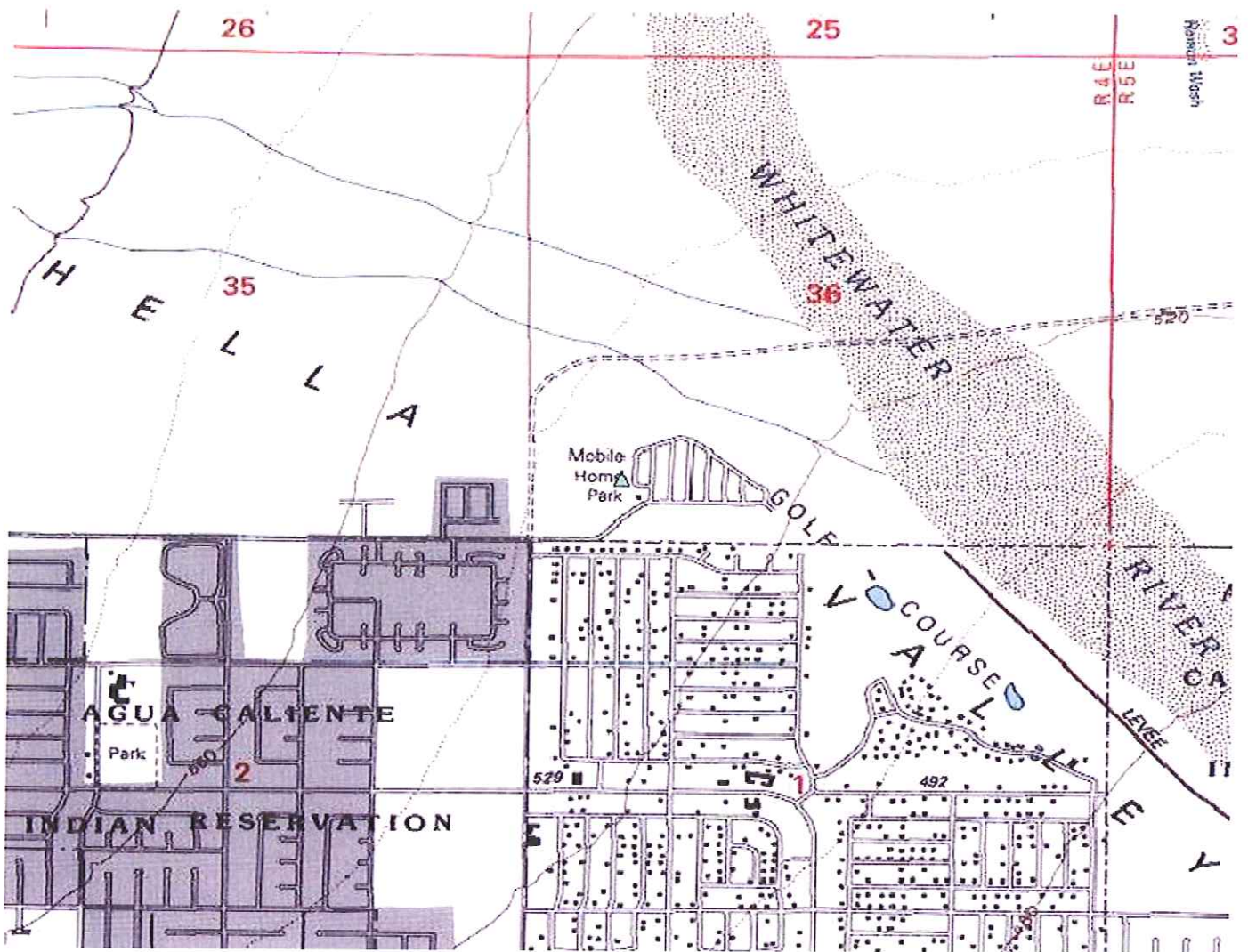
If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2013-AWP-5412-OE.

**Signature Control No: 197098395-200642034**  
Karen McDonald  
Specialist

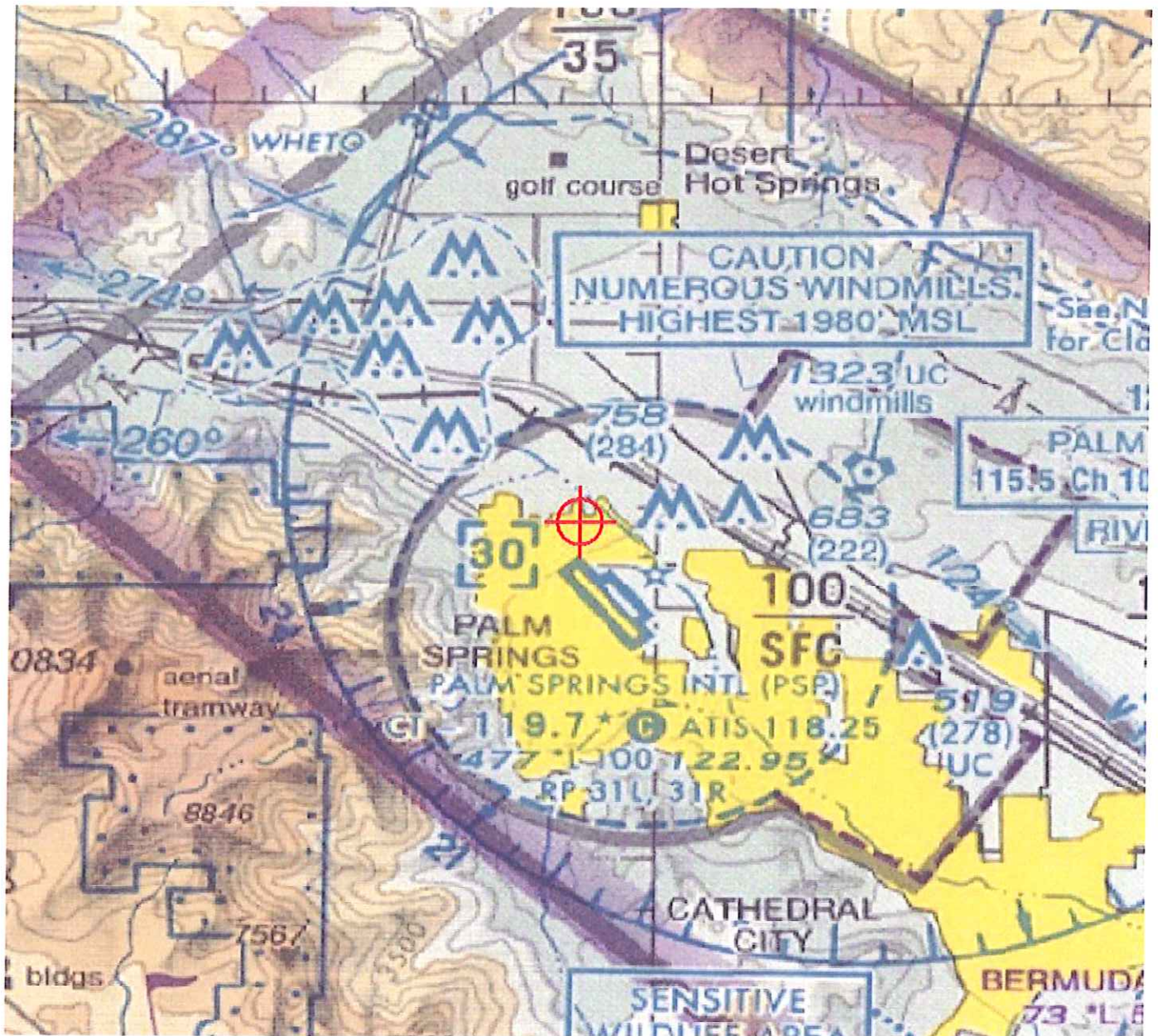
( DNE )

Attachment(s)  
Case Description  
Frequency Data  
Map(s)

cc: FCC



Sectional Map for ASN 2013-AWP-5412-OE





Federal Aviation Administration

« OE/AAA

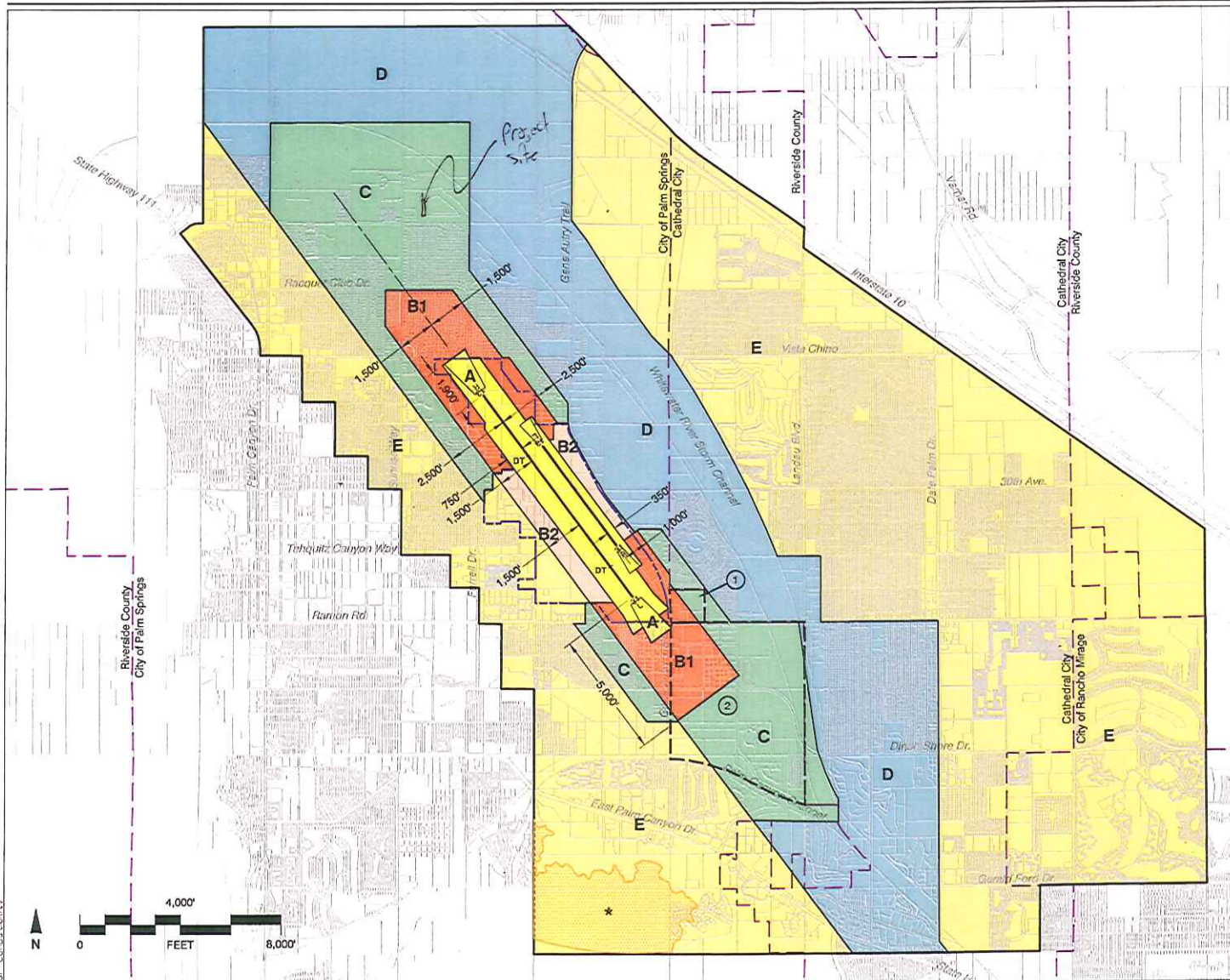
Proposed Case for : 2014-AWP-6909-OE

For information only.

This proposal has not yet been studied. Study outcomes will be posted at a later date. Public comments are not requested, and will not be considered at this time.

<b>Overview</b>					
Study (ASN): 2014-AWP-6909-OE	Received Date: 09/18/2014				
Prior Study: 2013-AWP-5412-OE	Entered Date: 09/18/2014				
Status: Work In Progress	Map: <a href="#">View Map</a>				
<b>Construction Info</b>		<b>Structure Summary</b>			
Notice Of: CONSTR	Structure Type: Monopole				
Duration: PERM (Months: 0 Days: 0)	Structure Name: - Golden Sands II				
Work Schedule:	FCC Number:				
<b>Structure Details</b>		<b>Height and Elevation</b>			
Latitude (NAD 83): 33° 51' 39.45" N	Site Elevation:	<b>Proposed</b>			
Longitude (NAD 83): 116° 31' 30.96" W	Structure Height:	539			
Datum: NAD 83	Total Height (AMSL):	66			
City: Palm Springs		605			
State: CA					
Nearest County: Riverside					
		<b>Frequencies</b>			
	<b>Low Freq</b>	<b>High Freq</b>	<b>Unit</b>	<b>ERP</b>	<b>Unit</b>
	698	806	MHz	1000	W
	806	824	MHz	500	W
	824	849	MHz	500	W
	851	866	MHz	500	W
	869	894	MHz	500	W
	896	901	MHz	500	W
	901	902	MHz	7	W
	930	931	MHz	3500	W
	931	932	MHz	3500	W
	932	932.5	MHz	17	dBW
	935	940	MHz	1000	W
	940	941	MHz	3500	W
	1850	1910	MHz	1640	W
	1930	1990	MHz	1640	W
	2305	2310	MHz	2000	W
	2345	2360	MHz	2000	W

[← Previous](#)
[Back to Search Result](#)
[Next](#)



**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

**Notes**

All dimensions measured from runway ends and centerlines.

DT = Displaced Threshold

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

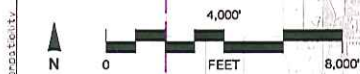
① See Policy PS.2.1.



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

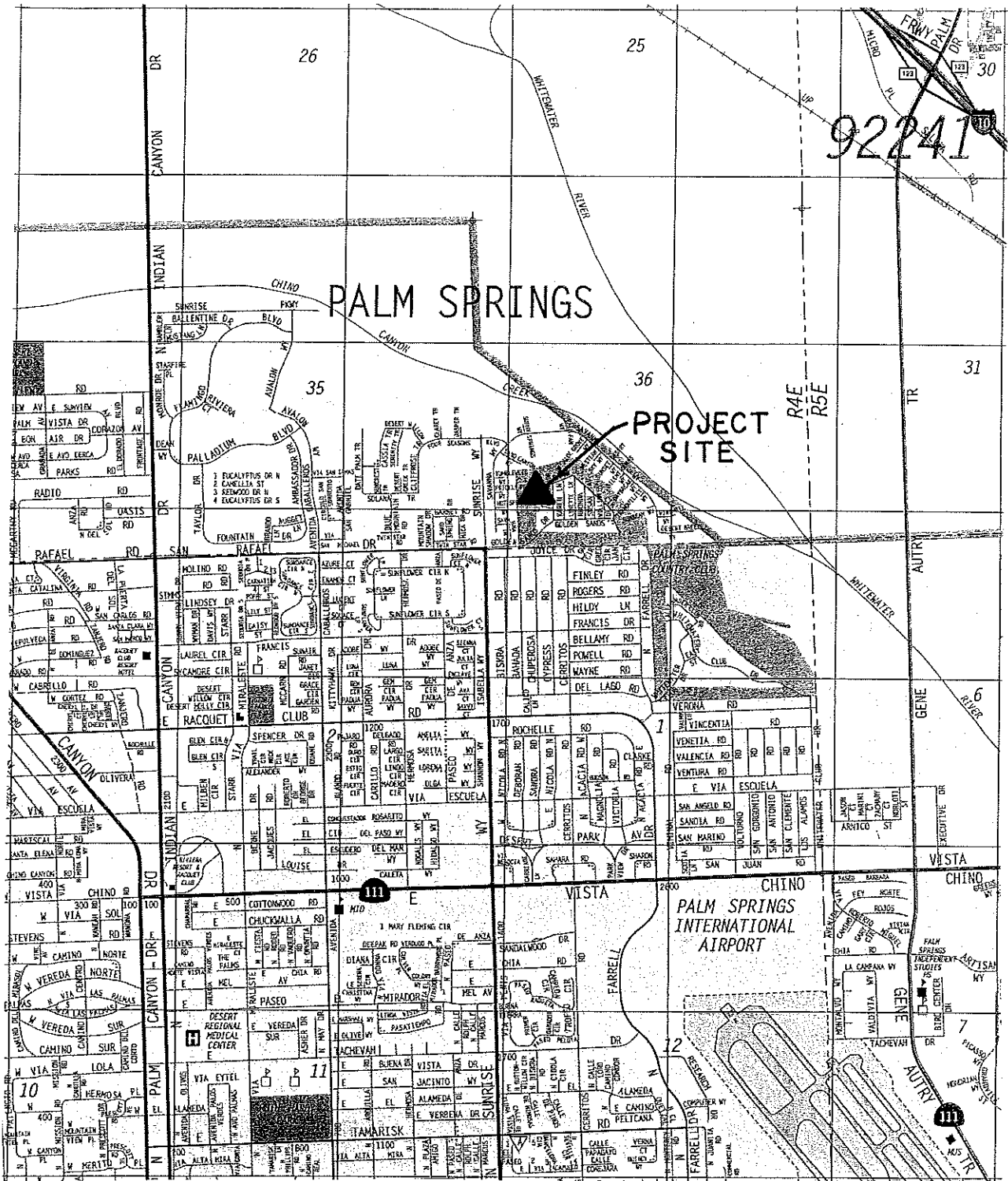
Map PS-1

**Compatibility Map**  
**Palm Springs International Airport**



PSP-compatibility





**VICINITY MAP**

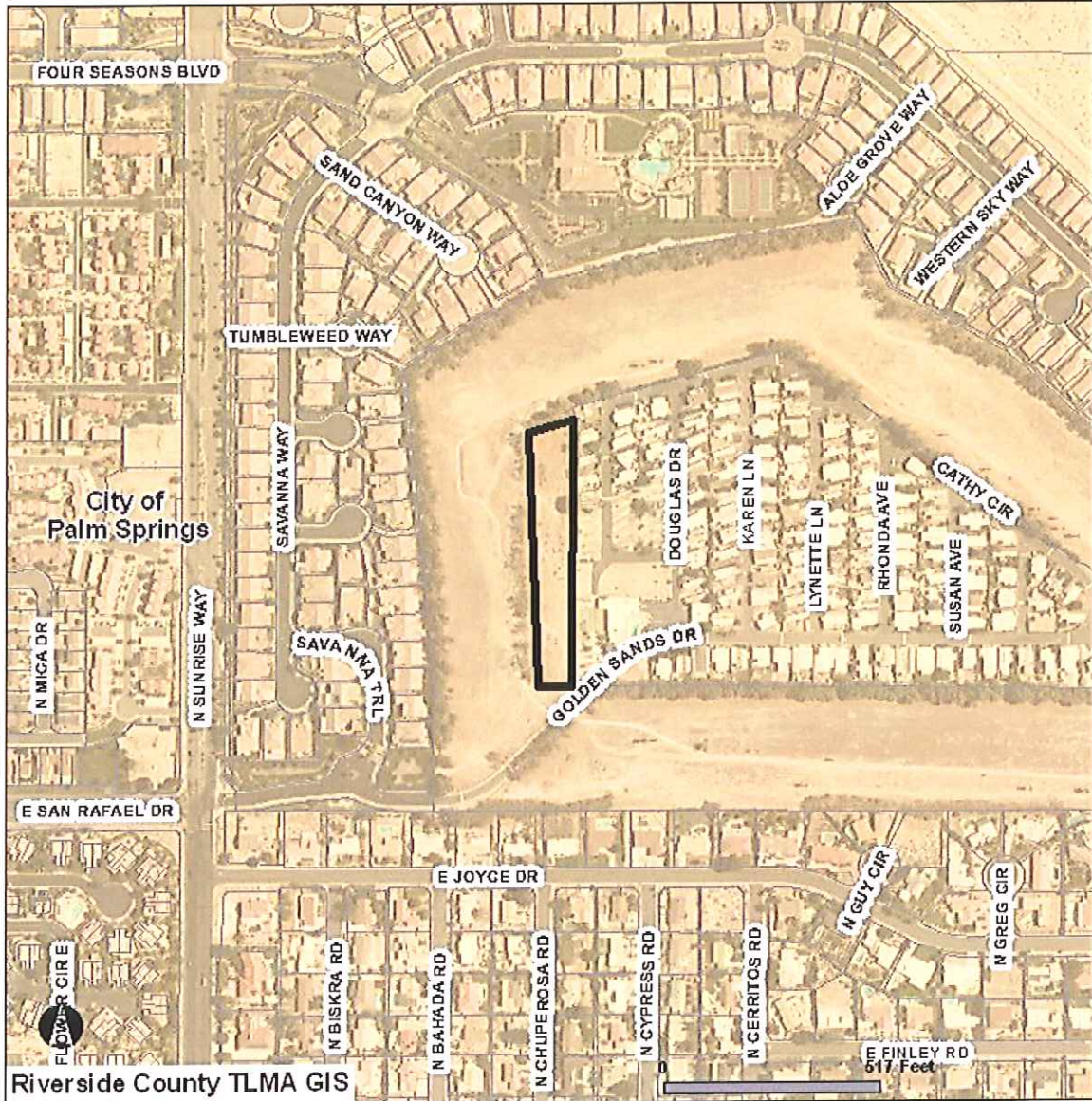
SITE : GOLDEN SANDS

**GC MAPPING SERVICE, INC.**

3055 WEST VALLEY BOULEVARD  
 ALHAMBRA CA 91803

(626) 441-1080, FAX (626) 441-8850  
[GCMAPPING@RADIUSMAPS.COM](mailto:GCMAPPING@RADIUSMAPS.COM)

RIVERSIDE COUNTY GIS



Selected parcel(s):

669-480-010

AIRPORTS

- SELECTED PARCEL
- AIRPORT INFLUENCE AREAS
- COMPATIBILITY ZONE C
- INTERSTATES
- HIGHWAYS
- 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.

REPORT PRINTED ON...Wed Sep 17 15:02:46 2014

Version 131127



RIVERSIDE COUNTY GIS



Selected parcel(s):  
669-480-010

LEGEND

SELECTED PARCEL

INTERSTATES

HIGHWAYS

PARCELS

CITY

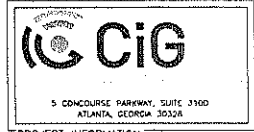
**\*IMPORTANT\***

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REPORT PRINTED ON...Wed Sep 17 15:00:43 2014

Version 131127

**SITE NAME: GOLDEN SANDS**  
**SITE TYPE: MONOPALM**  
**CITY: PALM SPRINGS**  
**COUNTY: RIVERSIDE**  
**JURISDICTION: CITY OF PALM SPRINGS**



PROJECT INFORMATION:  
 \_\_\_\_\_

CURRENT ISSUE DATE:  
 07-26-13

ISSUED FOR:  
 ZONING

REV.	DATE	DESCRIPTION	BY
07-26-13		DESCRIPTION CHANGE	RU
05-14-13		ZD COMMENTS	RU
04-25-13		ZD COMMENTS	RU
01-29-13		PRELIMINARY ZONING FOR REVIEW	RU

PLANS PREPARED BY:  
**MSA**  
**Architecture & Planning**  
 3104 Airport Loop Drive, Suite C1  
 Costa Mesa, California 92626  
 949.251.5177 fax 949.251.1120  
 Santa Ana San Diego San Francisco  
 www.msa-ep.com

CONSULTANT:  
 \_\_\_\_\_

DRAWN BY: \_\_\_\_\_ CHK: \_\_\_\_\_ APV: \_\_\_\_\_  
 SE MJS MJS

LICENSURE:  
 \_\_\_\_\_

SHEET TITLE:  
 TITLE SHEET

SHEET NUMBER: \_\_\_\_\_ REVISION:  
**T1** 4

**PROJECT SUMMARY**

**SITE ADDRESS:**  
 NOT AVAILABLE

**PROPERTY OWNER CONTACT:**  
 DOUG AND TERRENCE JONES  
 898 E TAMARISK ROAD  
 PALM SPRINGS, CALIFORNIA 92292  
 PHONE: (760) 273-4978

**APPLICANT:**  
 CIG WIRELESS  
 5 CONCOURSE PARKWAY,  
 SUITE 3100  
 ATLANTA, GEORGIA 30328  
 CONTACT: TED SUKAWA  
 PHONE: (714) 721-3010

**PROJECT DESCRIPTION:**  
 PROPOSE TO INSTALL (2) 66 FOOT MONOPALM & AUXILIARY EQUIPMENTS FOR MULTIPLE WIRELESS CARRIERS WITHIN AN ENCLOSURE.

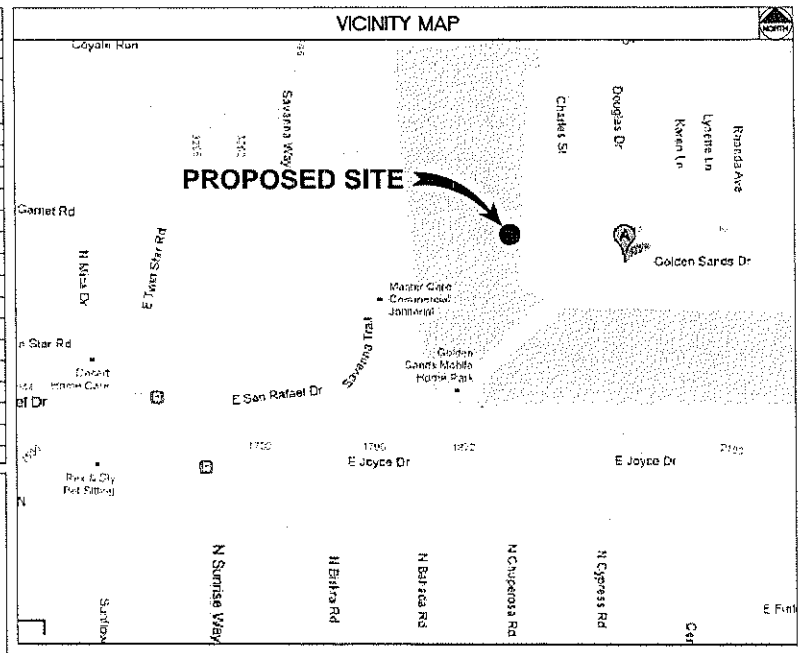
APN#: 856-480-010

**BUILDING SUMMARY:**  
 TELECOM CLASSIFICATION: UNMANNED FACILITY  
 TELECOM OCCUPANCY/CONSTRUCTION TYPE: 3-2/V-B

JURISDICTION: CITY OF PALM SPRINGS  
 ZONING: O= OPEN LAND  
 LEGAL DESCRIPTION: SEE SHEET LS1.  
 LATITUDE: 33° 51' 40.24"W  
 LONGITUDE: -116° 51' 30.85"W

**SHEET INDEX**

SHEET	DESCRIPTION
T1	TITLE SHEET
LS1	TOPOGRAPHIC SURVEY
LS2	TOPOGRAPHIC SURVEY
A1	SITE PLAN
A2	EQUIPMENT PLAN
A3	ELEVATIONS
A4	ELEVATIONS



**DIRECTIONS:**  
 TAKE 81 FREEWAY EAST TO 60 FREEWAY EAST TO 10 FREEWAY EAST TO HIGHWAY 111 PALM SPRINGS, TURN LEFT EAST ON WEST SAN RAFAEL DRIVE, PASS NORTH SUNRISE WAY & STREET TURNING INTO GOLDEN SANDS DRIVE, SITE IS ON NORTH LEFT SIDE OF STREET ADJACENT TO TRAILER PARK.

**POWER AND TELCO UTILITY CONTACTS:**

POWER:	TELCO:
COMPANY: SCE	COMPANY: AT&T

**APPLICABLE CODES:**

- CALIFORNIA ADMINISTRATIVE CODE (INCL. TITLES (24) & (25) 2010
- CALIFORNIA BUILDING CODES 2010
- CALIFORNIA ELECTRICAL CODES 2010
- CALIFORNIA MECHANICAL CODES 2010
- CALIFORNIA PLUMBING CODES 2010
- ANSI / EM-222 EAF
- LOCAL BUILDING CODES
- CITY / COUNTY ORDINANCES
- CALIFORNIA FIRE CODE 2010 EDITION

**CONSULTING TEAM**

**SAC/ZONING/PERMITTING:**  
 MSA  
 28205 BLUERELL DRIVE  
 LAGUNA HILLS, CA 92653  
 CONTACT: NORM HANDELDO  
 PHONE: (949) 235-8812

**ARCHITECTURAL / ENGINEERING:**  
 MSA  
 ARCHITECTURE & PLANNING, INC.  
 3104 AIRPORT LOOP DRIVE  
 COSTA MESA, CA 92626  
 CONTACT: MIKE SHOWBRIDGE  
 PHONE: (949) 221-1177  
 FAX: (949) 251-1120

**SURVEYOR:**  
 FLOYD SURVEYING  
 2521 GREEN RIVER ROAD  
 SUITE 105-202  
 COVINA, CA 91703  
 CONTACT: DAVID FLOYD  
 PHONE: (949) 200-0626

**APPROVALS:**  
 THE FOLLOWING PARTIES HEREBY APPROVE AND ACCEPT THESE DOCUMENTS AND AUTHORIZE THE CONTRACTOR TO PROCEED WITH THE CONSTRUCTION DESCRIBED HEREIN. ALL CONSTRUCTION DOCUMENTS ARE SUBJECT TO REVIEW BY THE LOCAL BUILDING DEPARTMENT AND ANY CHANGES AND MODIFICATIONS THEY MAY IMPOSE.

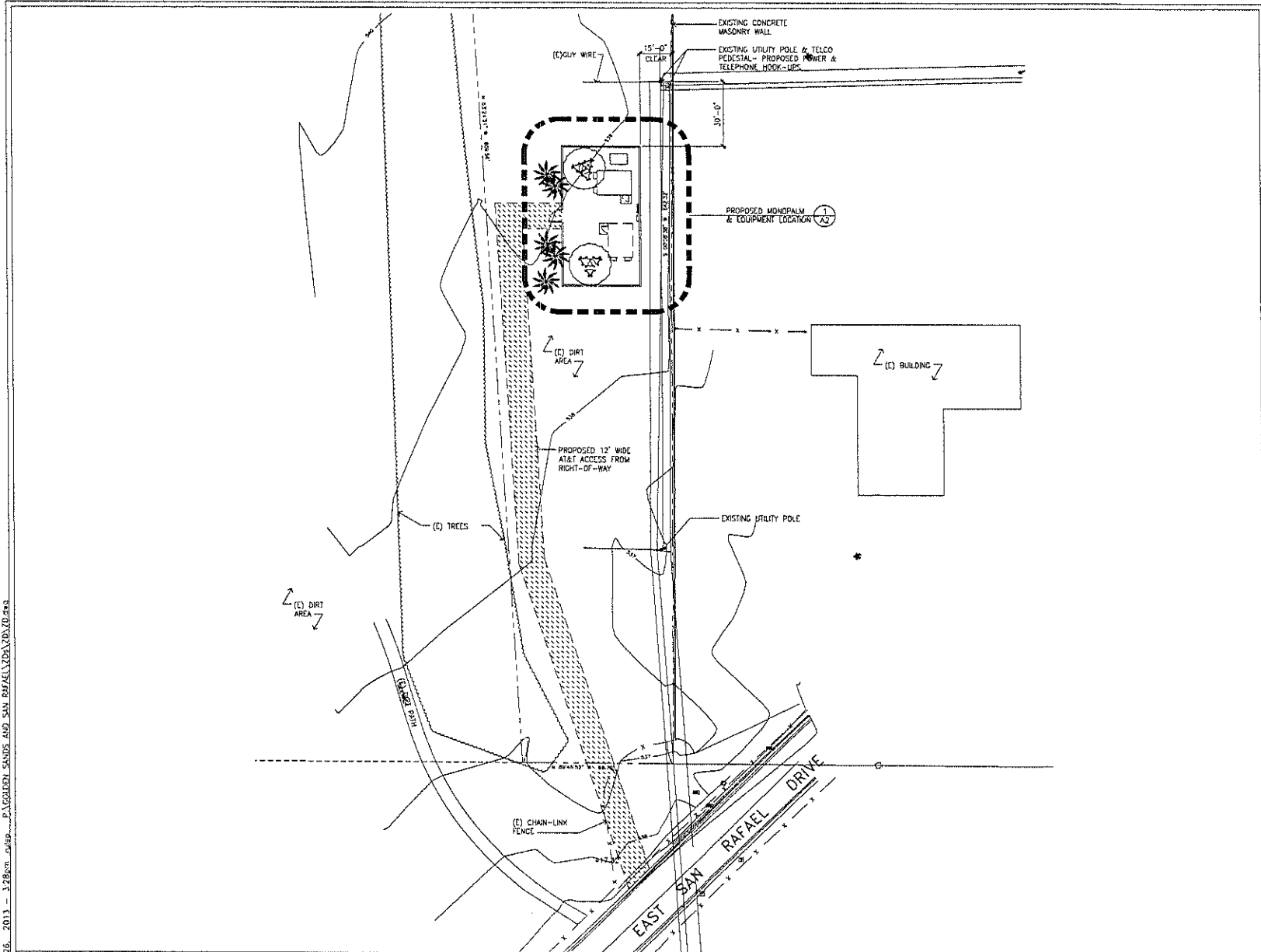
	PRINT NAME	SIGNATURE	DATE
LANDLORD	_____	_____	_____
PRECON. MGR	_____	_____	_____
DEVELOP. MGR	_____	_____	_____
CONST. MGR	_____	_____	_____
PROJECT MGR	_____	_____	_____
SR. RF ENGINEER	_____	_____	_____
RF ENGINEER	_____	_____	_____
OPERATIONS	_____	_____	_____
SAC REP.	_____	_____	_____
UTILITIES	_____	_____	_____

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**SITE PLAN**

SCALE: 1"=20'  
0' 5' 10' 20' 40'



5 CONCOURSE PARKWAY, SUITE 3100  
ATLANTA, GEORGIA 30328

PROJECT INFORMATION:

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CURRENT ISSUE DATE:  
**07-26-13**

ISSUED FOR:  
**ZONING**

REV. DATE DESCRIPTION BY

▲	07-26-13	DESCRIPTION CHANGE	RU
▲	05-14-13	ZD COMMENTS	RU
▲	04-25-13	ZD COMMENTS	RU
▲	01-29-13	PRELIMINARY ZONING FOR REVIEW	RU

PLANS PREPARED BY:

**MSA**  
*Architecture & Planning*  
3104 Airport Loop Drive, Suite C1  
Costa Mesa, California 92626  
949.251.1177 fax 949.251.1120  
Santa Ana • San Diego • San Francisco  
www.msa-ap.com

CONSULTANT:

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DRAWN BY: \_\_\_\_\_ CHK: \_\_\_\_\_ APV: \_\_\_\_\_  
SC MJS MJS

LICENSURE:

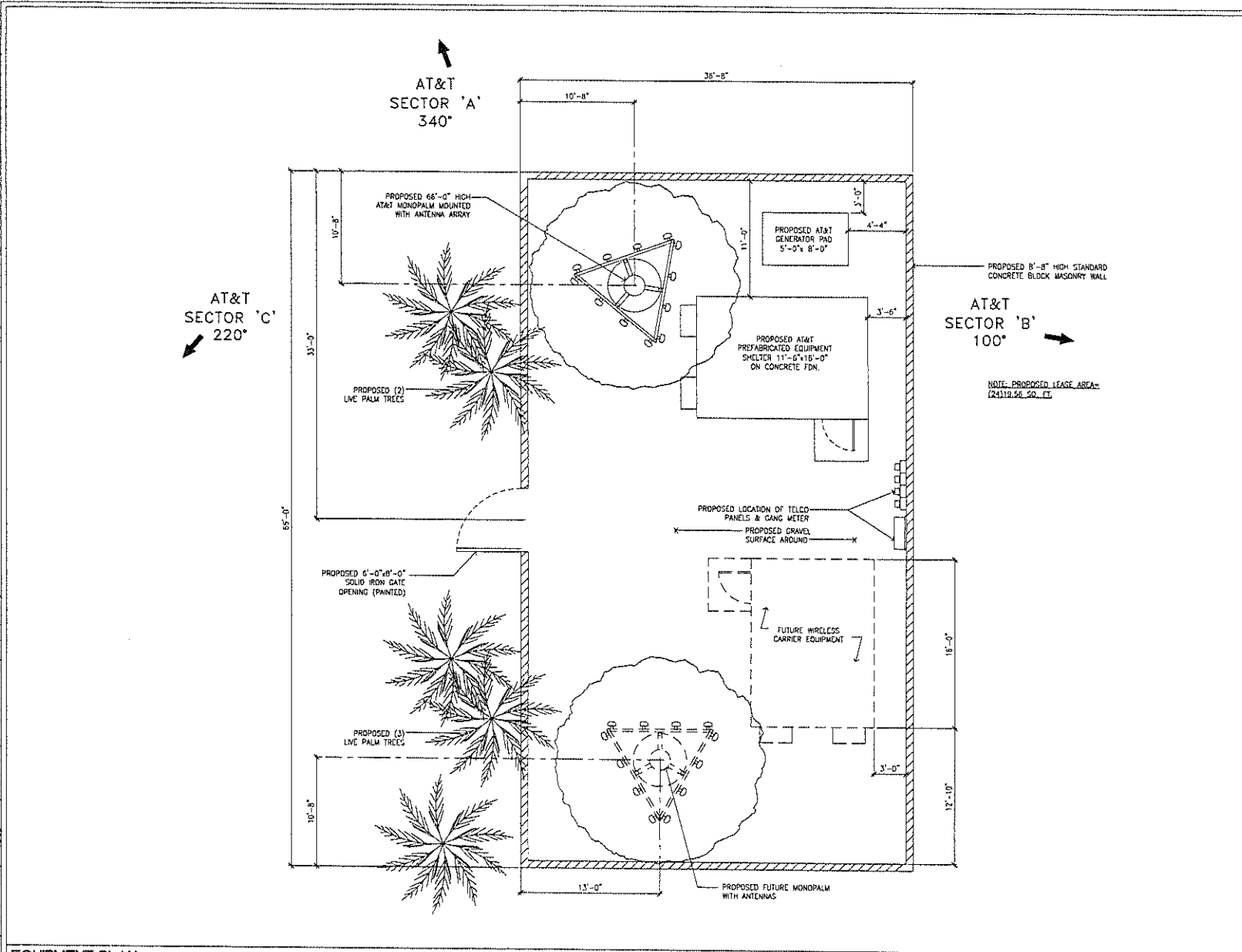
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SHEET TITLE:  
**SITE PLAN**

SHEET NUMBER: **A1** REVISION: **4**



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EQUIPMENT PLAN

SCALE: 1/4" = 1'-0"  
 0' 1' 2' 3' 4' 5' 6' 7' 8' 9' 10'

**CIG**  
 3 DONDORSE PARKWAY, SUITE 3100  
 ATLANTA, GEORGIA 30328

PROJECT INFORMATION

CURRENT ISSUE DATE:  
 07-26-13

ISSUED FOR:  
 ZONING

REV. DATE DESCRIPTION BY


NOTE: PROPOSED LEASE AREA: (24119.56 SQ. FT.)

DATE	DESCRIPTION	BY
07-26-13	DESCRIPTION CHANGE	RU
05-14-13	ZD COMMENTS	RU
04-25-13	ZD COMMENTS	RU
01-29-13	PRELIMINARY ZONING FOR REVIEW	RU

PLANS PREPARED BY:  
**MSA**  
 Architecture & Planning  
 2144 Airport Loop Drive, Suite C1  
 Costa Mesa, California 92626  
 949.201.1177      fax 949.201.1100  
 Santa Ana • San Diego • San Francisco  
 www.msa-pp.com

CONSULTANT:

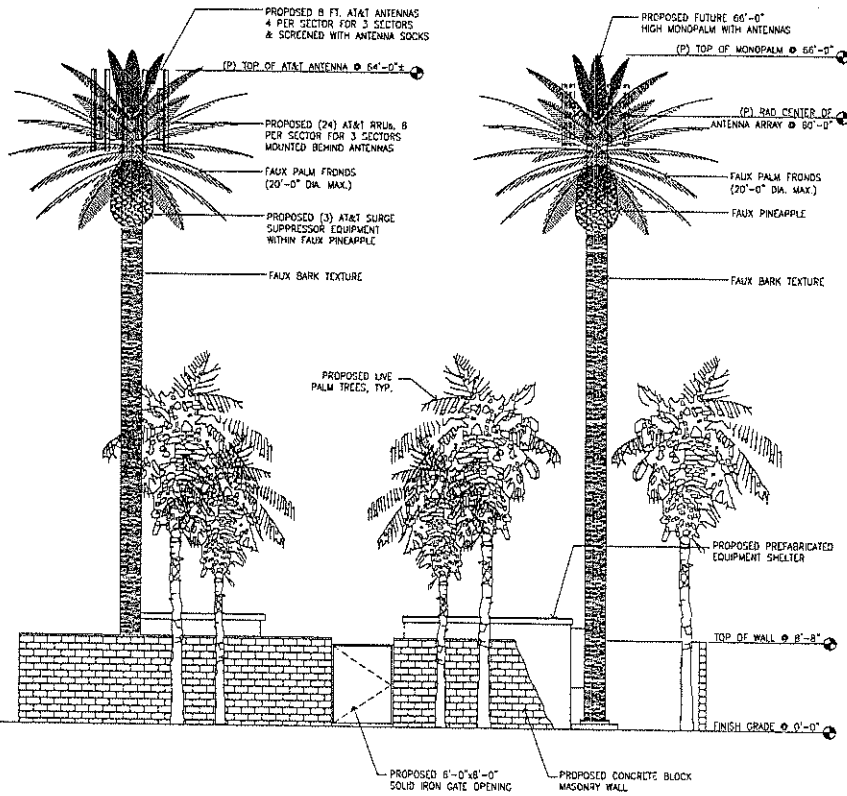
DRAWN BY: SE      CHK: MJS      APV: MJC

LICENSURE:

SHEET TITLE:  
 EQUIPMENT PLAN

SHEET NUMBER: A2      REVISION: 4

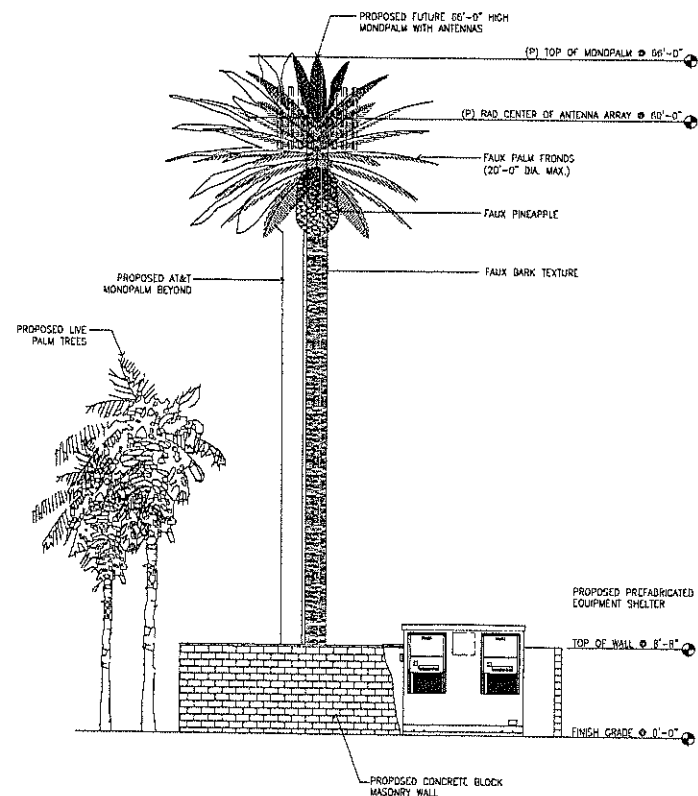
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WEST ELEVATION

SCALE 3/16"=1' 0" 1" 3" 7"

2



SOUTH ELEVATION

SCALE 3/16"=1' 0" 1" 3" 7" 1

5 CONCOURSE PARKWAY, SUITE 3100  
 ATLANTA, GEORGIA 30328

PROJECT INFORMATION:

CURRENT ISSUE DATE: 07-26-13

ISSUED FOR: ZONING

REV.	DATE	DESCRIPTION	BY
07-26-13		DESCRIPTION CHANGE	RU
05-14-13		ZD COMMENTS	RU
04-25-13		ZD COMMENTS	RU
01-29-13		PRELIMINARY ZONING FOR REVIEW	RU

PLANS PREPARED BY:  
  
**MSA**  
 Architecture & Planning  
 3154 Airport Loop Drive, Suite C1  
 Costa Mesa, California 92626  
 949.251.1177 Fax 949.251.9120  
 San Diego San Francisco  
 www.msa-aa.com

CONSULTANT:

DRAWN BY: SE CHK: MUS APV: MUS

LICENSE:

SHEET TITLE: ELEVATIONS

SHEET NUMBER: A3 REVISION: 4

PROJECT INFORMATION:  
 \_\_\_\_\_

CURRENT ISSUE DATE:  
 07-26-13

ISSUED FOR:  
**ZONING**

REV.	DATE	DESCRIPTION	BY
07-26-13		DESCRIPTION CHANGE	RU
05-14-13		ZD COMMENTS	RU
04-25-13		ZD COMMENTS	RU
01-29-13		PRELIMINARY ZONING FOR REVIEW	RU

PLANS PREPARED BY:

**MSA**  
**Architecture & Planning**  
 3194 Airport Loop Drive, Suite C1  
 Costa Mesa, California 92626  
 949.201.1177 fax 949.201.1120  
 Santa Ana San Diego San Francisco  
 www.msa-aa.com

CONSULTANT:  
 \_\_\_\_\_

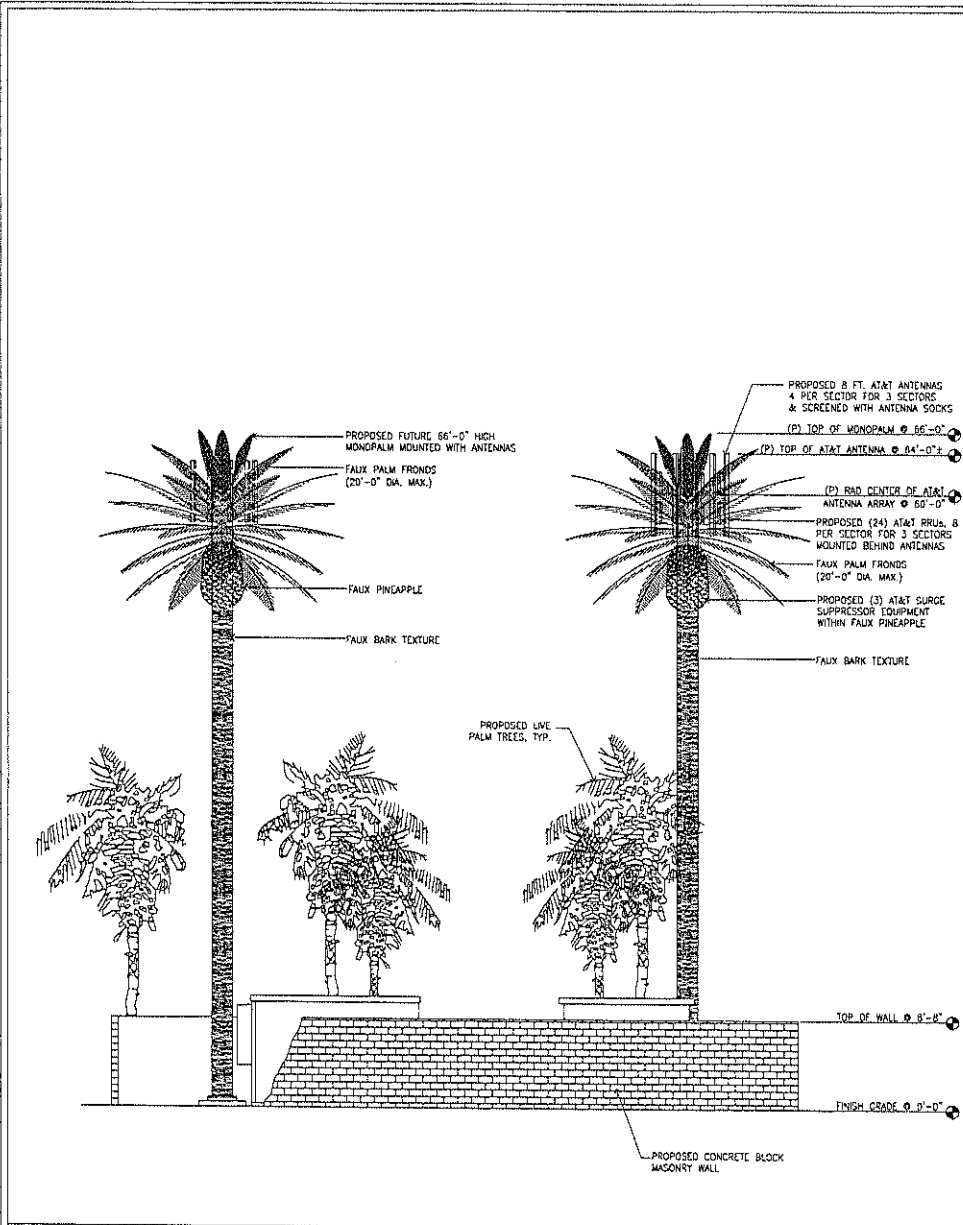
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 SE MJS MJS

LICENSURE:  
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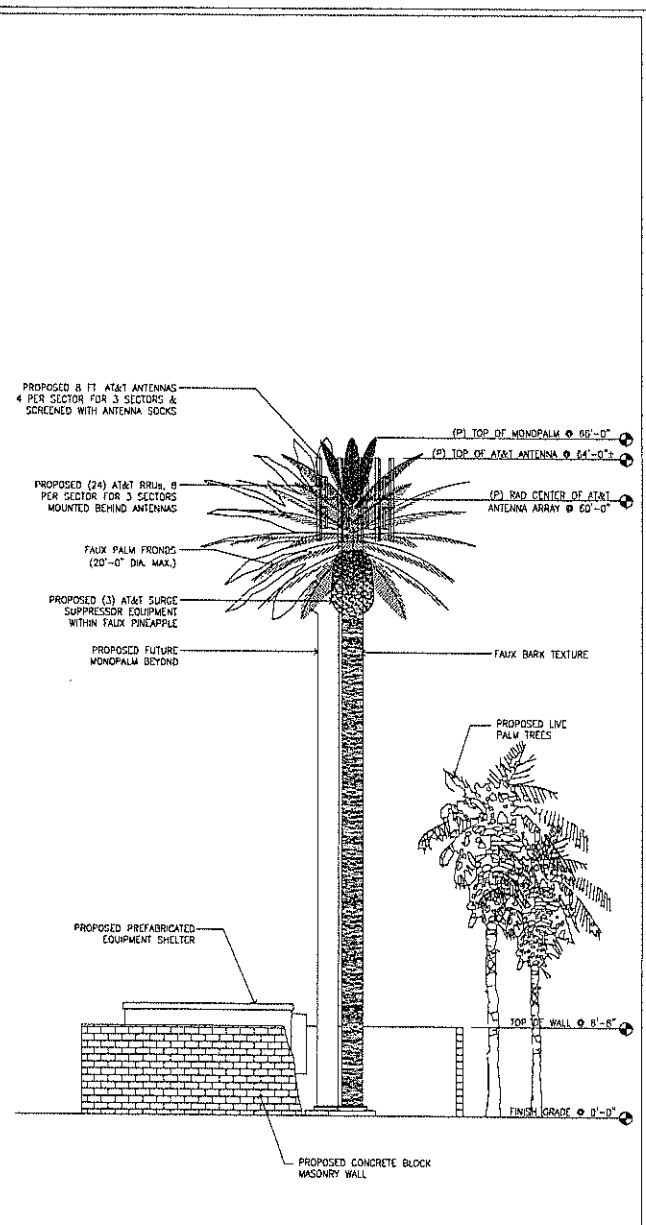
SHEET TITLE:  
**ELEVATIONS**

SHEET NUMBER: \_\_\_\_\_ REVISION: \_\_\_\_\_

**A4** 4



**EAST ELEVATION** SCALE 3/16"=1' 0" 1' 3" **2**



**NORTH ELEVATION** SCALE 3/16"=1' 0" 1' 3" **1**

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MacLeod Consulting Services

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Golden Sands  
CUP Proposal  
CIG Wireless Facility  
APN 669-480-010  
Palm Springs, CA 92262

Norman MacLeod  
Project Manager  
949-235-8812

Golden Sands  
APN 669-480-010

CIG Wireless proposes the installation of a wireless telecommunications facility consisting of two (2) 66' monopoles and related equipment shelters located within a lease area on undeveloped parcel, APN# 669-480-010, off Golden Sands Drive. The proposed location is within the community of Golden Sands in the Northeast portion of the City of Palm Springs. The subject property is undeveloped land zoned O / Open Land on a rectangular parcel of approximately 1 acre and located in between, and adjacent to, a mobile home park and a golf course fairway.

### Proposal

CIG is requesting the approval for the installation of a multiple carrier installation consisting of two (2) wireless facilities within one (1) lease area. The first of the two facilities will be occupied by AT&T with a second "future" facility to offer much needed wireless communication and data services to the neighboring community and surrounding area. The installation consists of two unmanned wireless telecommunications facilities designed as faux palm trees measuring 66' tall to the top of palm fronds. The first of the two facilities to be installed is for AT&T equipment with the second facility for a future carrier installation. Both facilities will contain related antenna panels at a centerline height of 60' each with a total of three (3) sectors containing four (4) panels each, for a total of twelve (12) panel antennas. The antenna panels will be mounted within the palm fronds and painted to match the foliage to help screen the antenna panels. The monopoles will be clad with faux palm tree bark textured and colored to match existing palm trees in the area. The related electrical cabinetry for each site will be contained within an equipment shelter measuring 11'6" x 16' and mounted on a concrete pad foundation. The monopoles and shelters will be developed within a lease area measuring 36'8" x 66' and fully enclosed by an 8'8" tall perimeter masonry block wall.

This particular location has been chosen to provide much needed wireless service to residents living within the community as well as commuters traveling in the area. The first of the two facilities will provide wireless communication and data service for AT&T customers with the second facility supporting any future carrier. The multiple carrier installation is designed to consolidate wireless facilities in a single location and provide wireless service in an area where it is most needed.

### Subject property characteristics

The subject property is a flat level, rectangular-shaped unimproved parcel consisting of approximately 1.3 acres which is located between a mobile home park zoned R-MHP to the east; and a golf fairway to the west. A 5' block wall runs along the east property line with existing 20-35' trees along the west property line.

The subject property is zoned O / Open Space with surrounding properties to the north, south, east and west residentially zoned and fully developed with low density residential dwellings. The predominant characteristic and uses in the area is low density residential and a golf course fairway. Fully improved right of way corridors serve the area and bordered with mature vegetation.

### Proposed AT&T installation

The physical lease area of the facility is setback 280' from Golden Sands Drive; 15' from the east property line; 32' from the west property line, and approximately 350' from the north property line. The proposed monopole is setback 41' from the east property line and 43' from the west property line.

Adjoining property to the north is zoned PD/Planned Development with single family residential and setback from the nearest dwelling approximately 595 feet away.

Adjoining property to the south is zoned R-1C with single family residential dwellings and setback from the nearest dwelling at approximately 655 feet.

Adjoining property to the east is zoned R-MHP Mobile Home Park multi-density residential developed with mobile homes and setback from the nearest dwelling at approximately 118 feet.

Adjoining properties to the west are zoned PD/Planned Development with single family dwellings and setback from the nearest dwelling at approximately 343 feet.

## Conditional Use Permit Findings

- a) That the project at this location is proper in order to perform a function and provides a service that is essential and beneficial to the community, city and region.

Wireless telecommunications have proven to be invaluable tools in providing communications to business/commercial/office professional users as well as everyday communications services and data features to the general public. The proposed installation at this particular location is to provide wireless communication services to the neighboring residents and surrounding community as current wireless services is poor. This facility is a two carrier site thereby providing a choice of existing and future wireless service providers made available to the end user and general public. This facility location is part of a larger wireless telecommunications network and will provide communication services to neighborhood users, home office, personnel use and emergency service.

As evident with the coverage maps provided the location is critical in providing wireless communication and data services to the end user, and, the new location being proven to be the most desirable and effective location. The facility will provide needed coverage in the area and fits within the existing surrounding wireless telecommunications network. The proposed location is to fill a gap in the telecommunications network as a whole with surrounding facilities thereby providing a beneficial service to the residential community as well as home based businesses, commuter traffic and emergency services.

- b) That the project is necessary and desirable for the community and is in harmony with the various elements or objectives of the General Plan and is not detrimental to existing uses or to use specifically permitted in the zone.

Surrounding properties are zoned and used for residential purposes as well as street corridor traffic. Unlike other land uses which can be spatially determined through the General Plan and/or other land use plans, the location of this wireless telecommunication facility is based on technical requirements that include service area, geographical elevations, alignment with neighboring sites and customer demand components. Placement within the urban geography is dependent on these requirements. According to customer demand, wireless telecommunication facilities have been located adjacent to and within major land use categories including residential, commercial, industrial, open space and public facilities. As such, due to customer on-going demand at the location of the subject facility the

proposed wireless telecommunications facility is proper in relation to adjacent uses and the development of the community.

The antennas for the wireless facility will be located within the palm fronds of the proposed monopalm with the antennas screened with material and painted to match the proposed tree. The related equipment cabinets will be located in an enclosed shelter and within the designated lease area surrounded by a block wall. The wireless facility antennas and related equipment have been designed and screened to blend with the color and character of the area and therefore the facility will not be materially detrimental to the character of development of the subject property as a whole and immediate neighborhood.

- c) That the project's site is adequate in size and shape to accommodate said use, yards, setbacks, walls, fences, landscaping and other features required in order to adjust said use to those existing or permitted future used on land in the neighborhood.

The proposed facility is located on a parcel measuring over 1 acre in size and is adequate to accommodate the proposed wireless facilities and related equipment. The location of the facility will be a minimum of 118' to a maximum 650' from the nearest residential unit. The facility lease area will be surrounded by a, 8'8" masonry block wall similar in color and texture to the existing block wall on site. The facilities proposed will be designed to resemble a palm tree which is in keeping with the predominant appearance of palm trees in the area. Additionally, live natural palm trees are proposed to surround the facility compound in order to blend in the monopalm facilities with the character of the area and therefore will not adversely affect or degrade surrounding properties.

- d) That the site for the proposed use relates to streets and highways properly designed and improved to carry the type and quantity of traffic generated or to be generated by the proposed use.

The proposed facility is so located and readily accessible by the surrounding fully improved roads and corridors. No significant or noticeable traffic will be created with the proposed use. The proposed wireless facility will operate virtually noise-free and will not emit fumes, smoke, dust or odors. The unmanned facility will operate 24/7 and only require routine maintenance by a technician approximately once every six to eight weeks and will not generate traffic or associated problems.



## Variance findings

CIG is requesting a height variance from the Open Space height limitation of 15' to an overall monopalm facility height of 66' to the top of palm frond. The center line of the antennas proposed will be at an elevation of 60' within proposed palm fronds. The General Plan promotes the provision of essential communication services throughout the city in locations that are convenient to the public yet do not impact nearby properties. As such, the request is in harmony with the various elements and objectives of the General Plan.

## Variance four (4) conditions

- 1) The special circumstances applicable to the subject property, including size, shape, topography, location or surroundings, and the strict application of the Zoning Ordinance would derive the subject property of privileges enjoyed by other properties in the vicinity and under identical zone classification.

The size and shape of the existing site is adequate and sufficient to accommodate the wireless facilities as proposed. The subject property is undeveloped and is located in an area lacking sufficient wireless services to the surrounding community. Given the need of the facility to interconnect with surrounding facilities and working on a line of site with these facilities, additional height is required for the facility to function effectively. The subject property is at a location key in optimizing the coverage objective of wireless services to provide much needed wireless services to the surrounding and neighboring community.

- 2) Variance granted shall be subject to conditions that will assure the adjustment thereby authorized shall not constitute a grant of special privilege inconsistent with the limitations upon other properties in the vicinity and zone in which the subject property is situated.

The location of this wireless telecommunication facility is based on technical requirements that include service area, geographical elevations, alignment with neighboring wireless sites and customer demand components. Placement within the urban geography is dependent on these requirements and coverage needs reflected in enclosed coverage propagation maps. Wireless facilities work on a line of sight with surrounding facilities, therefore, the additional height is critical in the optimization of the wireless facility's performance. This facility is proposed at this height and location in order to work in harmony with the surrounding facility network.

- 3) The granting of the Variance will not be materially detrimental to the public health, safety, convenience or welfare of injurious to the property and improvements in the same vicinity and zone in which the subject property is situated.

The granting of this variance for the additional height will not be detrimental to the public health, safety, convenience or welfare to the surrounding community as it will benefit the community with improved wireless, data and emergency communication services. Due to the current poor wireless coverage in the area this facility will bring much needed and improved capacity

wireless, data and emergency communication services to the surrounding community and commuter traffic in the area.

4) The granting of such Variance will not adversely affect the General Plan for the City.

The granting of this variance will not adversely affect the General Plan of the City in that the facility elevation is required in order to work effectively in providing much needed wireless coverage and service to the surrounding community. The surrounding community will benefit from the installations and enhanced with adequate wireless service not currently available due to inadequate wireless coverage in the area. The facility will resemble a palm tree with additional live palms planted surrounding the installation thereby blending with the visual character and landscape in the community.

## **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., 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: October 9, 2014

TIME OF HEARING: 9:00 A.M.

#### **CASE DESCRIPTION:**

ZAP1022PS14 – CIG Towers, LLC (Representative: Norman MacLeod) – City of Palm Springs Case Nos. CUP 5.1321 (Conditional Use Permit) and VAR 6.533 (Variance). CUP 5.1321 is a proposal to establish an unmanned telecommunication facility consisting of antennas on two new 66-foot high monopalm towers, with related equipment shelters, on a 2,420 square foot lease area within a 1.5-acre parcel located westerly of the dwelling units at Golden Sands Mobile Home Park and easterly of the golf course fairway (also easterly of Savanna Way and northerly of Golden Sands Drive) in the City of Palm Springs. VAR 6.533 is a proposal to allow the two 66-foot high structures in the O (Open Land) Zone. Without a variance, the allowable height limit for antennas is 15 feet. (Zone C of the Palm Springs International 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. David Newell of the City of Palm Springs Planning Department, at (760) 323-8245.

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

ALUC Identification No.

ZAP1022PS14

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

Date of Application AUGUST 19, 2014  
 Property Owner Doug and Terrence Jones Phone Number 760-275-4979  
 Mailing Address 899 E. Tamarisk Road  
Palm Springs, CA 92262

Agent (if any) Norman MacLeod Phone Number 949-235-8812  
 Mailing Address 28205 Bluebell Drive  
Laguna Niguel, CA 92677

**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 3430 N Sunrise Way  
 Assessor's Parcel No. 669-480-010 Parcel Size 1 acre  
 Subdivision Name \_\_\_\_\_ Zoning Classification O - Open Land  
 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) Open undeveloped land located between single family residence uses and golf fare way.

Proposed Land Use (describe) Two unmanned wireless telecommunications facilities disguised as 66' tall palm trees.

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) N/A  
 For Other Land Uses Hours of Use 24/7  
 (See Appendix C) Number of People on Site Maximum Number None / Unmanned facility  
 Method of Calculation \_\_\_\_\_

Height Data Height above Ground or Tallest Object (including antennas and trees) 66 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site Existing utility pole 572.57 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 \_\_\_\_\_

65  
C

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	8-21-14	Type of Project
Agency Name	CIG Wireless, LLC	<input type="checkbox"/> General Plan Amendment
Staff Contact	David Newell / City of Palm Springs planning	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	760-323-8245	<input type="checkbox"/> Subdivision Approval
Agency's Project No.	CUP #5.1321	<input checked="" type="checkbox"/> Use Permit
	Var #6.533	<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**

- 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:** 3.5

**HEARING DATE:** October 9, 2014

**CASE NUMBER:** ZAP1019CH14 – SC Limonite, LLC/Stratham Homes  
(Representative: Pat Potts)

**APPROVING JURISDICTION:** City of Eastvale

**JURISDICTION CASE NO:** 14-1398 (General Plan Amendment [GPA], Change of Zone [CZ], Master Development Plan [MDP]), TTM36775 (Tentative Tract Map)

**MAJOR ISSUES:** The proposed project does not strictly comply with the open area requirements of Compatibility Zone D for 10% open area based on the gross acreage. However, there is an existing SCE easement that accounts for approximately a quarter of the total gross acreage. Although the open area requirement is strictly based on gross site acreage, the SCE easement and the structures within it reduce the acreage available to the applicant for provision of qualifying open area. This SCE easement may be considered as an extraordinary factor pursuant to Countywide Policy 3.3.6 that limits the project's capability to achieve the 10% requirement as strictly defined.

**RECOMMENDATION:** Staff recommends a finding of CONSISTENCY for the General Plan Amendment and Change of Zone.

Staff must recommend a finding of INCONSISTENCY for the Tentative Tract Map and Master Development Plan based on the project not strictly complying with the 10% open area requirement for Compatibility Zone D. However, if the Commission is willing to consider application of Countywide Policy 3.3.6, staff would recommend a finding of CONSISTENCY for the Tentative Tract Map and Master Development Plan, subject to the conditions included herein.

**PROJECT DESCRIPTION:**

The General Plan Amendment (GPA) proposes to amend the land use designation of 44.73 acres (gross) from Medium Density Residential (MDR:2.1-5 dwelling units per acre) to Medium High Density Residential (MHDR:5.1-8 dwelling units per acre). The Change of Zone (CZ) proposes to change the zoning classification on the site from One-Family Dwellings (R-1) to Planned Residential Development (PRD). The Master Development Plan (MDP) proposes the development of 319 condominium units with clubhouse and recreation amenities. The Tentative Tract Map proposes to

subdivide the 44.73-acre (gross) property for development of 319 condominium units.

**PROJECT LOCATION:**

The site is located northerly of Limonite Avenue and westerly of Harrison Avenue in the City of Eastvale, approximately 10,500 feet easterly of Runway 8R-26L at Chino Airport.

**LAND USE PLAN:** 2008 Chino Airport Land Use Compatibility Plan

- a. Airport Influence Area: Chino Airport
- b. Land Use Policy: Compatibility Zone D
- c. Noise Levels: Below 55dB CNEL

**BACKGROUND:**

Residential Density: The site is located in Compatibility Zone D. Compatibility Zone D allows residential densities at or above 5.0 dwelling units per acre. Pursuant to the Chino Airport Land Use Compatibility Plan Additional Compatibility Policy 2.2, residential densities shall be calculated on a net acreage rather than gross acreage basis. The net acreage accounts for the “developable” portion of the project site. The total project site is 44.73 acres gross. Based on this gross acreage, the project’s proposed 319 units equates to 7.13 dwelling units per acre. The project site accommodates an SCE easement for transmission lines that accounts for approximately 10 acres.

The General Plan Amendment and Change of Zone would allow for higher density residential development instead of development within the 2-5 dwelling units per acre range that could be inconsistent with the typical Zone D residential density criteria. However, the current General Plan designation of MDR and R-1 zone is generally consistent with the Zone D criteria pursuant to Chino Airport Land Use Compatibility Plan Additional Compatibility Policy 2.3, since the R-1 zone does not require residential lot sizes greater than 0.2 acres. Despite this, the proposed increased density from the General Plan Amendment and Change of Zone would provide greater certainty of compliance with typical Zone D residential density criteria.

Non-Residential Intensity: As previously noted, the site is located in Compatibility Zone D. Non-residential intensity in Airport Compatibility Zone D is restricted to an average intensity of 150 people per acre and to 450 people in any given single acre. Although the project is generally residential in nature, the proposed project does include a community clubhouse and pool area to consider compliance with non-residential criteria. The clubhouse and recreation area is located on approximately 0.64 acres.

Typically when a site is smaller than one acre the average intensity is applied based on the site size (i.e. 150 people per acre on a 0.64 acres equals 96 people allowed) to ensure that in the surrounding

area (that would also be developed with non-residential uses) would comply with the average intensity criteria. However, since this is an isolated non-residential use within a residential development, this method is not justified since there is no potential for surrounding non-residential development that would result in a total exceedance of the average acre criteria. Therefore, the total site gross acreage of 40.35 acres is used for calculation of average non-residential intensity.

The clubhouse would accommodate approximately 148 people and the pool area would accommodate approximately 129 people for a total of 277 people. Based on the 40.35 gross acre site, this would result in an average intensity of 6.86 people per acre, which is consistent with the Zone D non-residential average acre criterion of 150 people. Since the clubhouse and pool area is entirely located on a single-acre area, this number of people would also be consistent with the Zone D single-acre criterion of 450 people.

Prohibited and Discouraged Uses: The applicant does not propose any uses specifically prohibited or discouraged in Compatibility Zone D (highly noise-sensitive outdoor nonresidential uses, hazards to flight, children's schools, hospitals, and nursing homes) within the project.

Noise: The site underlies the traffic pattern, but the property lies outside the area that would be subject to average exterior noise levels above 55 CNEL under ultimate airport development conditions. Therefore, no special noise attenuation measures are required for this residential land use.

Part 77: The elevation of Runway 8R-26L at its easterly terminus is approximately 636.5 feet AMSL. At a distance of approximately 10,500 feet from the runway, FAA review would be required for any structures with peak elevations exceeding 741.5 feet AMSL. The project site has a proposed maximum pad elevation of 659.2 feet AMSL. The proposed PRD zoning classification restricts single-family residential buildings to a maximum height of 40 feet, for a maximum potential building height of 699.2 feet AMSL. Therefore, the proposed project's maximum height would not exceed 741 feet AMSL and would not require FAA Obstruction Evaluation review.

Open Area: Compatibility Zone D requires that 10% of area within major projects (10 acres or larger) be set aside as open area that could potentially serve as emergency landing areas. The project gross area is 44.73 acres, which equates to a total required open area of 4.473 acres. The project proposes to provide open area within the SCE easement area not encumbered by SCE structures as well as within adjacent open area and basins outside of the SCE easement for a total of 3.73 acres. This open area would be free of any obstructions greater than four feet in height or four inches in thickness (including trees). This provided open area does not meet the strict minimum requirement of open space based on the gross acreage.

The standard approach for determining open area requirements is based on the gross acreage since the provision of the percentage of open area is based on the entire Compatibility Zone. If the proposed project gross acreage were to exclude the SCE easement area where no open area is credited, the gross acreage would be reduced to approximately 36.68 acres. If this were the



acceptable acreage to base the open area requirement, it would require 3.668 acres of open area. As noted above, the project provides 3.73 acres of open area, which would be consistent with the open area requirement if it were based on the reduced project acreage excluding the SCE easement where open area is not planned.

Staff was concerned that SCE may develop additional structures or other features that would create obstructions within the proposed open area within the SCE easement. However, based on SCE guidelines provided regarding horizontal clearances between structures, it is clear that no additional structures could be constructed within the 50' wide SCE easement area where open area is being proposed for the project. To note, a new transmission line and towers are planned by SCE within the existing SCE easement along the southeast boundary of the easement, but no open area is being credited for the project within this planned transmission line.

Countywide Policy 3.3.6: The project does not specifically meet the open area criteria of 10% based on strict calculation of required open area based on gross project size. However, the existing SCE easement may represent an “extraordinary factor or circumstance” that limits the project’s capability and/or unduly burdens the project to provide the required open area within the reduced developable acreage compared to the gross acreage of the property. As noted above, based on the reduced project acreage excluding the SCE easement where open area is not planned, the project would comply with the 10% requirement. The provision of less open area than would typically be required would not create a safety hazard to people on the ground or aircraft in flight nor result in excessive noise exposure for residents of the proposed project.

**CONDITIONS:**

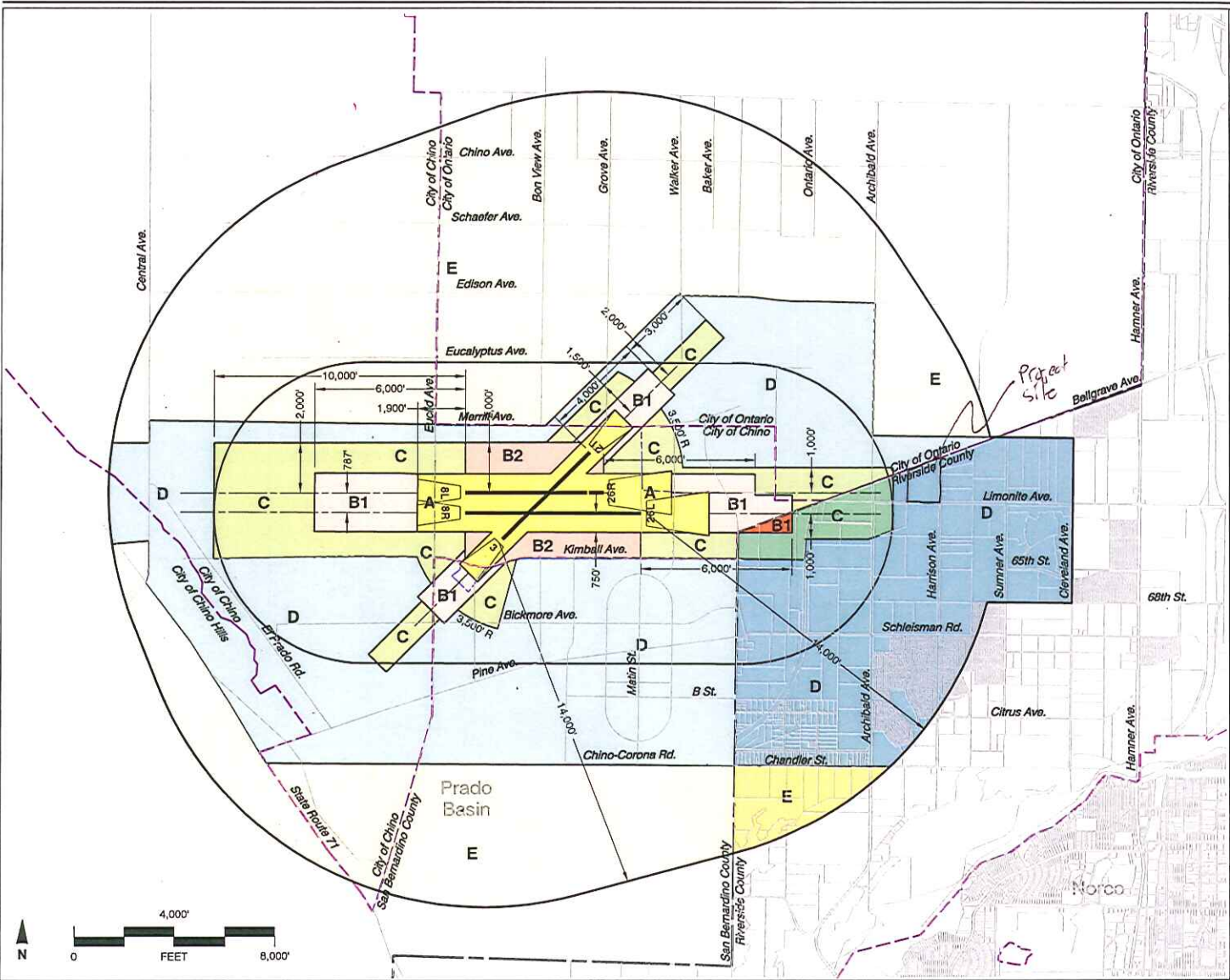
1. Any outdoor lighting installed shall be hooded or shielded to prevent either the spillage of lumens or reflection into the sky. Outdoor lighting shall be downward facing.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area. (Such uses include landscaping utilizing water features, aquaculture,

production of cereal grains, sunflower, and row crops, artificial marshes, wastewater management facilities, composting operations, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, fly ash disposal, and incinerators.)

- (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
  - (e) Highly noise-sensitive outdoor nonresidential uses, children's schools, hospitals, and nursing homes.
3. The attached notice shall be provided to all potential purchasers of the property, 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.
  5. All open space areas as indicated on the exhibit titled Conceptual Site Plan, dated 9/22/2014 shall be kept free of structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires. Small trees and shrubs that exceed 4 feet in height and/or thickness of 4 inches may be allowed along the edge of open space areas where the area abuts a wall or other similar feature, provided that they are planted within 4 feet of the wall.

# 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
  - County Line

**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.

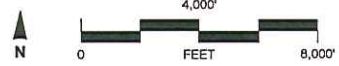
See Chapter 2, Table 2A, and the Additional Compatibility Policies for Chino Airport for compatibility criteria associated with this map.

\* The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

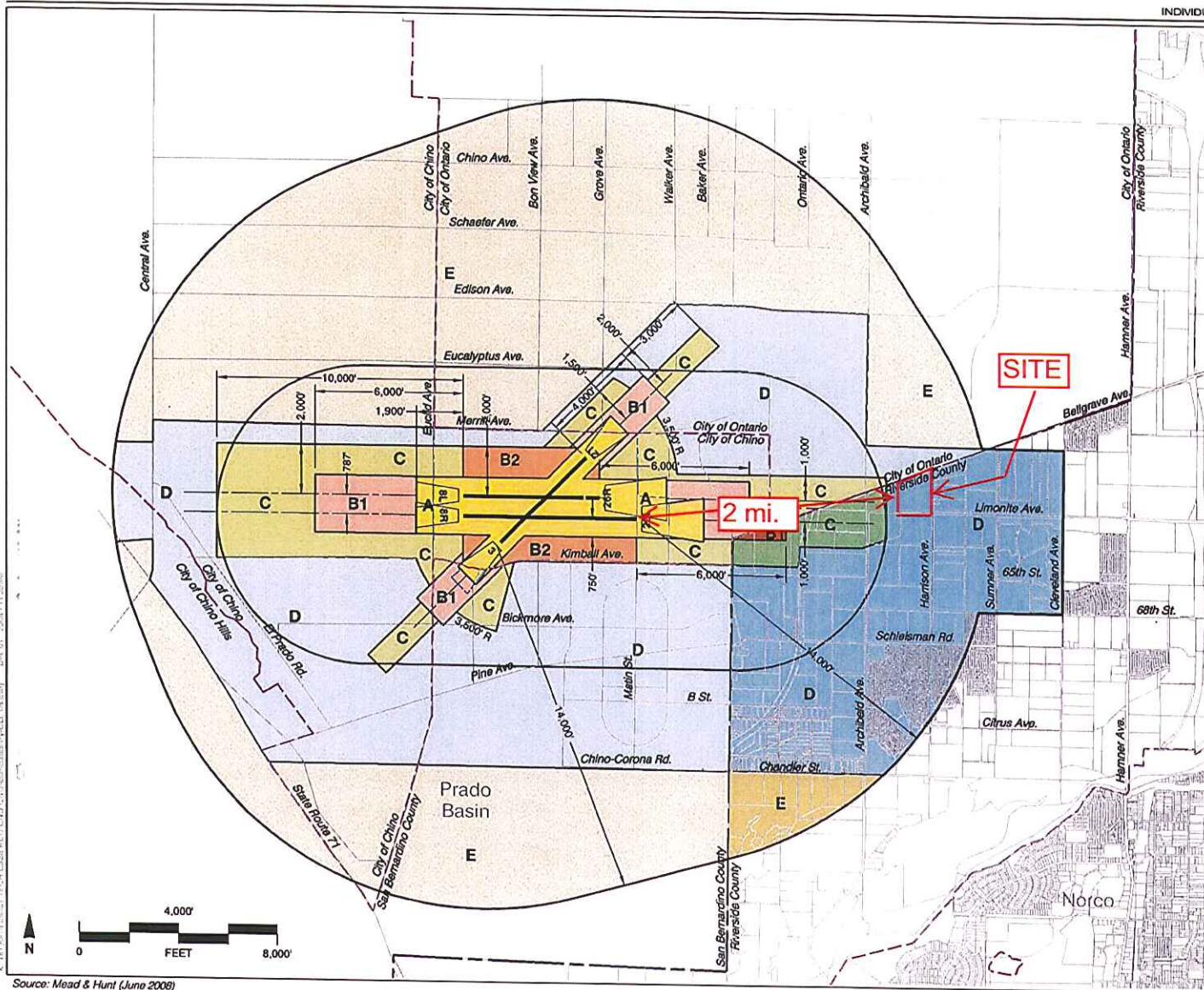
**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted September 2008)

Map CH-1

**Compatibility Map**  
Chino Airport



Source: Mead & Hunt (June 2008)



**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
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**Note**  
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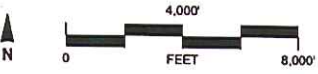
\*The policies in this plan apply only to the portions of the airport influence area lying within Riverside County. Compatibility Zones in San Bernardino County are shown only to provide context for the Riverside County area.

**Riverside County**  
**Airport Land Use Commission**  
**Riverside County**  
**Airport Land Use Compatibility Plan**  
**Policy Document**  
 (Adopted September 2009)

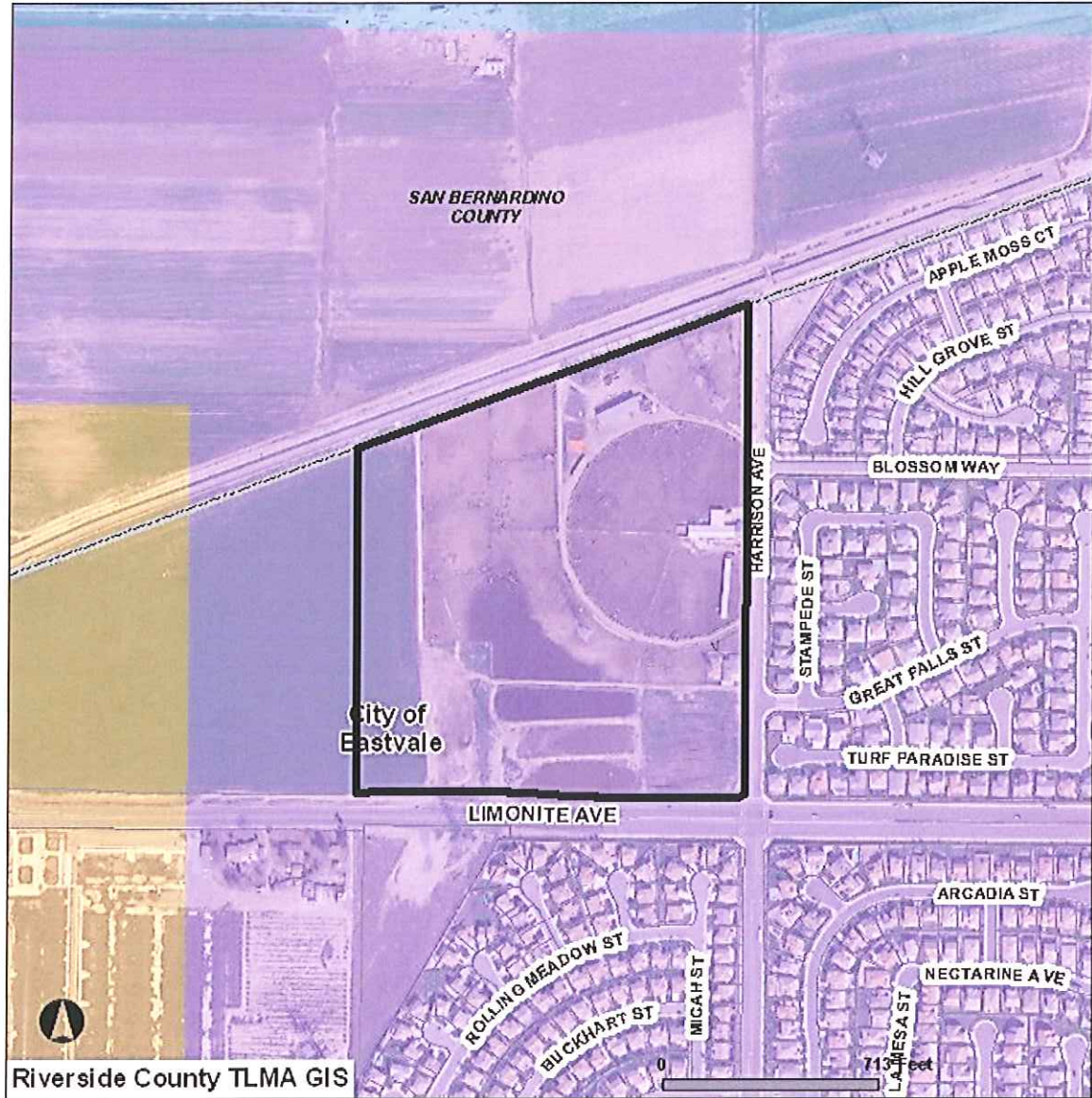
Map CH-1

**Compatibility Map**  
**Chino Airport**

Source: Mead & Hunt (June 2009)



RIVERSIDE COUNTY GIS



Selected parcel(s):  
164-010-017

**AIRPORTS**

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

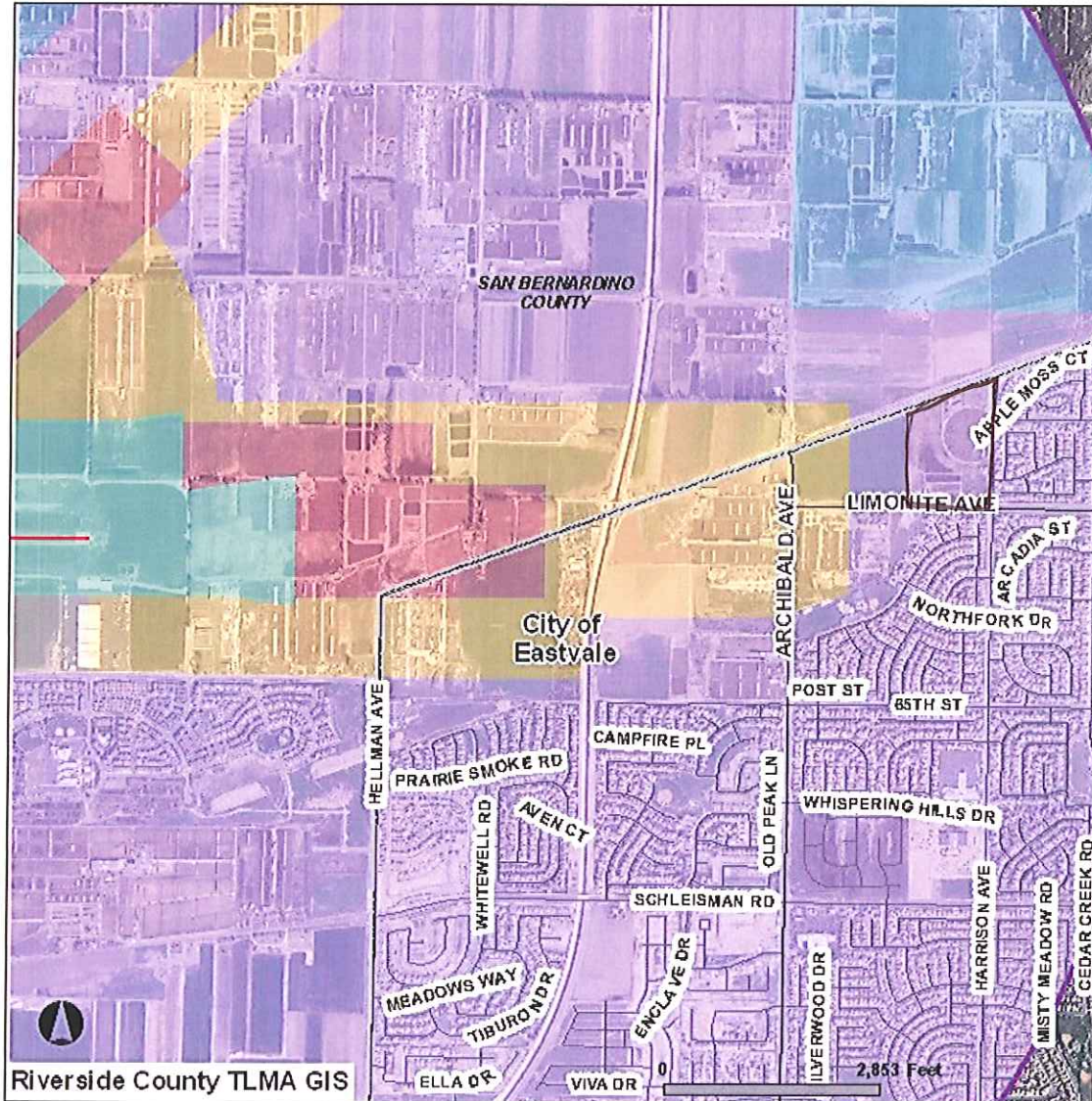
**\*IMPORTANT\***

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 Sep 17 15:20:20 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
164-010-017

**AIRPORTS**

- |                      |                       |                       |                         |
|----------------------|-----------------------|-----------------------|-------------------------|
| INTERSTATES          | HIGHWAYS              | STREETS               | AIRPORT INFLUENCE AREAS |
| COMPATIBILITY ZONE A | COMPATIBILITY ZONE B1 | COMPATIBILITY ZONE B2 | COMPATIBILITY ZONE C    |
| COMPATIBILITY ZONE D | COMPATIBILITY ZONE E  |                       |                         |

**\*IMPORTANT\***

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REPORT PRINTED ON...Wed Sep 17 15:26:42 2014

Version 131127

RIVERSIDE COUNTY GIS



Selected parcel(s):  
164-010-017


LEGEND

 SELECTED PARCEL

 INTERSTATES

 HIGHWAYS

 PARCELS

 CITY

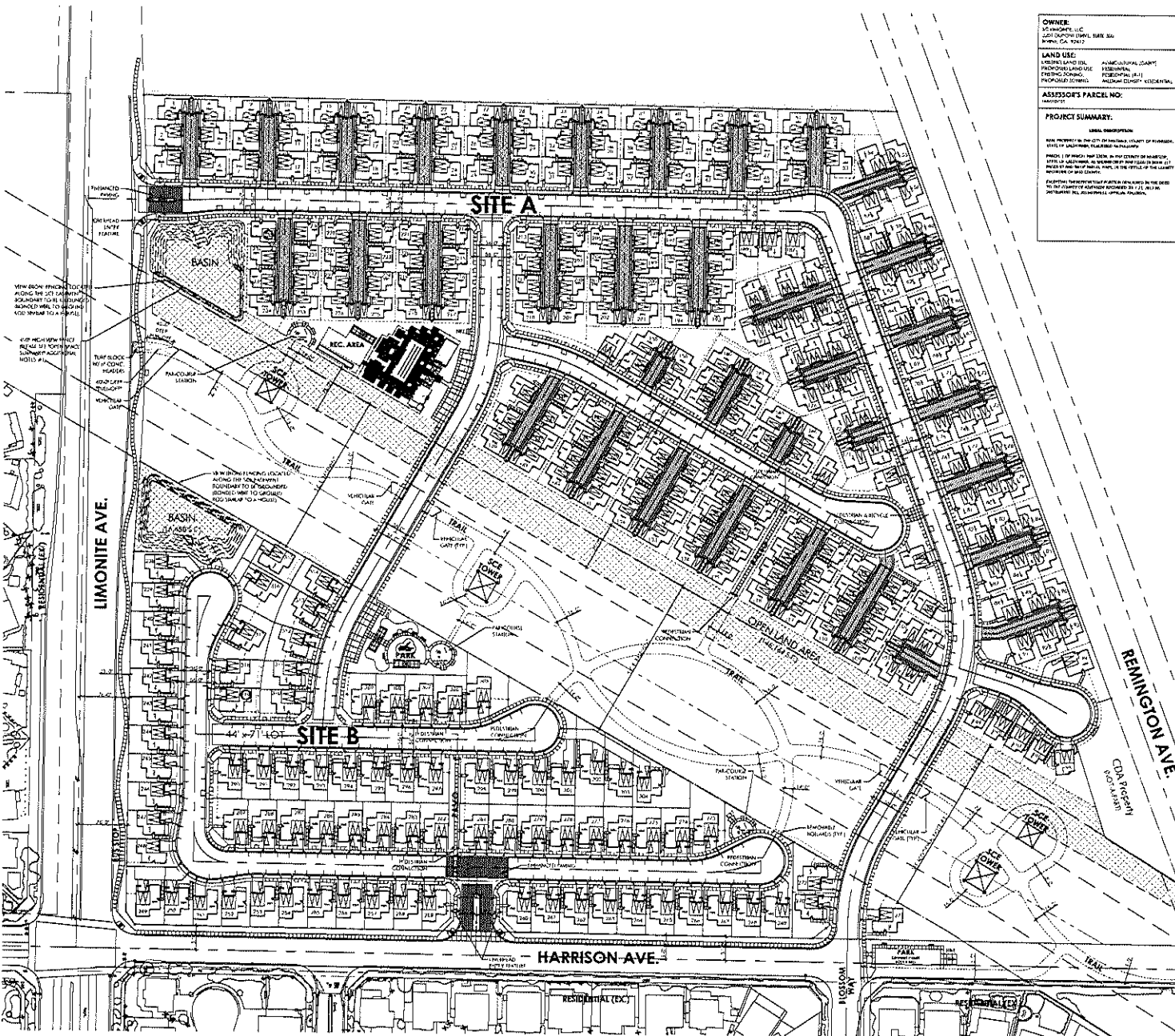
**\*IMPORTANT\***

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

REPORT PRINTED ON...Wed Sep 17 15:18:53 2014

Version 131127



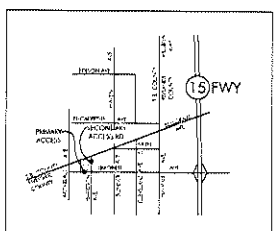


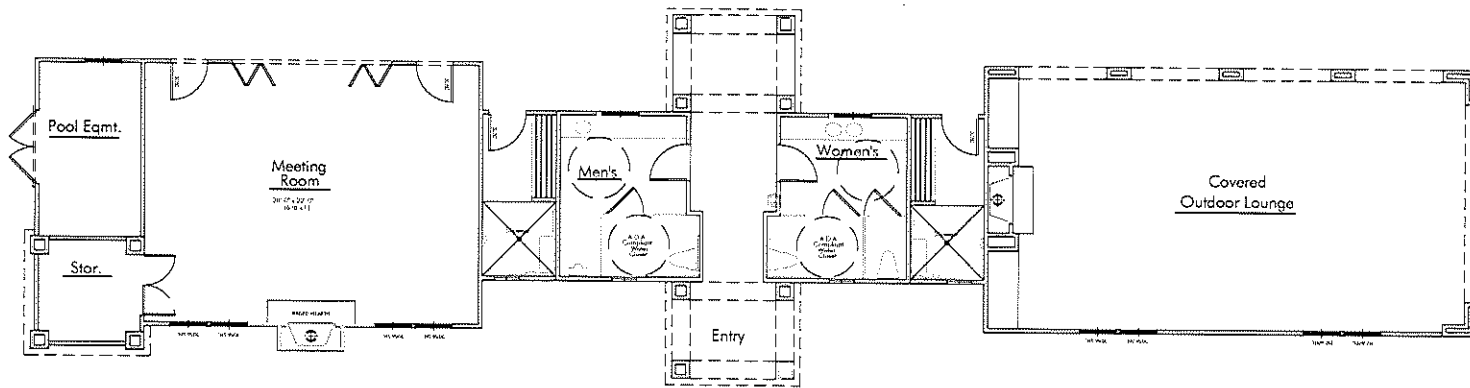
<b>OWNER:</b> S2 PROJECT, LLC 220 GARDEN DRIVE, SUITE 300 IRVINE, CA 92617	<b>APPLICANT:</b> STRATHAM COMMUNITY BUILDERS 220 GARDEN DRIVE, SUITE 300 IRVINE, CA 92617	<b>PROJECT SUMMARY:</b> - GROSS AREA: 44.73 ACRES	<b>PARKING SUMMARY:</b>
<b>LAND USE:</b> RESIDENTIAL (SINGLE-FAMILY) RESIDENTIAL (MULTI-FAMILY) RESIDENTIAL (MEDIUM-DENSITY) RESIDENTIAL (SINGLE-FAMILY) RESIDENTIAL (SINGLE-FAMILY)	<b>PROJECT SUMMARY:</b> - GROSS AREA: 44.73 ACRES - NET DENSITY (237 UNITS/AC) = 9.0 UNITS/AC - INTERIOR STREET: 30' CURB TO CURB (24' R.O.W.) - MOTION COURT ENTRY DRIVE: 22' MIN. (W/ 48" APRON)	<b>SITE A:</b> - SITE 'A' NET AREA: 27.25 ACRES - PRODUCT TYPE: 4 PACE & PACE MOTOR COURT - TOTAL NUMBER OF UNITS: 237 - NET DENSITY (237 UNITS/27.25 ACRES) = 9.0 UNITS/AC - INTERIOR STREET: 30' CURB TO CURB (24' R.O.W.) - MOTION COURT ENTRY DRIVE: 22' MIN. (W/ 48" APRON)	<b>SITE A:</b> - GARAGE PARKING (237 UNITS X 2) = 474 SPACES - MOTION COURT PARKING: = 21 SPACES - DRIVEWAY PARKING: = 2 SPACES - STREET PARKING: = 176 SPACES - TOTAL PARKING (SITE A) = 673 SPACES - Total Parking Provided: (2.5 spaces/unit) (2.97 spaces/unit)
<b>ASSessor's PARCEL NO.:</b> 44-71-10-0000	<b>PROJECT SUMMARY:</b> - GROSS AREA: 44.73 ACRES - NET DENSITY (237 UNITS/AC) = 9.0 UNITS/AC - INTERIOR STREET: 30' CURB TO CURB (24' R.O.W.) - MOTION COURT ENTRY DRIVE: 22' MIN. (W/ 48" APRON)	<b>SITE B:</b> - SITE 'B' NET AREA: 17.48 ACRES - PRODUCT TYPE: 80 PACE & PACE MOTOR COURT - TOTAL NUMBER OF UNITS: 80 - NET DENSITY (80 UNITS/17.48 ACRES) = 4.58 UNITS/AC - INTERIOR STREET: 30' CURB TO CURB (24' R.O.W.)	<b>SITE B:</b> - GARAGE PARKING (80 UNITS X 2) = 160 SPACES - DRIVEWAY PARKING: = 80 SPACES - STREET PARKING: = 333 SPACES - TOTAL PARKING (SITE B) = 573 SPACES - Total Parking Provided: (3.25 spaces/unit) (3.27 spaces/unit)

<b>PLAN SUMMARY</b>	
<b>NET GROSS AREA:</b>	44.73 ACRES
<b>NET PAVED AREA:</b>	306,766.00 S.F. = 7.04 AC
<b>NET OPEN SPACE:</b>	140,934.00 S.F. = 3.20 AC
<b>TOTAL PAVED AREA:</b>	306,766.00 S.F. = 7.04 AC
<b>TOTAL OPEN SPACE:</b>	140,934.00 S.F. = 3.20 AC
<b>TOTAL PAVED %:</b>	100%
<b>TOTAL OPEN SPACE %:</b>	32%

<b>OPEN SPACE SUMMARY:</b>	
<b>TOTAL GROSS (IN TO STREET CL)</b>	1,948,296.00 S.F. = 44.73 AC
<b>SITE A:</b>	
IMMUS STREETS + ALLEY	= 132,297 + 171,133 = 303,430 S.F.
IMMUS SIDEWALKS + TRAILS	= 23,874 + 29,339 = 53,213 S.F.
IMMUS PLAN 1 X 21 UNITS	= 182,500 S.F.
IMMUS PLAN 2 X 25 UNITS	= 112,100 S.F.
IMMUS PLAN 3 X 35 UNITS	= 126,000 S.F.
IMMUS PLAN 4 X 22 UNITS	= 120,000 S.F.
<b>TOTAL PAVED AREA:</b>	613,417 S.F. = 14.17 AC
<b>TOTAL OPEN SPACE:</b>	1,334,879 S.F. = 30.56 AC
<b>TOTAL PAVED %:</b>	31%
<b>TOTAL OPEN SPACE %:</b>	69%
<b>SITE B:</b>	
IMMUS STREETS + DRIVEWAY	= 160,961 + 33,924 = 194,885 S.F.
IMMUS SIDEWALKS + TRAILS	= 39,674 + 10,253 = 49,927 S.F.
IMMUS PLAN 1 X 21 UNITS	= 134,500 S.F.
IMMUS PLAN 2 X 25 UNITS	= 126,172 S.F.
IMMUS PLAN 3 X 35 UNITS	= 141,900 S.F.
<b>TOTAL PAVED AREA:</b>	306,766 S.F. = 7.04 AC
<b>TOTAL OPEN SPACE:</b>	704,174 S.F. = 16.00 AC
<b>TOTAL PAVED %:</b>	40%
<b>TOTAL OPEN SPACE %:</b>	60%
<b>REQUIRED OPEN SPACE (60% OF 1,948,296 S.F.)</b>	1,168,978 S.F.
<b>PROVIDED:</b>	1,215,814 S.F.

<b>REQUIRED OPEN LAND IN COMPATIBILITY ZONE D CALCULATION:</b>	
<b>REQUIRED:</b>	
TOTAL GROSS (IN TO STREET CL)	1,948,296.00 S.F.
(MINUS) SITE COVER (TOWER AREA)	- 150,401.00 S.F.
<b>ADJUSTED GROSS:</b>	<b>1,797,895.00 S.F.</b>
<b>ALUC LANDSCAPE REQUIRED:</b>	<b>159,790.00 S.F.</b>
<b>(WITH A MIN. OPEN SPACE AREA = 95' X 300')</b>	
<b>ALUC LANDSCAPE PROVIDED:</b>	<b>(148,144.00 S.F. + 14,650.00 S.F.) = 162,794.00 S.F.</b>
<b>ADDITIONAL NOTES:</b>	
1) NO TREES, FENCES OR ANY OTHER OBSTRUCTIONS GREATER THAN 4' IN HEIGHT WITHIN THE DESIGNATED OPEN AREAS ON THE PLAN.	
2) SCS TRANSMISSION WIRES OR ANY OTHER STRUCTURES DO NOT EXTEND BEYOND THE SCS FOOTPRINT AND INTO THE OPEN AREA.	
3) THE PORTION OF THE SITE EASEMENT AREA CONTAINING PHYSICAL OBSTRUCTIONS AND FUTURE IMPROVEMENTS IS EXCLUDED FROM THE OPEN AREA CALCULATIONS.	





**INDOOR AREA:**

Meeting Room:	616 sf
Storage:	82 sf
Men's:	159 sf
Women's:	159 sf
<b>TOTAL:</b>	<b>1,016 sf</b>

**COVERED OUTDOOR AREA:**

Outdoor lounge:	887 sf
Pool Eqmt Rm:	127 sf
<b>TOTAL:</b>	<b>1,014 sf</b>



VIEW DOWN CLUSTER





VIEW DOWN CLUSTER



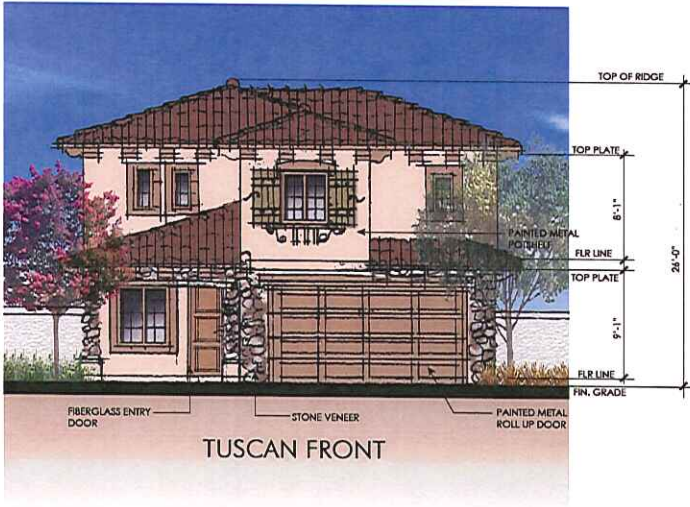


TUSCAN LEFT

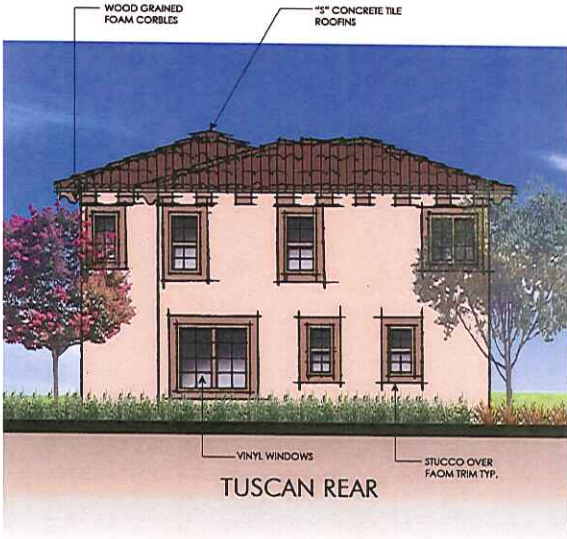
VIEW DOWN CLUSTER



TUSCAN RIGHT



TUSCAN FRONT



TUSCAN REAR



SHINGLE LEFT

VIEW DOWN CLUSTER



SHINGLE RIGHT



SHINGLE FRONT



SHINGLE REAR



VIEW DOWN CLUSTER



HARRISON ELEVATIONS  
18.20.14

PLAN 2 SPANISH WRAP



VIEW DOWN CLUSTER





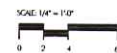






HARRISON ELLIOTT  
03.20.14

PLAN 3 COLONIAL WRAP



## **Southern California Edison Company**

### **Transmission Line Right of Way Constraints and Guidelines**

The primary purpose of SCE's Transmission Rights of Way (ROW) and Substations is to house SCE's electrical system and related facilities. SCE is committed to ensuring it operates and maintains a safe and reliable electric system, both, now and in the future.

The use of SCE's ROW is guided by California Public Utilities Commission regulations (General Order No. 69-C), which define the need to protect utility system operations and provide guidance on overall uses of the ROW, the types of agreements allowed, and related approval processes.

If you are proposing uses within SCE's ROW, please ensure that you contact SCE prior to developing your plans. Any proposed uses must be compatible, low-intensity uses (i.e. green belts, bike and hiking trails, etc.) that do not impose additional constraints on SCE's ability to maintain and operate its current facilities and that do not interfere with any future operating facility needs.

The following are constraints and guidelines to assist in the development of your plans within SCE's transmission ROW.

1. All projects are unique and will be reviewed on a case by case basis.
2. Buildings and other permanent structures, both, above ground and underground, are prohibited within SCE's ROW. Examples of permanent structures are pipelines, concrete slabs, foundations, vaults, decks, detention basins, pools, and anything else that is not portable and easily movable.
3. No parallel or longitudinal encroachments will be permitted. All improvements crossing in the ROW must do so perpendicular to the centerline of the ROW.
4. Any proposed use(s) on SCE's ROW that are specifically prohibited in SCE's easement document will be denied.
5. SCE's access to its ROW and facilities must be maintained 24/7 and cannot be encumbered in order to ensure SCE's access for system operations, maintenance, and emergency response.
6. All proposed grading requires a clearance review. Costs for engineered conductor clearance reviews required by SCE are to be paid for by the requestor.
7. All users of SCE's land shall be responsible for compliance with all applicable federal, state, county, and local laws affecting use of SCE's land. The user must obtain all permits and other governmental approvals required for the proposed use.
8. No plant species protected by federal or state law shall be planted within SCE's ROW.
9. All new trees and shrubs proposed on SCE's ROW shall be slow growing and not exceed 15 feet in height.
10. No wetlands, other sensitive natural habitat, vegetation related natural plant areas, or environmental mitigation on SCE's ROW will be permitted as it creates interference with SCE's ability to access its facilities and to add future facilities.
11. Groundwater or storm water infiltration or recharge will not be allowed.
12. Flammable or combustible materials are not allowed to be used or stored on SCE's ROW.
13. SCE may require a third-party user to implement certain safety measures or mitigations as a condition to approval of the third-party use. Users of SCE's ROW must adhere to minimum grounding standards dictated by SCE.

14. Uses on SCE's ROW will not be approved if deemed unsafe. An example of an unsafe condition includes (but is not limited to) instances where the proposed use may create levels of induced voltage that are unsafe to SCE employees or the public that cannot be mitigated to safe levels.

15. Horizontal Clearances

- **Towers, Engineered Steel Poles & H-Frames** **161kV to 500kV**
  - Lattice/Aesthetic & H-Frames (dead-end) 100 ft.
  - Engineered Steel Poles (dead-end) 100 ft.
  - Suspension Towers & H-Frames 50 ft.
  - Suspension Steel Poles 50 ft.
- **Wood or Light-Weight Steel Poles & H-Frames** **66kV to 115kV**
  - Engineered Steel Poles w/ Found. (TSP) (dead-end) 25 ft.
  - H-Frame 25 ft.
  - Wood Poles 25 ft.
  - Light-Weight Steel Poles 25 ft.
  - Anchor Rods 10 ft.
  - Guy Wires 10 ft.
  - Guy Poles 10 ft.
  - Lattice Anchor Towers (dead-end) 100 ft.
  - Lattice Suspension Towers 50 ft.

16. Vertical Clearances

- **Structure**
  - 500kV 30 ft.
  - 220kV 18 ft.
  - 66kV 18 ft.
  - <66kV (distribution facilities) 12 ft.
  - Telecom 8 ft.
- **Vehicle Access**
  - 500kV 36 ft.
  - 220kV 30 ft.
  - 66kV 30 ft.
  - <66kV (distribution facilities) 25 ft.
  - Telecom 18 ft.
- **Pedestrian Access**
  - 500kV 31 ft.
  - 220kV 25 ft.
  - 66kV 25 ft.
  - <66kV (distribution facilities) 17 ft.
  - Telecom 10 ft.

17. Roads constructed on SCE ROW or where a third party's access road coincides with SCE's access to SCE ROW or facilities must comply with SCE's engineering standards.

- The drivable road surface shall be constructed to provide a dense, smooth and uniform riding surface. The minimum drivable road surface shall be 14 feet wide with an additional 2 feet of swale/berm on each side as required.
- The minimum centerline radius on all road curves shall be 50 feet measured at the centerline of the drivable road surface. The minimum drivable width of all roads shall be increased on curves by a distance equal to 400/Radius of curvature.
- The road shall be sloped in a manner to prevent standing water or damage from undirected water flow. Maximum cross slope shall not exceed 2%, maximum grade not to exceed 12%.

# **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., 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: October 9, 2014

TIME OF HEARING: 9:00 A.M.

### **CASE DESCRIPTION:**

ZAP1019CH14 – SC Limonite, LLC/Stratham Homes (Representative: Pat Potts) – City of Eastvale Case Nos. 14-1398 (General Plan Amendment [GPA], Change of Zone [CZ], and Major Development Plan [MDP]) and Tentative Tract Map (TTM) No. 36775. The GPA proposes to amend the land use designation of 43.05 acres (gross) located northerly of Limonite Avenue and westerly of Harrison Avenue in the City of Eastvale from Medium Density Residential (MDR) to Medium High Density Residential (MHDR). The CZ proposes to change the zoning classification on the site from One-Family Dwellings (R-1) to Planned Residential Development (PRD). The MDP proposes the development of 319 condominium units with clubhouse and recreation amenities. The TTM proposes to subdivide the 43.05-acre (gross) property for 319 condominium units. (Compatibility Zone D of Chino Airport Influence Area).

**FURTHER INFORMATION:** Contact Russell Brady at (951) 955-0549 or John Guerin at (951) 955-0982. The ALUC holds hearings for local discretionary permits within the Airport Influence Areas, reviewing for aeronautical safety, noise and obstructions. All other concerns should be addressed to Ms. Kanika Kith of the City of Eastvale Planning Department, at (951) 361-0900.

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

ALUC Identification No.

ZAP1019CH14

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

Date of Application 08.27.14  
 Property Owner SC LIMONITE, LLC Phone Number (949) 833-1554  
 Mailing Address 2201 DUPONT DR., SUITE 300  
IRVINE, CA 92612

Agent (if any) PATRICK POTTS Phone Number (949) 833-1554 x2235  
 Mailing Address (SAME AS ABOVE)

**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 6051 N. HARRISON AVE.  
EASTVALE, CA 92880  
 Assessor's Parcel No. 164-010-026 017 Parcel Size 40.81 AC  
 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) AGRICULTURAL - FORMER DAIRY

Proposed Land Use (describe) RESIDENTIAL - 319 UNIT SINGLE-FAMILY DETACHED COMMUNITY

For Residential Uses Number of Parcels or Units on Site (exclude secondary units) 1 (existing), 319 (proposed)  
 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) 30 ft.  
 Highest Elevation (above sea level) of Any Object or Terrain on Site 685 above 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 \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_

kind  
 3

REFERRING AGENCY (APPLICANT OR JURISDICTION TO COMPLETE)		
Date Received	08.26.14	Type of Project
Agency Name	CITY OF EASTVALE	<input checked="" type="checkbox"/> General Plan Amendment
Staff Contact	KANIKA KITH	<input checked="" type="checkbox"/> Zoning Amendment or Variance
Phone Number	(909) 361-0900	<input checked="" type="checkbox"/> Subdivision Approval
Agency's Project No.	14-1398	<input checked="" type="checkbox"/> Use Permit (Conditional 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**

- 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:** 3.6

**HEARING DATE:** October 9, 2014

**CASE SUMMARY:**

**CASE NUMBER:** ZAPEA01MA13 – Airport Land Use Commission

**LEAD AGENCY:** Riverside County Airport Land Use Commission  
("Commission" or "RCALUC")

**JURISDICTION CASE NO:** Not Applicable

**MAJOR ISSUES:** Effects on future property development

**RECOMMENDATION:** Staff recommends that the Commission open the public hearing on the proposed March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan, consider public testimony on the Compatibility Plan and the related Draft Environmental Impact Report, and CONTINUE consideration of this matter to November 13, 2014, to allow for the preparation of the Final Environmental Impact Report.

**PROJECT DESCRIPTION:**

The proposed project is the 2014 March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan ("March ALUCP" or "Compatibility Plan"), which includes "Additional Compatibility Policies" specifically tailored to the land use environs of this joint-use facility and an Airport Influence Area ("AIA") with new, expanded boundaries. An AIA previously was adopted for this airport in 1986, but no Compatibility Plan text specific to this airport's environs ever was adopted by the Commission. The new AIA includes the area in which noise, safety, airspace protection, or overflight concerns may significantly affect land uses or necessitate restrictions on those uses, as determined by the Commission. Accordingly, the March ALUCP includes policies for determining whether a proposed development project, lying within the AIA, is consistent with the Compatibility Plan and the objectives set forth in the State Aeronautics Act, which include ensuring the continued operation of public-use airports, while simultaneously protecting the public's health, safety, and welfare. (See Pub. Util. Code, §§21670-21679.5.)

The Commission is required by state law to prepare airport land use compatibility plans for the airport influence areas around public-use and military airports.

## **PROJECT LOCATION:**

March Air Reserve Base/Inland Port Airport (“MARB/IPA”) is centrally located within western Riverside County, easterly of Interstate 215, northerly of Harley Knox Boulevard, southerly of Cactus Avenue, and westerly of Heacock Street.

While civilian pilots are no longer required to obtain prior permission to take off from, or land at, the MARB/IPA runway, and local pilots will soon be able to base their aircraft at the new general aviation facilities, the majority of flights to and from this facility will continue to be military operations. These are usually either straight-in approaches and departures or “closed circuit” training operations. Accordingly, the AIA is shaped somewhat differently from the AIAs that encompass the County’s general aviation airports. It will also be the largest AIA in the County, at 222 square miles in area. To the southeast, the AIA would extend 75,000 feet from the southerly terminus of the runway (14.2 miles) into the communities of Menifee and Winchester; to the west, as far as Lake Mathews; to the north, as far as Highgrove. In contrast, to the east, the AIA would extend only 14,000 feet from the runway centerline, except that high terrain areas to the east, northeast, and southeast (the hills and Badlands northerly of Moreno Valley and the Bernasconi Hills that surround Lake Perris) would be included as noncontiguous portions of the AIA. The lesser width to the east is based on a study of departure flight tracks obtained from Federal Aviation Administration ATAC Radar depicting a narrow band to the northwest and southeast along the extended runway centerline and a wide swath of tracks reflecting turning departures to the northwest that subsequently fly southeast, but remain westerly of the runway.

The “ALUCP Impact Area,” as depicted on Figure 3.1-1 of the EIR, is the area that would be subjected to development restrictions identified in the proposed March ALUCP, from which potential future development could be displaced. This is a smaller area than the AIA described above. The ALUCP Impact Area includes lands within the land use jurisdiction of the March Joint Powers Authority, portions of the cities of Moreno Valley, Perris, and Riverside, and portions of unincorporated Riverside County.

## **BACKGROUND:**

The Riverside County Airport Land Use Plan was adopted in 1984. At that time, March was an active-duty military facility, March Air Force Base. Following the adoption of the Riverside County Airport Land Use Plan, state statutes were amended to apply compatibility requirements to the environs of military airports. RCALUC adopted compatibility maps in 1986 based on the format of the 1984 Plan (Airport Areas I, II, and III).

In the 1990s, the federal government “realigned” March Air Force Base as March Air Reserve Base. Riverside County and the cities of Moreno Valley, Perris, and Riverside established a new entity, the March Joint Powers Authority (“March JPA”), that would be the land use jurisdiction for those portions of March Air Force Base turned over to civilian authority. On May 7, 1997, the U.S. Department of Defense entered into a joint use agreement with March JPA whereby March JPA and the military (Air Force Reserve Command) share essential aviation facilities.

In 2004, the Commission prepared and adopted new Countywide Policies and new Airport Land Use Compatibility Plans (“ALUCPs”) for several airports within the County. These ALUCPs are available online at [www.rcaluc.org](http://www.rcaluc.org). The new ALUCPs were prepared pursuant to the 2002 edition of the *California Airport Land Use Planning Handbook*, published by the State of California Department of Transportation, Division of Aeronautics. The 2004 ALUCPs replaced the previously adopted Comprehensive Land Use Plans (“CLUPs”), which were prepared in the 1990s. Three (3) additional ALUCPs (Riverside Municipal, Palm Springs International, and Jacqueline Cochran Regional) were adopted in 2005, one in 2007 (French Valley), one in 2008 (Chino), and one in 2011 (Perris Valley).

An ALUCP has not previously been adopted for MARB/IPA because the March Joint Powers Authority, in cooperation with its participating jurisdictions, was preparing a Joint Land Use Study (JLUS) funded by the U.S. Department of Defense Office of Economic Adjustment. Technical Advisory Committee meetings were being held regularly in 2006 when RCALUC staffing responsibilities were transferred from the Riverside County Economic Development Agency to the Riverside County Transportation and Land Management Agency. The final JLUS was published in 2010 and serves as the foundation document for this Compatibility Plan. The JLUS was prepared as a study, but adoption of an ALUCP is the responsibility of the locally formed ALUC. Though a planning document, the preparation of an ALUCP is still a project deemed subject to CEQA.

March Joint Powers Authority and the cities of Moreno Valley, Perris, and Riverside participated in jointly funding the preparation of the Environmental Impact Report (“EIR”) for this project.

Properties within the existing MARB AIA have continued to be evaluated in relationship to the 1984 Riverside County Airport Land Use Plan text and the AIA maps adopted in 1986, pending adoption of the currently proposed ALUCP. It is recognized that the changes in the numbers of flight operations, fleet mix, and flight patterns at the joint-use airport, as well as changes in State *Handbook* guidance and the emergence of issues not addressed in the 1984 County Plan, require evaluation of projects in light of current and projected future operations and the surrounding environment.

#### **AIRPORT LAND USE COMPATIBILITY ZONES:**

The March ALUCP delineates eight (8) Compatibility Zones affecting lands within the Commission’s jurisdiction: A, B1, B2, C1, C2, D, and E, plus a high terrain zone. (The March ALUCP also delineates a Compatibility Zone M, which consists entirely of land owned by the federal government under the management of the U.S. Air Force and includes the runway. As this is federal land, it is not within the Commission’s jurisdiction.) Safety hazards and noise are greatest in Compatibility Zone A, and decline as one moves farther from the runway and its extended centerline. Each zone has criteria limiting densities and intensities; however, Compatibility Zones D and E, located farthest from the runway and primary flight paths, have no residential density or land use intensity restrictions (other than restrictions on large assemblages of people and prohibition of uses that are hazards to flight).

**Compatibility Zone A:** Compatibility Zone A includes those portions of the Clear Zone (as delineated by the U.S. Air Force) located outside the boundaries of MARB. It differs from Compatibility Zone A as delineated for other airports in the County in that the runway itself is included in Compatibility Zone M, which consists of the airport itself and all surrounding lands owned by the U.S. government and controlled by the U.S. Air Force. Zone A is defined as areas within 1,500 feet on either side of a straight-line 3,000 foot extension of the runway centerline to both the northwest and southeast of the runway terminus points. No structures or assemblages of people are permitted within Zone A. Northerly of the runway, March Joint Powers Authority maintains a detention basin on its property in Zone A that is required to drain within 30 hours after a rainfall. Southerly of the runway, Zone A includes privately owned land. The U.S. Air Force has acquired restrictive use easements preventing the development of some or all of this property. Any new aviation easements required within Zone A (identified as the Clear Zone by the U.S. Air Force) shall be dedicated to the United States of America.

**Compatibility Zone B1:** Compatibility Zone B1 is the Inner Approach/Departure Zone. This area consists of Accident Potential Zones (“APZs”) I and II, as defined by the U.S. Air Force, plus areas to the north and northwest of the APZs underlying the heavily used turning departure flight tracks. Recommended policies would prohibit new residential development in Compatibility Zone B1, except for construction of a single-family home and/or second unit as defined by state law on a legal lot of record, where such use is permitted pursuant to the land use (zoning) regulations of the applicable local land use jurisdiction. Non-residential development would be limited to a maximum intensity of twenty-five (25) persons per acre (averaged over a site) in the portions of Zone B1 within APZ I and a maximum intensity of fifty (50) persons per acre (averaged over a site) in the portions of Zone B1 within APZ II and outside the APZs, with a maximum of one hundred (100) persons within any given acre.

Prohibited uses in Compatibility Zone B1 would include children's schools, day care centers, libraries, hospitals, congregate care facilities, places of assembly, hotels/motels, restaurants, noise-sensitive outdoor non-residential uses, critical community infrastructure facilities, and hazards to flight, along with uses listed as not compatible within the applicable APZ (for properties within an APZ) in Table 3-1 of the 2005 Air Installation Compatible Use Zone Study (“2005 AICUZ”) for MARB. Additionally, structures must be located a maximum distance from the extended runway centerline, and use of zoned fire sprinkler systems is required.

In addition to intensity, location within or outside the APZs affects lot coverage requirements, allowable number of habitable floors, and hazardous materials manufacturing and storage criteria. Within APZ I, which extends to a distance of 8,000 feet from the runway terminus, buildings are limited to a single story, lot coverage is limited to 50 percent, and any proposed development having more than 20 percent lot coverage must not provide on-site services to the public. Site design “should to the extent possible avoid placement of buildings within 100 feet of the extended runway centerline.” Manufacture or bulk storage of hazardous materials (other than underground storage) is prohibited. Within APZ II, which extends to a distance of 15,000 feet from the runway terminus, buildings are limited to two stories and lot coverage is limited to 50 percent, but there is no prohibition of on-site public services for developments with more than 20 percent lot coverage.

Aboveground storage of up to 6,000 gallons of nonaviation flammable materials per tank is permissible. Outside the APZs, two-story buildings are allowed, aboveground storage of up to 6,000 gallons of nonaviation flammable materials per tank is permissible, and lot coverage is not limited.

**Compatibility Zone B2:** Compatibility Zone B2 is the High Noise Zone, whose boundaries are largely based on the projected 65 dB CNEL contour. As with Compatibility Zone B1, recommended policies would prohibit new residential development in Compatibility Zone B2, except for construction of a single-family home and/or second unit as defined by state law on a legal lot of record, where such use is permitted pursuant to the land use (zoning) regulations of the applicable local land use jurisdiction. Non-residential development would be limited to a maximum intensity of one hundred (100) persons per acre (averaged over the site), with a maximum of two hundred fifty (250) persons within any given acre. Prohibited uses in Compatibility Zone B2 would be the same as those in Compatibility Zone B1, except that restaurants would not be prohibited and aboveground bulk storage of hazardous materials would be discouraged, but not necessarily prohibited. Additionally, structures in Compatibility Zone B2 must be located a maximum distance from the runway and are limited to a maximum of three aboveground habitable floors.

Aviation easement dedication, currently required throughout the existing AIA, would be required for properties within Compatibility Zones A, B1, and B2, but this requirement would be eliminated in all other portions of the AIA, except the High Terrain Zones. Aviation easements for properties not within Zone A (Clear Zone) are to be dedicated to the March Inland Port Airport Authority.

**Compatibility Zone C1:** Compatibility Zone C1 is the Primary Approach/Departure Zone, which encompasses most of the projected 60 dB CNEL contour, plus some adjoining areas. New residential development in Compatibility Zone C1 is limited to three (3) dwelling units per acre. Limits on non-residential development intensity are the same as those in Compatibility Zone B2: a maximum intensity of one hundred (100) persons per acre (averaged over a site), with a maximum of two hundred fifty (250) persons within any given acre. Prohibited uses in Compatibility Zone C1 include children's schools, day care centers, libraries, nursing homes, hospitals, congregate care facilities, places of assembly, highly noise-sensitive outdoor non-residential uses, and hazards to flight. Critical community infrastructure facilities and aboveground bulk storage of hazardous materials would be discouraged, but not necessarily prohibited. Hotels/motels would not be prohibited or otherwise referenced separately.

Sound attenuation as necessary to meet interior noise level criteria would be required for new development in Compatibility Zones B1, B2, and C1. All new residences, hospitals and nursing homes, hotels and motels, schools, libraries, places of worship, museums, and other noise-sensitive uses would be required to have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than 40 dB CNEL. Offices would be required to have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than 45 dB CNEL.

**Compatibility Zone C2:** Compatibility Zone C2 is the Flight Corridor Zone. Most of the military

closed-circuit flight training aircraft activity occurs to the west of the airport, and so Zone C2 extends as far as 14,000 feet westerly of the runway centerline. Zone C2 also includes areas within the 60 dB CNEL contour that are overflown at elevations at least 2,000 feet above the runway elevation (primarily southerly of Nuevo Road). New residential development in Compatibility Zone C2 is limited to six (6) dwelling units per acre. Non-residential development would be limited to a maximum intensity of two hundred (200) persons per acre (averaged over the site), with a maximum of five hundred (500) persons within any given acre. The only prohibited uses would be highly noise-sensitive outdoor nonresidential uses and hazards to flight. (Children's schools are discouraged, but not necessarily prohibited.)

**Compatibility Zone D:** Compatibility Zone D is the Flight Corridor Buffer. The zone boundaries were drawn to encompass areas "where aircraft fly below about 3,000 feet above the airport elevation either on arrival or departure. Additionally, it includes locations near the primary flight paths where aircraft noise may regularly be loud enough to be disruptive." (Draft EIR, page 2-10) This is a different compatibility zone basis than Zone D around the County's general aviation airports, and is an area similar to Zone E for the County's general aviation airports. Accordingly, no limits on residential density are proposed within this area. There are also no set limits on non-residential intensity, although uses that attract very high concentrations of people in confined areas, such as major spectator-oriented sports stadiums, amphitheaters, and concert halls are discouraged.

Within Zones A, B1, B2, C1, C2, and D, the ALUCP would require that MARB "be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result." (Table MA-2, Note 9)

**Compatibility Zone E:** Compatibility Zone E comprises the remainder of the contiguous portions of the AIA. There are no general limitations on residential density or nonresidential intensity in this Compatibility Zone.

**High Terrain Zone:** The High Terrain Zone is specifically defined by elevation and constitutes areas within the limits of the FAR Part 77 Military Outer Horizontal Surface where the ground elevation either exceeds the horizontal surface elevation or is less than 35 feet below the horizontal surface elevation. Within the contiguous AIA, the High Terrain Zone overlies portions of Compatibility Zones C1, C2, and E, and serves as an Overlay to the underlying Compatibility Zone. However, there are also noncontiguous High Terrain Zones to the northeast, east, and southeast that are included in the AIA by virtue of their elevation. Within the High Terrain Zone, airspace review is required for structures greater than 35 feet in height, and aviation easements are required.

#### **SITE-SPECIFIC EXCEPTIONS:**

As stated above, the proposed March ALUCP is based primarily on the JLUS that was developed by the March Joint Powers Authority over the course of several years in coordination with the cities of Moreno Valley, Perris, and Riverside, and the County of Riverside. As part of that process, four development projects were recognized as exceptions to the compatibility criteria. Each of these projects is the subject of a Development Agreement and, therefore, qualifies as an "existing land

use” pursuant to an Attorney General’s Opinion provided to RCALUC several years ago. The projects are as follows:

- March Business Center and Meridian, Jurisdiction: March Joint Powers Authority, Compatibility Zones B1, B2, C1, C2, and D; primarily Business Park and Light Industrial/Warehousing Uses.
- Day/Alessandro Affordable Housing Site, Jurisdiction: City of Moreno Valley, Compatibility Zone C1. 225 multi-family dwelling units on 8.43 acres of City-owned land located at the northeast corner of Day Street and Alessandro Boulevard.
- Harvest Landing Specific Plan, Jurisdiction: City of Perris, Compatibility Zone C2. 1,860 dwelling units and 1,306,582 square feet of business and commercial uses located easterly of Interstate 215 and southerly of Placentia Avenue.
- Park West Specific Plan, Jurisdiction: City of Perris, Compatibility Zones C1 and C2. 2,027 dwelling units located southerly of Nuevo Road and easterly of the Perris Valley Storm Channel.

#### **EFFECT ON LAND USE DESIGNATIONS:**

The Initial Study circulated in the summer of 2013 projected that the primary environmental effect of this project would be the indirect effect of potential “displacement” of future land use development. Basically, this is a result of establishing a Compatibility Plan that is based on meeting the objectives of the State Aeronautics Act in order to “minimize the public’s exposure to excessive noise and safety hazards within areas around airports to the extent that these areas are not already devoted to incompatible uses” (Section 21670(a)(2) of the California Public Utilities Code). State law further requires jurisdictions to amend their general plans, specific plans, and zoning ordinances as may be necessary to achieve consistency with the ALUCP, within 180 days of ALUCP adoption, unless the jurisdiction overrules the ALUCP in accordance with State-mandated procedures. The density and intensity criteria and identification of prohibited uses in the ALUCP constrain the potential types and amount of new development on sites within Zones A, B1, B2, C1, and C2. Accordingly, when the jurisdictions amend their general plans and other land use regulations, a reduction in the ultimate allowable number of dwelling units and square footage of nonresidential development results, in comparison to the levels that could potentially result from full build-out pursuant to the jurisdiction’s existing general plan, specific plans, and zoning ordinances. This reduction is referred to as “displacement,” although it should be clarified that there is no displacement of existing residents or businesses. It is displacement of “potential yield” of future development projects.

Staff has previously analyzed displacement in preparing Initial Studies for the 2007 and 2011 French Valley ALUCP, the 2008 Chino ALUCP, and the 2010/2011 Perris Valley ALUCP. As such, staff was aware that the highest proportion of displaced potential yield among nonresidential uses occurs in the retail sector. This is at least in part due to the high occupancy levels of retail uses relative to

office, manufacturing, and warehousing uses. Pursuant to the Building Code, “mercantile” uses are permitted to have one occupant for every 30 square feet of floor area. In accordance with guidance from the 2002 *Handbook* as incorporated into Appendix C of the 2004 Riverside County Airport Land Use Compatibility Plan, staff assumes that retail will be occupied at a level of 50 percent of the maximum occupancy, i.e., one person per 60 square feet. However, subsequent work by Mead & Hunt has indicated that actual occupancy levels are considerably lower. In light of this additional documentation, RCALUC has seen fit to support Additional Compatibility Policies for these post-2005 Compatibility Plans that allow retail occupancy to be calculated based on a different occupancy assumption. Accordingly, staff is proposing that the ALUCP include an Additional Compatibility Policy not included in the JLUS, which is studied as Alternative 3 in the Draft EIR. The policy would read as follows:

- 2.8 *Calculation of Concentration of People:* The provisions of Table C1 in Appendix C of the Riverside County Airport Land Use Compatibility Plan notwithstanding, retail sales and display areas (a.k.a. mercantile areas) or “showrooms” (excluding restaurants and other uses specifically identified separately from retail/mercantile in Table C1) shall be evaluated as having an occupancy level of 115 gross square feet per person without eligibility for the 50 percent reduction.

#### **UPDATES FROM THE 2010 JOINT LAND USE STUDY RECOMMENDATIONS:**

While the proposed ALUCP is based on the JLUS as a foundation document, some updates have been made to both maps and policies as a result of new information that has come to RCALUC’s attention subsequent to March Joint Powers Authority’s adoption of the Joint Land Use Study document in 2010. This new information includes: the issuance of Department of Defense Instruction No. 4165.57 on May 2, 2011 relating to land use compatibility in APZs; an *Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base, California* issued by the U.S. Air Force Reserve Command in June 2010; and an *F-15 Aircraft Conversion Environmental Impact Statement 144<sup>th</sup> Fighter Wing California Air National Guard Fresno-Yosemite International Airport* issued by the National Guard Bureau in March 2013. The latter two documents depict noise contours for March Air Reserve Base that differ from the noise contours projected in the 2005 AICUZ.

Accordingly, based on new information regarding flight patterns and noise levels, some adjustments were made to the mapped proposed Compatibility Zone boundaries depicted in the JLUS. The new proposed Compatibility Zone boundaries are those depicted in the Initial Study released in the summer of 2013. Northerly of Alessandro Boulevard and westerly of Interstate 215, due to updated information regarding flight paths (aircraft making their turn farther south), a fairly large area was shifted from Zone C1 to Zone D and a small area outside the APZs was changed from Zone B1 to Zone C1. Between Alessandro Boulevard and Van Buren Boulevard, the B2 and C1 zones were expanded outwardly, for the most part, resulting in land shifting from C2 to C1 and from C1 to B2. There was also a shift from B2 to C1 directly northerly of Van Buren Boulevard. An area on the easterly side of Interstate 215 both northerly and southerly of Ramona Expressway was shifted from C2 to C1. Proposed Compatibility Zone delineations easterly of the runway remain unchanged.



### **CEQA PROCESS:**

Given the size of the ALUCP Impact Area, staff recognized that the adoption of this proposed ALUCP would have the potential for significant indirect environmental effects. Consequently, RCALUC worked with March Joint Powers Authority and the cities of Moreno Valley, Perris, and Riverside to provide for funding to enable the comprehensive CEQA process to move forward. A Request for Proposals/Qualifications was issued, and the proposal submitted by Mead & Hunt, in combination with Environmental Science Associates (Airports), was selected for preparation of an EIR and supportive documents.

An Initial Study and Notice of Preparation were circulated for a public review period that began on July 12, 2013 and concluded on August 12, 2013. The availability of the Initial Study and Notice of Preparation was advertised in the Riverside Press-Enterprise, and notices were provided to property owners in Compatibility Zones A and B1. A public scoping meeting was held on August 1, 2013, at the March Joint Powers Authority conference facilities. The Initial Study determined that the only potentially significant environmental impacts were project-level and cumulative impacts on land use and planning, population and housing, and public services, associated with displacement of potential future land uses.

Comments on the Notice of Preparation were received from the following entities between July 22 and September 12, 2013: Air Force Reserve Command, California Public Utilities Commission, Native American Heritage Commission, South Coast Air Quality Management District, Metropolitan Water District of Southern California, Riverside County Fire Department, March Joint Powers Authority, City of Menifee, City of Moreno Valley, Vogel Properties, and Law Offices of James DeAguilera. The comments provided were considered and addressed, as applicable, by staff in its preparation of amendments to the proposed Compatibility Plan and the Draft EIR.

The consultant team then set about preparing the displacement analysis, followed by preparation of the Draft EIR. The Draft EIR determined that the proposed ALUCP would conflict with adopted land use policies, designations, and intensity standards, resulting in a potentially significant amount of displacement of future nonresidential land uses within the land use jurisdiction of March Joint Powers Authority and the cities of Moreno Valley, Perris, and Riverside. This displacement is actually an indirect result of the project, as it stems from the requirement that these jurisdictions amend their general plans, specific plans, and zoning ordinances to provide for consistency with the Compatibility Plan. The loss of potential square footage of nonresidential development resulting from amendments to allowable floor area ratios (FAR) or intensity limits in Zones A, B1, B2, C1, and C2 could potentially be mitigated by allowance for greater floor area ratios or increased intensity outside the ALUCP Impact Area, but such mitigation is under the control of those jurisdictions and not RCALUC.

The maximum number of future residential units that would be displaced from the ALUCP Impact Area is 5,077 dwelling units (2,690 from the City of Perris, 1,600 from the City of Riverside, 720 from the City of Moreno Valley, and 67 from unincorporated Riverside County). However, a detailed analysis revealed that none of these future potential yield displacements would hinder the

jurisdictions' abilities to achieve their Regional Housing Needs Assessment objectives. Therefore, it was determined that, at the community level, the proposed ALUCP would have a less-than-significant impact on housing and population. Additionally, much of the ALUCP Impact Area is presently limited to densities not exceeding one dwelling unit per 2½ acres. Amendment of general plans, specific plans, and zoning ordinances to provide consistency with the proposed ALUCP would result in less displacement of future residential units than amendments that would be necessary to comply with the 1984 Plan's residential density limitations.

With regard to public services, up to 10,485,292 square feet of potential building floor area could be displaced as a result of the proposed ALUCP. However, that calculation is based on the use of maximum allowable floor area ratios within the affected land use designation. When average floor area ratios are utilized, potential displacement of floor area for public service uses is reduced to zero. While some public service uses are specifically prohibited in Zones A, B1, B2, and C1, they could potentially be accommodated within Zone C2 or outside the ALUCP Impact Area. Therefore, potential conflicts between the public service goals, policies, and land use designations of affected jurisdictions and the criteria established in the proposed ALUCP are considered less than significant.

The EIR also considered the No Project Alternative (continued use of the 1984 Plan), an alternative that would not provide for the site-specific exceptions identified through the JLUS process, and an alternative that incorporates the Additional Compatibility Policy referenced above.

A Notice of Availability of the Draft EIR was issued on August 21 and advertised in the Press-Enterprise. Copies of the proposed March ALUCP and the Draft EIR were delivered to the Riverside Main Library, Moreno Valley Library, Cesar Chavez Library in Perris, the office of the March Joint Powers Authority, and to the cities of Menifee, Moreno Valley, Perris, and Riverside. The Draft EIR was made available online at [www.rcaluc.org](http://www.rcaluc.org). The circulation period extends through the end of the day on Monday, October 6. Notices were also sent to interested agencies and persons requesting notice of the EIR, and to over 2,000 property owners, including those with properties in Zones A, B1, and B2, those with divisible properties in Zone C1 (other than owners of land in essentially built-out residential subdivisions), and those with properties in Zone C2 that are currently in Zone III pursuant to the 1984 Plan.

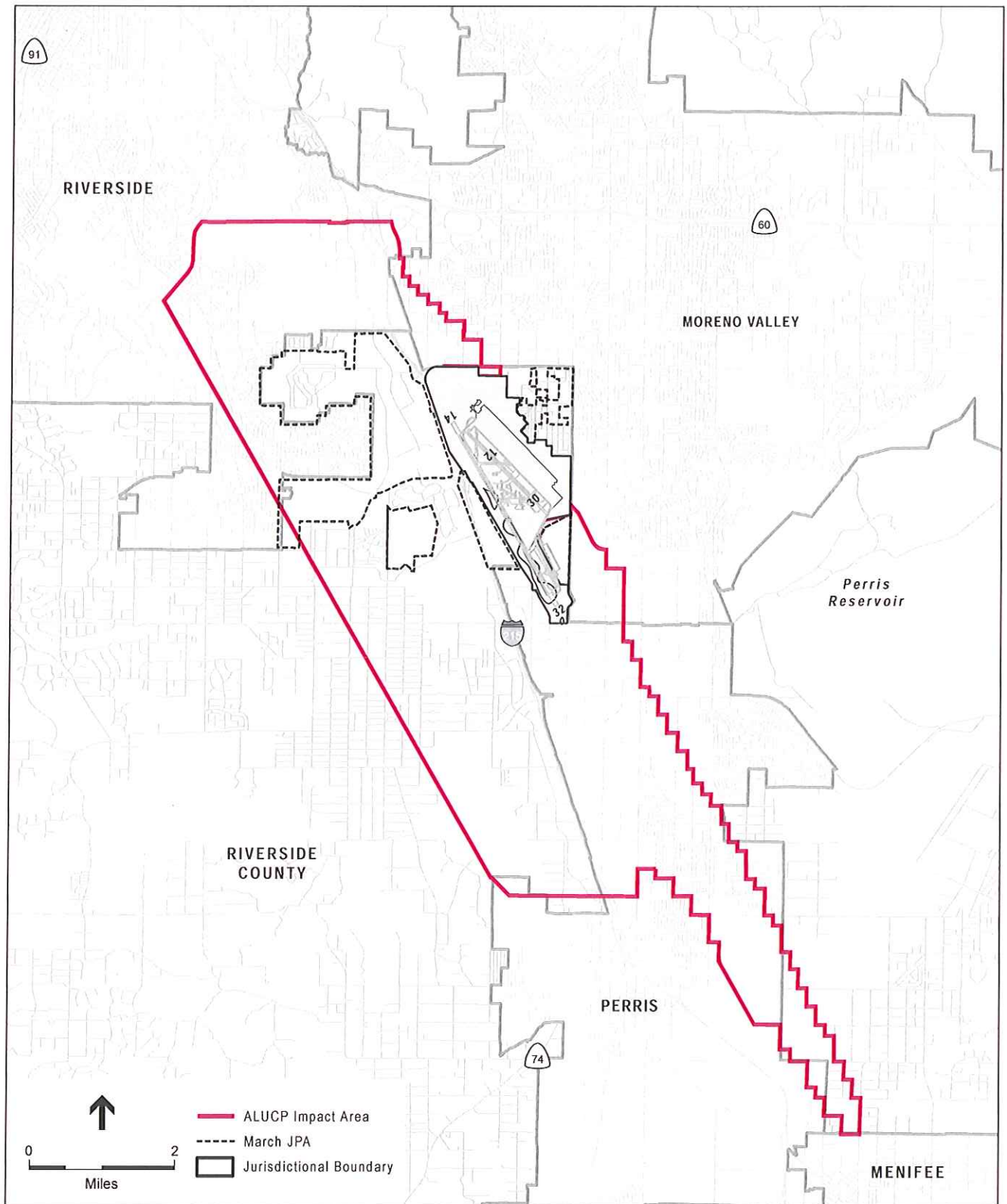
As of September 29, 2014, one comment has been received, from a property owner in the City of Perris objecting to aircraft noise and the use of the March ARB facility as an inland port. Additionally, the City of Perris has submitted a request that an area located northerly of Ramona Expressway and easterly of Interstate 215 that had been depicted as Zone C2 in the JLUS but is now being proposed to be located within Zone C1 (based on information from the F-15 and Total Force Integration studies cited above) be delineated as within Zone C2 on the final version of the Compatibility Plan. Copies of these letters are included herewith.

In relation to noise, it should be noted that the noise levels emanating from use of the March runways will not be affected by whether or not this Compatibility Plan is approved. RCALUC's mission involves the establishment of policies and the evaluation of new land uses within the vicinity of public-use and military airports, but RCALUC has no jurisdiction over the operation of the airport or

aircraft in flight.

The next steps are responses to comments received regarding the Draft EIR. These responses will be included in the Final EIR document. Staff will present the Final EIR for consideration at the November 13 RCALUC hearing, along with recommended action on the final Compatibility Plan. The Compatibility Plan cannot be adopted until the Final EIR has been certified.

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SOURCE: Mead & Hunt, 2014; ESA Airports, 2014

March ARB/IPA Land Use Compatibility Plan . 211744

**Figure 3.1-1**  
ALUCP Impact Area

# **March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan**

**August 2014 Draft**

**Prepared for  
Riverside County Airport Land Use Commission**

**by**

**Mead  
& Hunt**

**Santa Rosa, California**

**DRAFT**

# **MARCH AIR RESERVE BASE / INLAND PORT AIRPORT LAND USE COMPATIBILITY PLAN**

**August 2014**

## **OVERVIEW**

This draft *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan (March ARB/IPA ALUCP)* has been prepared for consideration and adoption by the Riverside County Airport Land Use Commission (RCALUC). In accordance with provisions of the California State Aeronautics Act (Public Utilities Code Section 21670 *et seq.*), the RCALUC has been assigned the lead responsibility for airport land use compatibility planning around each of the public-use and military airports in Riverside County, including the preparation of an ALUCP for each airport.

Beginning in 2004, the RCALUC began adopting new versions of the ALUCPs for most of these airports. Each of these individual ALUCPs is contained within a single, countywide document entitled *Riverside County Airport Land Use Compatibility Plan*. The ALUCP for each airport consists of the policies in Chapter 2 of that document that are applicable to all of the airports in the county together with airport-specific policies and maps in Chapter 3. This material plus an introductory chapter (Chapter 1) and a set of appendices comprise Volume I. Background data regarding each airport and its environs is included in Volumes 2 and 3.

This *March ARB/IPA ALUCP* maintains this established format. Thus, only the policies and maps specific to March ARB/IPA for insertion into Chapter 3 and the background data to be added to Volume 2 are presented here. All of the countywide policies in Chapter 2 of Volume 1 are considered to be part of the *March ARB/IPA ALUCP* unless explicitly modified or supplemented by the March-specific policies. The introductory and appendix content is also applicable although no ALUC policy is included therein.

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*Insert for Riverside County ALUCP, Volume 1, Chapter 3, Individual Airport Policies and Compatibility Maps*

## MA. MARCH AIR RESERVE BASE/INLAND PORT AIRPORT

### MA.1 Compatibility Map Delineation

- 1.1 *Airport Master Plan Status:* The *Compatibility Plan* for March ARB/IPA is primarily based upon the U.S. Air Force's *Air Installation Compatibility Use Zones Study* for March Air Reserve Base (AICUZ) dated August 2005. Noise contours included in the AICUZ have been supplemented by more recent contours prepared for the Air Force and March Joint Powers Authority. These contours reflect current and projected fleet mix changes as indicated in Policy MA.1.3 below. The compatibility zones and associated criteria set forth in the *March ARB/IPA Compatibility Plan* provide noise and safety compatibility protection equivalent to or greater than the Air Force recommended criteria presented in the AICUZ.
- 1.2 *Airfield Configuration:* The airfield consists of two runways. The primary runway (Runway 14-32)—oriented north-northwest/south-southwest—is 13,300 feet in length and is the longest runway open to civilian use in the state. The second smaller runway, Runway 12-30, is just over 3,000 feet; its use is and will continue to be restricted to military-related light aircraft (primarily Aero Club activity). The airport has straight-in instrument approach capabilities to Runway 32 and a non-precision approach to Runway 14. No changes in the existing configuration of the airport runways and approaches are anticipated.
- 1.3 *Airport Activity:* The *Compatibility Plan* reflects a composite of potential future military and civilian aircraft activity scenarios (see discussion in Chapter W7). The data primarily relied upon for future mission military activity is as indicated in the 2013 environmental study analyzing the impacts of a fleet mix conversion from F-16 to F-15 fighter aircraft [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]. This study indicates potential maximum mission activity as 54,104 annual operations by military transport, tanker, fighter, and helicopter aircraft, together with military contract air carrier and military Aero Club aircraft. Additionally, for the purposes of assessing land use noise compatibility, noise impacts reflected in three other studies are taken into account in the compatibility zones shown on Map MA-1, Compatibility Map, of this chapter: the 2005 *AICUZ Study* [*Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)* (Department of the Air Force, August 2005)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. Future maximum civilian aircraft activity is limited by the joint use agreement and related air quality conformity determination to 21,000 annual operations. While the number of future aircraft operations indicated in each of these studies is similar, the mix of aircraft types and other factors that affect noise impacts differ.
- 1.4 *Airport Influence Area:* The factors used in defining the airport influence area for March ARB/IP and the individual compatibility zones within the airport influence area are



indicated in Table MA-1. Table 3A which is applicable to other airports in the county does not apply to March ARB/IPA. Table MA-1 makes adjustments to Table 3A that take into account the comparatively large geographic extent of the airport's impacts. Also, Compatibility Zone C is divided into two separate zones, C1 and C2.

The outer limits of *Zone E* and the areas within the *High Terrain Zone* define the airport influence area for March ARB/IPA. On the east side of the airfield, Zone E is established at 14,000 feet from the runway centerline. This distance is equivalent to the outer limits of the civilian airport conical surface, as established by FAR Part 77. The compatibility zones on the west side of the airport are more extensive because those areas are routinely overflown by both military and civilian aircraft.

## MA.2 Additional/Specific Compatibility Policies

Policies set forth in Chapter 2, Countywide Policies, shall be modified or supplemented for the *March ARB/IPA ALUCP* as follows.

### 2.1 *Basic Land Use Compatibility Criteria:*

- (a) Countywide Table 2A: The basic compatibility criteria listed in Table 2A do not apply to the environs of March ARB/IPA. The compatibility criteria that shall be applicable to the March ARB/IPA influence area are set forth in Table MA-2. For the purposes of land use compatibility matters involving the March ARB/IPA influence area, any reference to Table 2A in the policies of Chapter 2 shall instead be taken as a reference to Table MA-2.
- (b) Countywide Policy 3.1.3(b): The policy concerning residential densities in Compatibility Zone D is not applicable to March ARB/IPA.
- (c) Countywide Policy 3.1.4(b): The reference to special risk-reduction building design measures is not applicable to March ARB/IPA.

2.2 *Infill:* Countywide Policy 3.3.1(a)(2) notwithstanding, infill residential development in the vicinity of March ARB/IPA need only be 50% bounded by similar uses to qualify as infill. All other provisions of Countywide Policy 3.3.1 apply.

### 2.3 *Supporting Compatibility Criteria for Noise:*

- (a) Countywide Policy 4.1.5: The CNEL considered normally acceptable for new residential land uses in the vicinity of March ARB/IPA is 65 dB. Table 2B is not applicable.
- (b) Countywide Policy 4.1.6: Single-event noise levels from aircraft operations can be particularly intrusive at night. Compared to other airports in the county, current and projected nighttime activity by large aircraft at March ARB/IPA warrants a greater degree of sound attenuation for the interiors of buildings housing certain uses as cited below.
  - (1) The maximum, aircraft-related, interior noise level that shall be considered acceptable shall be CNEL 40 dB for all new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses. For office uses, the interior standard shall be CNEL 45 dB, the same as the countywide criterion.


Zone	Noise and Overflight Factors	Safety and Airspace Protection Factors
<b>M</b> <i>(Military)</i>	<i>Federal Lands</i> ▶ No ALUC authority	<i>Federal Lands</i> ▶ No ALUC authority
<b>A</b> <i>Clear Zone (if not on base)</i>	<i>Noise Impact: Very High</i> ▶ High CNEL and single-event noise levels	<i>Risk Level: Very High</i> ▶ Dimensions set to include Clear Zone as indicated in Air Installation Compatible Use Zone (AICUZ) study for airport ▶ Generally on air base property or controlled by easements
<b>B1</b> <i>Inner Approach/Departure Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: High</i> ▶ Within Accident Potential Zone I or II ▶ Additionally, zone boundary to north reflects turning flight tracks
<b>B2</b> <i>High Noise Zone</i>	<i>Noise Impact: High</i> ▶ Within or near 65-CNEL contour ▶ Single-event noise sufficient to disrupt many land use activities including indoors if windows open	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to final approach and initial departure flight corridors or adjacent to runway ▶ Not within Accident Potential Zones
<b>C1</b> <i>Primary Approach/Departure Zone</i>	<i>Noise Impact: Moderate to High</i> ▶ Within or near 60-CNEL contour ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <2,000 feet above runway elevation on arrival and generally <3,000 feet above runway elevation on departure	<i>Risk Level: Moderate</i> ▶ Beneath or adjacent to low altitude overflight corridors
<b>C2</b> <i>Flight Corridor Zone</i>	<i>Noise Impact: Moderate</i> ▶ Within 60 CNEL contour, but more than 5 miles from runway end; or ▶ Outside 60-CNEL contour, but regularly overflown in mostly daytime flight training ▶ Single-event noise may be disruptive to noise-sensitive land use activities; aircraft <3,000 feet above runway elevation on arrival	<i>Risk Level: Moderate to Low</i> ▶ Distant (beyond 5 miles) portion of instrument arrival corridor; or ▶ Closed-circuit flight training activity corridors
<b>D</b> <i>Flight Corridor Buffer</i>	<i>Noise Impact: Moderate to Low</i> ▶ Mostly within 55-CNEL contour ▶ More concern with respect to individual loud events than with cumulative noise contours	<i>Risk Level: Low</i> ▶ On periphery of flight corridors ▶ Risk concern primarily with uses for which potential consequences are severe (e.g. very-high-intensity activities in a confined area)
<b>E</b> <i>Other Airport Environs</i>	<i>Noise Impact: Low</i> ▶ Beyond 55-CNEL contour ▶ Occasional overflights intrusive to some outdoor activities	<i>Risk Level: Low</i> ▶ Within outer or occasionally used portions of flight corridors
 <b>*</b> <i>High Terrain Zone</i>	<i>Noise Impact: Low</i> ▶ Individual noise events slightly louder because high terrain reduces altitude of overflights	<i>Risk Level: Moderate</i> ▶ Moderate risk because high terrain constitutes airspace obstruction ▶ Concern is tall single objects (e.g., antennas)

Table MA-1

## Compatibility Zone Factors

### March Air Reserve Base / Inland Port Airport

- (2) To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.

#### 2.4 *Supporting Compatibility Criteria for Safety:*

- (a) Countywide Policy 4.2.3: The acceptability of land uses of special concern within certain compatibility zones around March ARB/IPA shall be evaluated in accordance with the criteria indicated in Table MA-2. The criteria listed in Countywide Policy 4.2.3 do not apply.
- (b) Countywide Policy 4.2.4: The requirements for open land do not apply to the vicinity of March ARB/IPA except with regard to Compatibility Zones A and B1.
- (c) Countywide Policy 4.2.5: For the vicinity of March ARB/IPA, new nonresidential development shall not be clustered in a manner that would result in a usage intensity within any one acre (the number of people per single acre) exceeding the limits specified in Table MA-2. Clustering of residential development is encouraged, but the density within any one acre shall be limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed.
- (d) Countywide Policy 4.2.6: The policy concerning risk reduction through building design is not applicable to the March ARB/IPA influence area.

#### 2.5 *Supporting Compatibility Criteria for Airspace Protection:*

- (a) Countywide Policy 4.3.3: For proposed objects in the March ARB/IPA vicinity, the heights requiring ALUC review shall be as specified in Table MA-2.
- (b) Countywide Policy 4.3.4: Heights of objects shall be restricted in accordance with the airspace protection surfaces depicted in Table MA-2.
- (c) Countywide Policy 4.3.5: The compatibility zones within which dedication of an aviation easement shall be required as a condition of development is as indicated in Table MA-2. Easements shall be dedicated to the March Inland Port Airport Authority or other civilian agency that may supersede it.
- (d) Countywide Policy 4.3.7: Additional hazards to flight as listed in Table MA-2 are to be avoided in the vicinity of March ARB/IPA.

#### 2.6 *Supporting Compatibility Criteria for Overflight:*

- (a) Countywide Policy 4.4.3: The compatibility zones within which a deed notice shall be required as a condition of development are as indicated in Table MA-2.

#### 2.7 *Site-Specific Exceptions:*

Four development projects near March ARB have received entitlements in the form of Development Agreements or Disposition and Development Agreements from the respective jurisdictions prior to adoption of the *ALUCP* by the Riverside County ALUC. As such,

exceptions to the compatibility criteria outlined in the preceding subsections are granted for these projects provided that they meet the conditions indicated below. (The locations of these exceptions are shown on Map MA-1 and the numbers below correspond to the numbering on that map.)

These exceptions are valid only as long as the indicated specific plans and associated development agreements remain in effect. Any changes to the specific plans must be reviewed by the ALUC to ensure that increases in intensity of the proposed development would not result from the changes. Further, if the development agreements should expire, the criteria applicable to the property for which these exceptions apply shall revert to the underlying compatibility criteria indicated in this *ALUCP*.

(a) *(Exception Site 1) March Business Center Specific Plan (SP-1) and Meridian (SP-5), March Joint Powers Authority*

- (1) Situated in Compatibility Zones B1, B2, C1, C2 and D.
- (2) March Business Center, a 1,032-acre, non-residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 03-01, SP-1), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (3) Meridian, a 258-acre portion of the original March Business Center, consisting of a non residential business park located at the southwest corner of Alessandro Boulevard and I-215 freeway within the March Joint Powers Authority, approved with specific airport compatibility provisions (Ord. #JPA 10-02, SP-5), subject to March JPA Resolution #JPA 11-17 limiting development within the Accident Potential Zones and vested through a development Agreement recorded on June 7, 2004.
- (4) Agreement expires on December 27, 2016. After that, the agreement provides for two more 5-year automatic extensions. The developer must request the Development Agreement extensions and the Authority must make findings that the development is still in substantial conformance.

(b) *(Exception Site 2) Harvest Landing Specific Plan, City of Perris*

- (1) Situated in Compatibility Zone C2.
- (2) A 341-acre mixed-use Specific Plan located south of Placentia Avenue and east of Interstate 215 within the City of Perris and authorizing 1,860 residential units and 1,306,582 square feet of business/commercial uses. The Specific Plan and associated Development Agreement were adopted in May 2011.
- (3) Agreement will expire 15 years from the approval date plus extensions in 5-year increments subject to City Council approval.

(c) *(Exception Site 3) Park West Specific Plan, City of Perris*

- (1) Situated in Compatibility Zones C1 and C2.

- (2) A 534.3-acre residential Specific Plan located south of Nuevo Rd and east of the Perris Valley Storm Channel within the City of Perris and authorized for a maximum of 2,027 residential units as identified in the Specific Plan and Development Agreement approved by Council on January 30, 2007.
  - (3) Agreement for Phase I expires 10 years from the approval date. Phases II and III extend the agreement to 2027 or 10 years after the developer submits an application for approval of a tentative tract map for any portion of these phases.
- (d) *(Exception Site 4) Day/Alessandro Affordable Housing Site, City of Moreno Valley*
- (1) Situated in Compatibility Zone C1.
  - (2) A planned 8.43-acre multifamily site located at the northeast corner of Day Street and Alessandro Boulevard within the City of Moreno Valley approved as a maximum 225 unit multifamily development through an existing Disposition and Development Agreement approved on May 26, 2009.
  - (3) The city owns the site, thus an expiration date is not applicable.


Zone	Locations	Density / Intensity Standards			Req'd Open Land	Additional Criteria	
		Residential (d.u./ac) <sup>1</sup>	Other Uses (people/ac) <sup>2</sup>			Prohibited Uses <sup>3</sup>	Other Development Conditions <sup>4</sup>
		Average <sup>5</sup>	Single Acre <sup>6</sup>				
<b>M</b>	Military						› No ALUC authority
<b>A</b>	Clear Zone <sup>7</sup>	No new dwellings allowed	0	0	All Remaining		› All non-aeronautical structures › Assemblages of people › Objects exceeding FAR Part 77 height limits › All storage of hazardous materials › Hazards to flight <sup>8</sup>
<b>B1</b>	Inner Approach/Departure Zone	No new dwellings allowed <sup>10</sup>	25 (APZ I) 50 (APZ II and outside APZs) <sup>11</sup>	100	Max. 50% lot coverage within APZs <sup>12</sup>		› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, restaurants, places of assembly › Bldgs with > 1 aboveground habitable floor in APZ I or >2 floors in APZ II and outside of APZs <sup>13</sup> › Hazardous materials manufacture/storage <sup>14</sup> › Noise sensitive outdoor nonresidential uses <sup>15</sup> › Critical community infrastructure facilities <sup>16</sup> › Hazards to flight <sup>8</sup> › Uses listed in AICUZ as not compatible in APZ I or APZ II <sup>17</sup>
<b>B2</b>	High Noise Zone	No new dwellings allowed <sup>10</sup>	100	250	No Req't		› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, hotels/motels, places of assembly › Bldgs with >3 aboveground habitable floors › Noise-sensitive outdoor nonresidential uses <sup>15</sup> › Critical community infrastructure facilities <sup>16</sup> › Hazards to flight <sup>8</sup>
<b>C1</b>	Primary Approach/Departure Zone	≤3.0	100	250	No Req't		› Children's schools, day care centers, libraries › Hospitals, congregate care facilities, places of assembly › Noise-sensitive outdoor nonresidential uses <sup>15</sup> › Hazards to flight <sup>8</sup>
<b>C2</b>	Flight Corridor Zone	≤ 6.0	200	500	No Req't		› Highly noise-sensitive outdoor nonresidential uses <sup>15</sup> › Hazards to flight <sup>8</sup>
<b>D</b>	Flight Corridor Buffer	No Limit	No restriction <sup>21</sup>	No	No Req't		› Hazards to flight <sup>8</sup>
<b>E</b>	Other Airport Environs	No Limit	No Restriction <sup>21</sup>	No	No Req't		› Hazards to flight <sup>8</sup>
	High Terrain	Same as Underlying Compatibility Zone			Not Applicable		› Hazards to flight <sup>8</sup> › Other uses restricted in accordance with criteria for underlying zone

Table MA-2

**Basic Compatibility Criteria**  
March Air Reserve Base / Inland Port Airport

**NOTES:**

Policies referenced here are from the *Riverside County Airport Land Use Compatibility Plan* adopted by the Riverside County ALUC for other airports beginning in October 2004. The countywide policies are hereby incorporated into the *March ARB/IPA ALUCP* except as modified or supplemented by the policies in Section MA.2 of this chapter. A complete copy of the *Riverside County Airport Land Use Compatibility Plan* is available on the Riverside County Airport Land Use Commission website at [www.rcaluc.org](http://www.rcaluc.org).

- <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 provided that the density is limited to no more than 4.0 times the allowable average density for the zone in which the development is proposed. 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 for the purposes of usage intensity calculations; that is, the occupants of the residential component must be included in calculating the overall number of occupants on the site. A residential component shall not be permitted as part of a mixed use development in zones where residential uses are indicated as incompatible. See Countywide Policy 3.1.3(d). All existing residential development, regardless of densities, is not subject to ALUC authority.
- <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> 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. See *Riverside County Airport Land Use Compatibility Plan*, Volume 1, Appendix D for a full list of compatibility designations for specific land uses.
- <sup>4</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 Countywide 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. Except within Zone A (Clear Zone), aviation easements are to be dedicated to the March Inland Port Airport Authority. See sample language in [www.marchjpa.com/docs\\_forms/avigationeasement.pdf](http://www.marchjpa.com/docs_forms/avigationeasement.pdf). Any aviation easements required within Zone A shall be dedicated to the United States of America.
- <sup>5</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>6</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 Countywide Policy 4.2.5 for details.
- <sup>7</sup> Clear zone (equivalent to runway protection zone at civilian airports) limits that delineate Zone A are derived from locations indicated in the March Air Reserve Base AICUZ study. See Note 4 for aviation easement dedication requirements in this zone.
- <sup>8</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. Man-made features must be designed to avoid heightened attraction of birds. In Zones A, B1, and B2, flood control facilities should be designed to hold water for no more than 48 hours following a storm and be completely dry between storms (see FAA Advisory Circular 150/5200-33B). Additionally, certain farm crops and farming practices that tend to attract birds are strongly discouraged. These include: certain crops (e.g., rice, barley, oats, wheat – particularly durum – corn, sunflower, clover, berries, cherries, grapes, and apples); farming activities (e.g., tilling and harvesting); confined livestock operations (i.e., feedlots, dairy operations, hog or chicken production facilities, or egg-laying operations); and various farming practices (e.g., livestock feed, water, and manure). Fish production (i.e., catfish, trout) conducted outside of fully enclosed buildings may require mitigation measures (e.g., netting of outdoor ponds, providing covered structures) to prevent bird attraction. Also see Countywide Policy 4.3.7.
- <sup>9</sup> March ARB must be notified of any land use having an electromagnetic radiation component to assess whether a potential conflict with Air Base radio communications could result. Sources of electromagnetic radiation include microwave transmission in conjunction with a cellular tower, radio wave transmission in conjunction with remote equipment inclusive of irrigation controllers and other similar EMR emissions.
- <sup>10</sup> Other than in Zone A, construction of a single-family home, including a second unit as defined by state law, on a legal lot of record is exempted from this restriction where such use is permitted by local land use regulations. Interior noise level standards and aviation easement requirements for the compatibility zone in which the dwelling is to be located are to be applied.
- <sup>11</sup> Non-residential uses are limited to 25 people per gross acre in Accident Potential Zone (APZ) I and 50 people per acre in APZ II and elsewhere in Zone B1. Single-acre intensity limits are 100 people/acre throughout Zone B1.
- <sup>12</sup> In APZ I, any proposed development having more than 20% lot coverage must not provide on-site services to the public. Zoned fire sprinklers are required. Also, in APZ I, site design of proposed development should to the extent possible avoid placement of buildings within 100 feet of the ex-

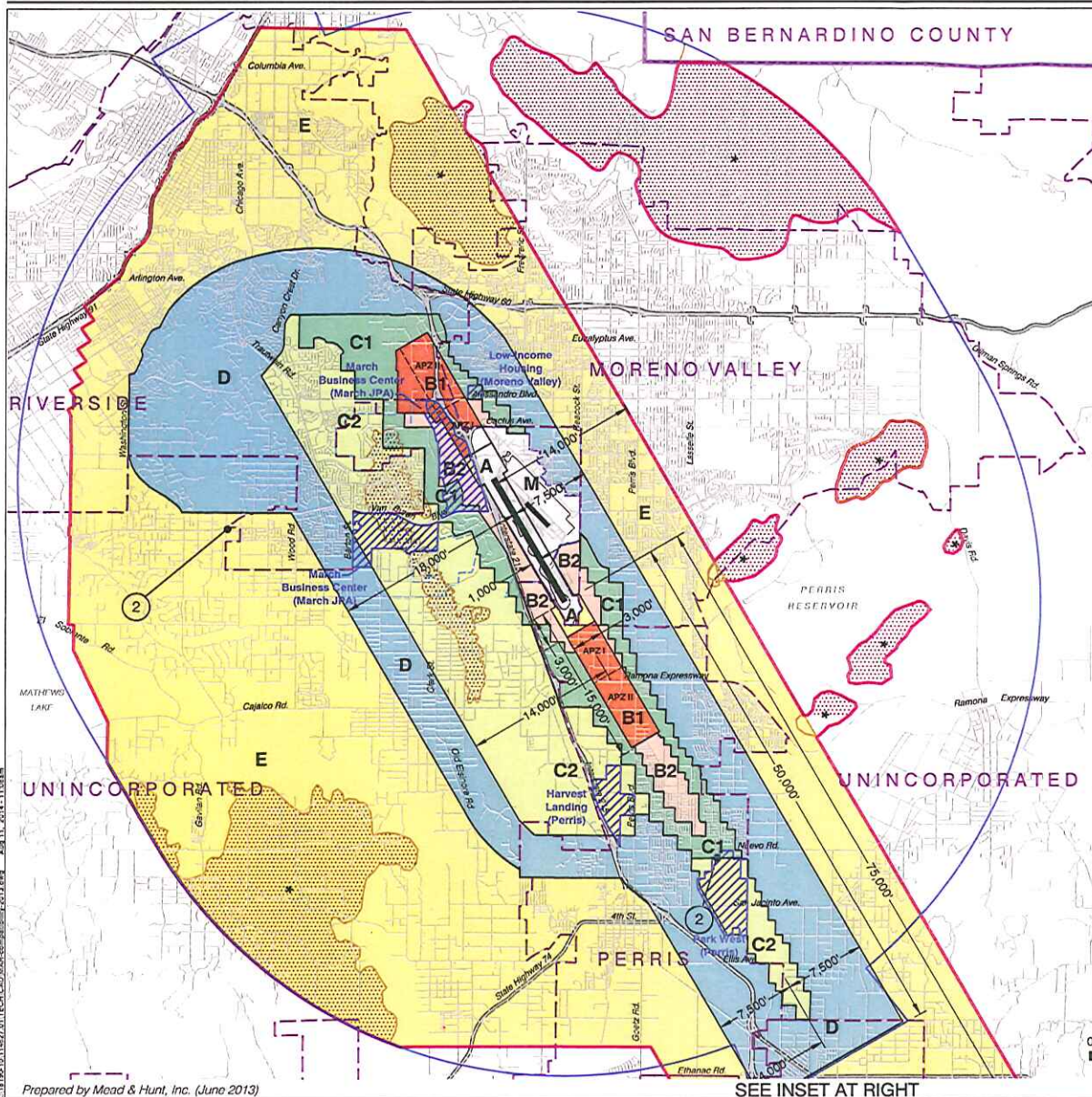
Table MA-2, continued

tended runway centerline; this center strip should be devoted to parking, landscaping, and outdoor storage. Maximum lot coverage is not limited outside the APZs.

- <sup>13</sup> Within APZ II and outside APZs, two-story buildings are allowed.
- <sup>14</sup> Storage of aviation fuel and other aviation-related flammable materials on the airport is exempted from this criterion. In APZ I, manufacture or bulk storage of hazardous materials (toxic, explosive, corrosive) is prohibited unless storage is underground; small quantities of materials may be stored for use on site. In APZ II and elsewhere within Zone B1, aboveground storage of more than 6,000 gallons of nonaviation flammable materials per tank is prohibited. In Zones B2 and C1, aboveground storage of more than 6,000 gallons of hazardous or flammable materials per tank is discouraged.
- <sup>15</sup> Examples of noise-sensitive outdoor nonresidential uses that should be prohibited include major spectator-oriented sports stadiums, amphitheaters, concert halls and drive-in theaters. Caution should be exercised with respect to uses such as poultry farms and nature preserves.
- <sup>16</sup> Critical community facilities include power plants, electrical substations, and public communications facilities. See Countywide Policy 4.2.3(d).
- <sup>17</sup> For properties in either APZ I or II, any use listed as "N – not compatible" for that particular APZ in Table 3-1 of the 2005 *Air Installation Compatible Use Zone Study for March Air Reserve Base*. Beyond the boundaries of the APZs in Zone B1, such uses are discouraged, but not necessarily prohibited unless otherwise specified herein.
- <sup>18</sup> All new residences, schools, libraries, museums, hotels and motels, hospitals and nursing homes, places of worship, and other noise-sensitive uses must have sound attenuation features incorporated into the structures sufficient to reduce interior noise levels from exterior aviation-related sources to no more than CNEL 40 dB. This requirement is intended to reduce the disruptiveness of loud individual aircraft noise events upon uses in this zone and represents a higher standard than the CNEL 45 dB standard set by state and local regulations and countywide ALUC policy. Office space must have sound attenuation features sufficient to reduce the exterior aviation-related noise level to no more than CNEL 45 dB. To ensure compliance with these criteria, an acoustical study shall be required to be completed for any development proposed to be situated where the aviation-related noise exposure is more than 20 dB above the interior standard (e.g., within the CNEL 60 dB contour where the interior standard is CNEL 40 dB). Standard building construction is presumed to provide adequate sound attenuation where the difference between the exterior noise exposure and the interior standard is 20 dB or less.
- <sup>19</sup> This height criterion is for general guidance. Airspace review requirements are determined on a site-specific basis in accordance with Part 77 of the Federal Aviation Regulations. 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 to be obstructions. The Federal Aviation Administration or California Department of Transportation Division of Aeronautics may require marking and/or lighting of certain objects. See Countywide Policies 4.3.4 and 4.3.6 for additional information.
- <sup>20</sup> Discouraged uses should generally not be permitted unless no feasible alternative is available.
- <sup>21</sup> Although no explicit upper limit on usage intensity is defined for *Zone D and 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.

**Table MA-2, continued**





**LEGEND**

**Compatibility Zones**

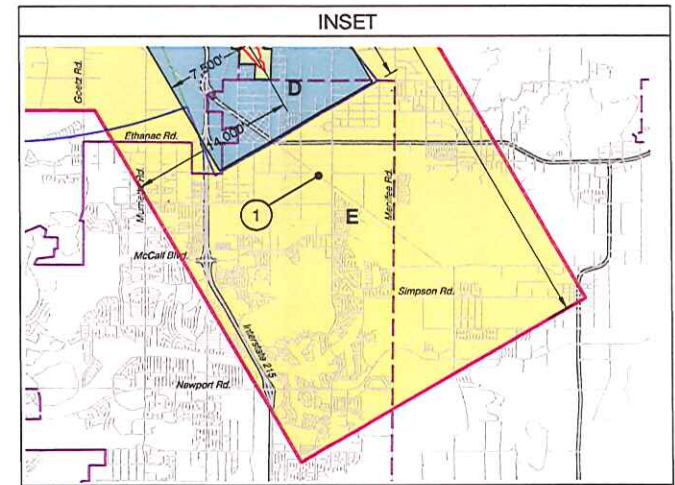
- Airport Influence Area Boundary
- Zone A
- Zone B1
- Zone B2
- Zone C1
- Zone C2
- Zone D
- Zone E
- Zone M
- High Terrain Zone
- FAR Part 77 Military Outer Horizontal Surface Limits
- FAR Part 77 Notification Area

**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.

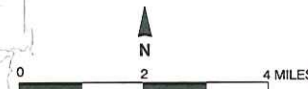
- ① Point at which aircraft on Runway 32 ILS approach descend below 3,000 feet above runway end. Airport Elevation is 1,535 feet MSL.
- ② Point at which departing aircraft typically reach 3,000 feet above runway end.



**Riverside County  
Airport Land Use Commission  
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan  
(August 2014 Draft)**

Map MA-1

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



Base map source: County of Riverside 2013

SEE INSET AT RIGHT



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## Background Data: March Air Reserve Base / Inland Port Airport and Environs

### INTRODUCTION

March Air Reserve Base/Inland Port Airport is located in northwestern Riverside County, approximately 70 miles east of Los Angeles. For most of the second half of the twentieth century, the base was known as March Air Force Base. The current March Air Reserve Base (ARB) name became official in 1996 as a result of recommendations of the 1993 Defense Base Realignment and Closure Commission (BRAC). Although the role of March ARB has evolved over time, the runway system and other basic aeronautical components of the base have existed in largely their present configuration since the World War II era. The airport's primary runway (Runway 14-32)—oriented north-northwest/south-southeast—is 13,300 feet in length, making it one of the longest in the state. The length, width, and pavement strength of Runway 14-32 enable it to accommodate nearly any type of military or civilian aircraft. The smaller secondary runway—Runway 12-30—was once the primary runway, but its length is now reduced to just over 3,000 feet and its use restricted to light military aircraft (helicopters and Aero Club airplanes). Civilian use of Runway 12-30 is not permitted. Exhibit MA-1 summarizes major airport features and Exhibit MA-2 depicts the overall layout of the airport.

Compared to the years when March operated as an Air Force Base, aircraft activity levels are substantially lower. Activity counts maintained by the Air Force air traffic control tower personnel at the base indicate a total of 34,230 aircraft operations took place during calendar year 2006, compared to approximately 125,000 during the peak years as an Air Force Base. Newer data for military aircraft operations is not available. As of calendar year 2012, fewer than 100 annual operations by civilian aircraft have occurred since discontinuation of commercial air cargo aircraft activity.

Two scenarios for future aircraft operations are taken into account in the *March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan*. The first scenario is as documented in the 2005 *AICUZ Study [Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)]* (Department of the Air Force, August 2005). The AICUZ projects a total of up to 69,860 aircraft operations, including 44,860 by military aircraft, 3,740 by CalFire aircraft, and 21,000 by civilian aircraft. The second scenario is a composite of data from three more recent studies: the F-15 conversion study [*F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport* (National Guard Bureau, March 2013)]; the Total Force Integration study [*Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base* (Air Force Reserve Command, June 2010)]; and a study of general aviation facility needs done for the March Joint Powers

Authority [*Environmental Impact Report for March Inland Port General Aviation Facilities Development* (March Joint Powers Authority, August 2012)]. This scenario assumes a potential future mission of 54,104 annual military aircraft operations plus 21,000 civilian aircraft operations and no CalFire operations. Note that while both scenarios show civilian activity as limited to 21,000 annual aircraft operations in accordance with the joint use agreement and associated air quality conformance determination, the AICUZ scenario includes a much higher volume of evening and night air cargo activity than is included in the second scenario.

A summary of available data on current and both potential future activity scenarios is contained in Exhibit MA-3. Noise contours for the combined future military and civilian activity are depicted in Exhibit MA-4. The contours reflect a composite of the contours originally prepared as part of the four studies noted above. The noise contours and other compatibility factors contributing to the compatibility map delineation are depicted in Exhibit MA-5.

The March ARB/IPA facility is bordered by the City of Riverside to the northwest; the City of Moreno Valley to the northeast; the City of Perris to the south; and the County of Riverside to the west. The land uses in the vicinity of March ARB/IPA are generally compatible with base operations. Development continues to occur in the airport vicinity, however, and a potential for increased conflicts is apparent. Exhibit MA-6 provides a tabular summary of information about current and planned land uses in the airport vicinity. Exhibits MA-7A through MA-7F individually map the land use designations indicated in the current adopted general plans of each of the surrounding jurisdictions: Riverside County, March Joint Powers Authority, and the cities of Menifee, Moreno Valley, Perris, and Riverside.

**GENERAL INFORMATION**

- ▶ *Airport Ownership:* United States Air Force
  - › Airfield maintenance and usage shared with March Joint Powers Authority (JPA) by means of joint use agreement last amended June 2008
- ▶ *Year Opened:* 1918
- ▶ *Airport Property Size*
  - › Air Force property: 2,300 acres
  - › JPA property: 360 acres
- ▶ *Airport Classification:* Joint Use
- ▶ *Airport Elevation:* 1,538 feet MSL

**AIRPORT PLANNING DOCUMENTS**

- ▶ *Joint Use Agreement*
  - › Between March JPA and U.S. Air Force
  - › Amended June 2008
- ▶ *Air Installation Compatible Use Zone (AICUZ) Study*
  - › Prepared by U.S. Air Force, 2005
  - › Prior versions: 1985, 1992, 1998
- ▶ *March Inland Port Air Cargo Development Plan*
  - › Prepared for March JPA, April 1997

**RUNWAY/TAXIWAY DESIGN****Runway 14-32**

- ▶ *Critical Aircraft:* Military transport
- ▶ *Airport Reference Code:* D-VI
- ▶ *Dimensions:* 13,300 ft. long, 200 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
  - › 65,000 lbs (single wheel)
  - › 260,000 lbs (dual wheel)
  - › 530,000 lbs (dual-tandem wheel)
- ▶ *Average Gradient:* 0.35%
- ▶ *Runway Lighting*
  - › High-intensity runway edge lights (HIRL)
  - › Rwy 32: standard 2,400-foot high-intensity approach lighting system with centerline sequenced flashers

**Runway 12-30**

- ▶ *Critical Aircraft:* Small single- and twin-engine piston
- ▶ *Airport Reference Code:* B-I (small)
- ▶ *Dimensions:* 3,010 ft. long, 100 ft. wide
- ▶ *Pavement Strength (main landing gear configuration)*
  - › 12,500 lbs (single wheel)
- ▶ *Average Gradient:* 0.44%
- ▶ *Runway Lighting:* None

**APPROACH PROTECTION**

- ▶ *Runway Clear Zones*
  - › Runways 14 and 32: 3,000-ft. long; mostly on-airport
  - › Runway 12 and 30: 1,000-ft. long; all on-airport
- ▶ *Approach Obstacles:* None

**BUILDING AREA**

- ▶ *Aircraft Parking Locations*
  - › Military: Northeast side of airport
  - › Civilian: Northeast of Runway 32 threshold
- ▶ *Other Major Facilities*
  - › Air Traffic Control Tower
  - › Extensive military facilities including military passenger terminal; aircraft maintenance facilities; alert aprons/hangars; munitions storage
  - › General aviation terminal (5,000 sq. ft.)
  - › Former DHL air cargo facility
- ▶ *Services*
  - › Civilian fuel farm at civilian airport

**TRAFFIC PATTERNS AND APPROACH PROCEDURES**

- ▶ *Airplane Traffic Patterns*
  - › All runways: Left traffic
  - › Pattern altitude:
    - Rectangular 3,000 ft. MSL (1,465 ft. above runway elevation)
    - Overhead 3,500 ft. (1,965 ft. above runway elevation)
- ▶ *Instrument Approach Procedures (best minimums)*
  - › Runway 32 ILS (CAT II):
    - Straight-in (1,600 ft. visibility; 100 ft. descent height)
  - › Runway 32 ILS:
    - Straight-in (½ mi. visibility; 200 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 32 TACAN:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 32 VOR:
    - Straight-in (½ mi. visibility; 400 ft. descent height)
    - Circling (1 mi. visibility; 600 ft. descent height)
  - › Runway 14 TACAN (offset 29° west of straight in):
    - Straight-in (1 mi. visibility; 700 ft. descent height)
    - Circling (1 mi. visibility; 700 ft. descent height)
  - › No circling northeast of runway on any procedure
- ▶ *Standard Instrument Departure Procedures (SKYES-TWO)*
  - › Rwy 14: straight out to 20 NM, then right turn
  - › Rwy 32: left turn to at 2.0± mile beyond runway end south to DIAMD intersection (south of Lake Elsinore)
- ▶ *Visual Approach Aids*
  - › Airport: Rotating beacon
  - › Runways 14 and 32: PAPI
- ▶ *Operational Restrictions / Noise Abatement Procedures*
  - › Prior permission required for all transient civilian aircraft

**PLANNED FACILITY IMPROVEMENTS**

- ▶ *Airfield*
  - › Construct full-length west parallel taxiway for civilian use
- ▶ *Building Area*
  - › Air cargo facilities expansion northeast and northwest of Runway 32 approach end
- ▶ *Property*
  - › No fee acquisition planned

Exhibit MA-1

## Airport Features Summary

March Air Reserve Base / Inland Port Airport

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<b>BASED AIRCRAFT</b>				<b>TIME OF DAY DISTRIBUTION</b>			
<i>Data Not Available</i>	Current	Future	Future	Current	Future <sup>b</sup>	Future	
<b>ANNUAL AIRCRAFT OPERATIONS</b>				<b>Fighter/Attack Aircraft</b>			
	Current	Future <sup>b</sup>	Future <sup>c</sup>	Day (7:00 a.m. – 7:00 p.m.)	*	92%	91% <sup>d</sup>
Military	*	44,860	54,104 <sup>d</sup>	Evening (7:00 p.m. – 10:00 p.m.)	*	8%	7%
CalFire	0	3,740	0	Night (10:00 p.m. – 7:00 a.m.)	*	0%	2%
Civilian	66 <sup>a</sup>	21,000	21,000 <sup>c</sup>	<b>Other Military Aircraft – Arrivals</b>			
<i>Total Annual Operations</i>	*	69,860	75,104	Day	*	85%	66% <sup>c</sup>
<i>Average Per Day</i>	*	305	206	Evening	*	12%	17%
				Night	*	3%	17%
<b>OPERATIONS BY AIRCRAFT TYPE</b>				<b>Other Military Aircraft – Departures</b>			
	Current	Future <sup>b</sup>	Future <sup>c</sup>	Day	*	88%	71% <sup>c</sup>
Military		(69.4%)	(72.0%)	Evening	*	11%	4%
Transport	*	45.5%	37.7%	Night	*	1%	25%
Fighter/Attack	*	5.0%	2.4%	<b>Other Military Aircraft – Closed Pattern</b>			
Helicopter	*	4.7%	8.0%	Day	*	61%	86% <sup>c</sup>
Tanker	*	42.4%	46.2%	Evening	*	18%	9%
Contract Air Carrier	*	2.4%	1.1%	Night	*	21%	5%
Small Prop (Aero Club)	*	* <sup>e</sup>	4.6%	<b>Civilian Aircraft</b>			
Civilian		(30.2%)	(28.0%)	Day	*	37%	90% <sup>c</sup>
Commercial Jet	3% <sup>a</sup>	60.0%	60%	Evening	*	35%	5%
Business Jet	33%	9.2%	6%	Night	*	28%	5%
Prop(single & twin)	61%	30.8%	33%	<b>FLIGHT TRACK USAGE</b>			
Helicopter	3%	0.0%	1%	<i>Data Not Available</i>			
CalFire		(5.4%)	(0%)	<b>NOTES</b>			
<b>TYPE OF OPERATION</b>				<ul style="list-style-type: none"> <li>› Future activity represents combination of maximum authorized military mission and maximum approved civilian aircraft operations for undetermined dates</li> <li>* Data not available</li> <li><sup>a</sup> Source: March Inland Port Airport Authority CY 2012 data</li> <li><sup>b</sup> Source: <i>Air Installation Compatible Use Zone Study for March Air Reserve Base (AICUZ)</i> (Department of the Air Force, August 2005)</li> <li><sup>c</sup> Sources: <i>Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base</i> (Air Force Reserve Command, June 2010); <i>Environmental Impact Report for March Inland Port General Aviation Facilities Development</i> (March Joint Powers Authority, August 2012)</li> <li><sup>d</sup> Source: <i>F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport</i> (National Guard Bureau, March 2013)</li> <li><sup>e</sup> Air Force Aero Club operations on the secondary runway are not included in the AICUZ data</li> <li><sup>f</sup> Activity on Runway 12-30 not included; use limited to military Aero Club</li> </ul>			
	Current	Future <sup>b</sup>	Future <sup>c</sup>				
Military							
Local	*	43%	21%				
Intinerant	*	57%	79%				
Civilian	a						
Local	0%	0%	0%				
Intinerant	100%	100%	100%				
<b>RUNWAY USE DISTRIBUTION<sup>f</sup></b>							
	Current	Future <sup>b</sup>	Future <sup>c</sup>				
<b>Military Aircraft – Day/Evening/Night</b>							
<b>Arrivals</b>							
Runway 14	*	10%	2%				
Runway 32	*	90%	98%				
<b>Departures</b>							
Runway 14	*	10%	48%				
Runway 32	*	90%	52%				
<b>Closed Pattern</b>							
Runway 14	*	10%	0%				
Runway 32	*	90%	100%				
<b>Civilian Aircraft – Day/Evening/Night</b>							
<b>Arrivals &amp; Departures</b>							
Runway 14	*	10%	6%				
Runway 32	*	90%	94%				

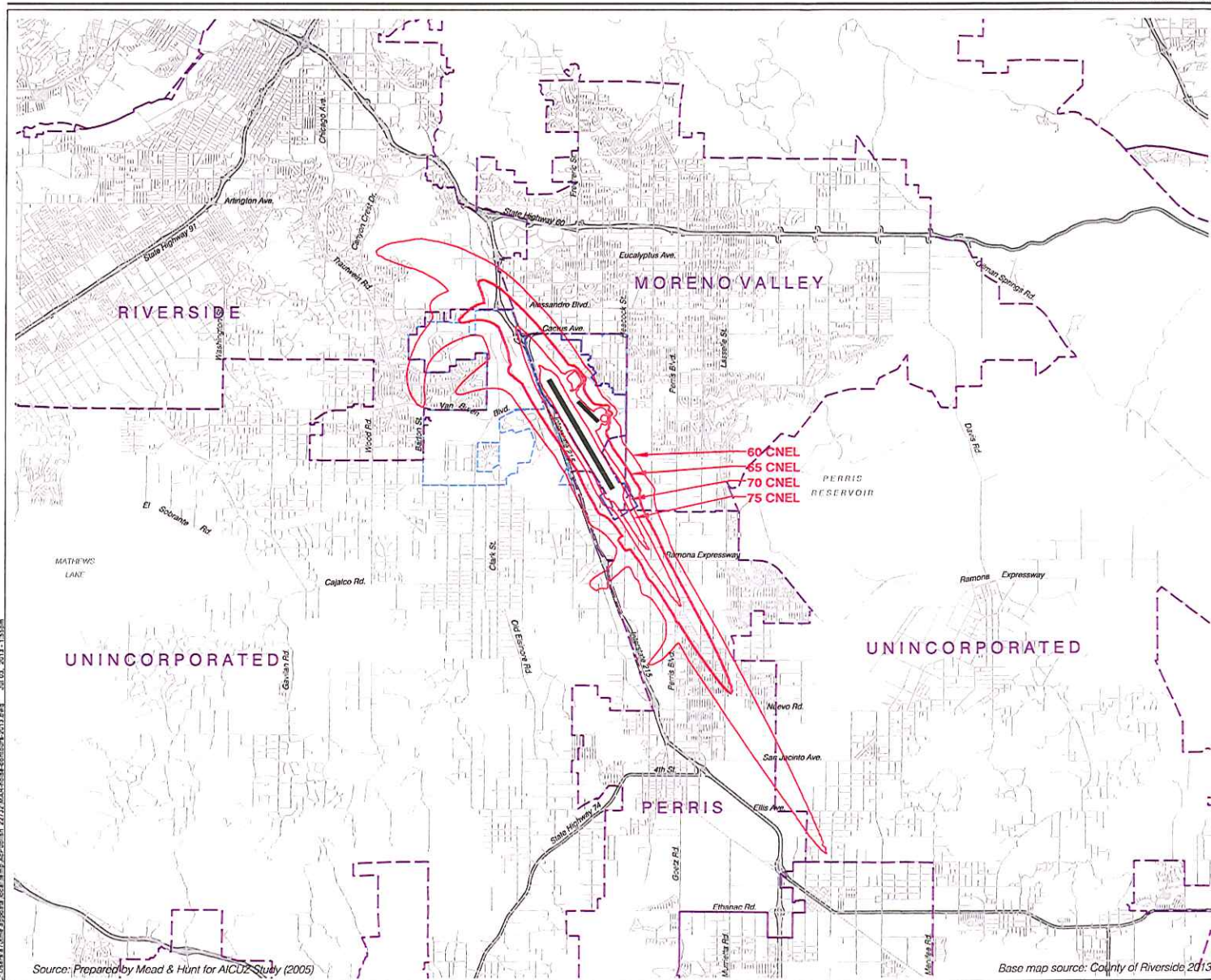
Exhibit MA-3

## Airport Activity Data Summary

March Air Reserve Base / Inland Port Airport



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**LEGEND**

**Noise Contours**

- 60 dB CNEL
- 65 dB CNEL
- 70 dB CNEL
- 75 dB CNEL

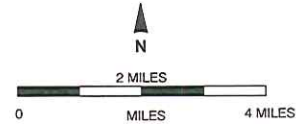
} Maximum Authorized Activity (75,104 operations)

**Boundary Lines**

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

Maximum Authorized Activity	
Annual Operations	75,104
Average Annual Day	206

- Note:**  
Contours represent composite of noise contours from four sources:
- Forecasts and noise contours from Air Installation Compatible Use Study for March Air Reserve Base (August 2005).
  - Environmental Assessment for Proposed Military Construction and Total Force Integration at March Air Reserve Base (Air Force Reserve Command, June 2010); Environmental Impact Report for March Inland Port General Aviation Facilities Development (March Joint Powers Authority, August 2012).
  - F-15 Aircraft Conversion Environmental Impact Statement 144th Fighter Wing California Air National Guard Fresno-Yosemite International Airport (National Guard Bureau, March 2013).



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

Exhibit MA-4

**Noise Impact Area  
March Air Reserve Base / Inland Port Airport**

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

Base map source: County of Riverside 2013



**AIRPORT SITE**

- ▶ *Location*
  - › Northwestern section of Riverside County
  - › 10 miles southeast of central Riverside
  - › Situated on high valley floor of Perris Valley
- ▶ *Nearby Terrain*
  - › Relatively flat in immediate vicinity
  - › Santa Ana and San Jacinto Mountain Ranges located to the west and east, respectively
  - › Terrain greater than 150 ft. above the airport elevation (1,538 ft. MSL) exists several miles to the northeast (Box Springs Mts.), southwest (Santa Ana Mts.) and southeast (Lakeview Mts.)

**AIRPORT ENVIRONS LAND USE JURISDICTIONS**

- ▶ *Riverside County*
  - › Airport lies entirely within unincorporated area
- ▶ *March Joint Powers Authority*
  - › Has land use authority over March JPA property
- ▶ *City of Menifee*
  - › City limits 8¼ miles from south end of runway
- ▶ *City of Moreno Valley*
  - › Borders airport to the east
- ▶ *City of Perris*
  - › Borders airport to the south and lies beneath primary airport approach routes
- ▶ *City of Riverside*
  - › Borders airport to the west-northwest and lies beneath primary airport departure routes

**EXISTING AIRPORT AREA LAND USES**

- ▶ *General Character*
  - › Immediate area lies within the March JPA boundary and is primarily developed to the northeast with development beginning west of Highway 215
  - › Areas west and northwest (City of Riverside), north and east (city of Moreno Valley) mostly suburban residential and commercial uses
  - › Southwest area (unincorporated) mostly low-density and semi-rural residential
  - › South and southeast (City of Perris) suburban residential with interspersed vacant land
- ▶ *Runway Approaches*
  - › Northwest (Runway 14): Mixed suburban residential and commercial/warehouse/light industrial uses
  - › Southeast (Runway 32): Commercial/warehouse/light industrial uses among vacant land and scattered rural residential and mobile home parks

**STATUS OF COMMUNITY PLANS**

- ▶ *Riverside County*
  - › General Plan adopted by Board of Supervisors October 2003
  - › Reche Canyon, Mead Valley and Lake Mathews Area Plans adopted October 2003
- ▶ *March Joint Powers Authority*
  - › General Plan adopted by March JPA 1999
  - › General Plan Land Use Map updated January 2012
  - › March Business Center Specific Plan adopted February 2003
  - › Meridian Specific Plan SP-5 adopted August 2010
  - › March LifeCare Campus Specific Plan SP-7 adopted June 2011
  - › Development Code updated April 2012
  - › Zoning Map adopted April 2012
- ▶ *City of Menifee*
  - › General Plan adopted by City Council December 2013
- ▶ *City of Moreno Valley*
  - › General Plan adopted by City Council July 2006
- ▶ *City of Perris*
  - › General Plan 2030 elements adopted by City Council on various dates 2005-2010
  - › Park West Specific Plan adopted February 2007
  - › Harvest Landing Specific Plan adopted May 2010
- ▶ *City of Riverside*
  - › General Plan 2025 adopted by City Council November 2007

**PLANNED AIRPORT AREA LAND USES**

- ▶ *Riverside County*
  - › Southwest: Very low density residential, Business Park and Light Industrial
- ▶ *March Joint Powers Authority*
  - › Northeast: Low Density Residential, Mixed Use, Business Park, Office and Recreational area
  - › West: Industrial, Business Park, Mixed Use and Commercial uses with scattered Recreational uses west of Highway 215
  - › South: Aviation-related uses
- ▶ *City of Moreno Valley*
  - › Northeast: Office, Commercial, Specific Plan areas and Residential uses
  - › East: Low density residential uses with scattered commercial uses and public facilities
- ▶ *City of Perris*
  - › South: Industrial and commercial uses
- ▶ *City of Riverside*
  - › Northwest: Industrial/Business Parks and Sycamore Canyon Park facility
  - › West: Medium residential uses with scattered commercial uses and parks

Exhibit MA-6

## Airport Environs Information

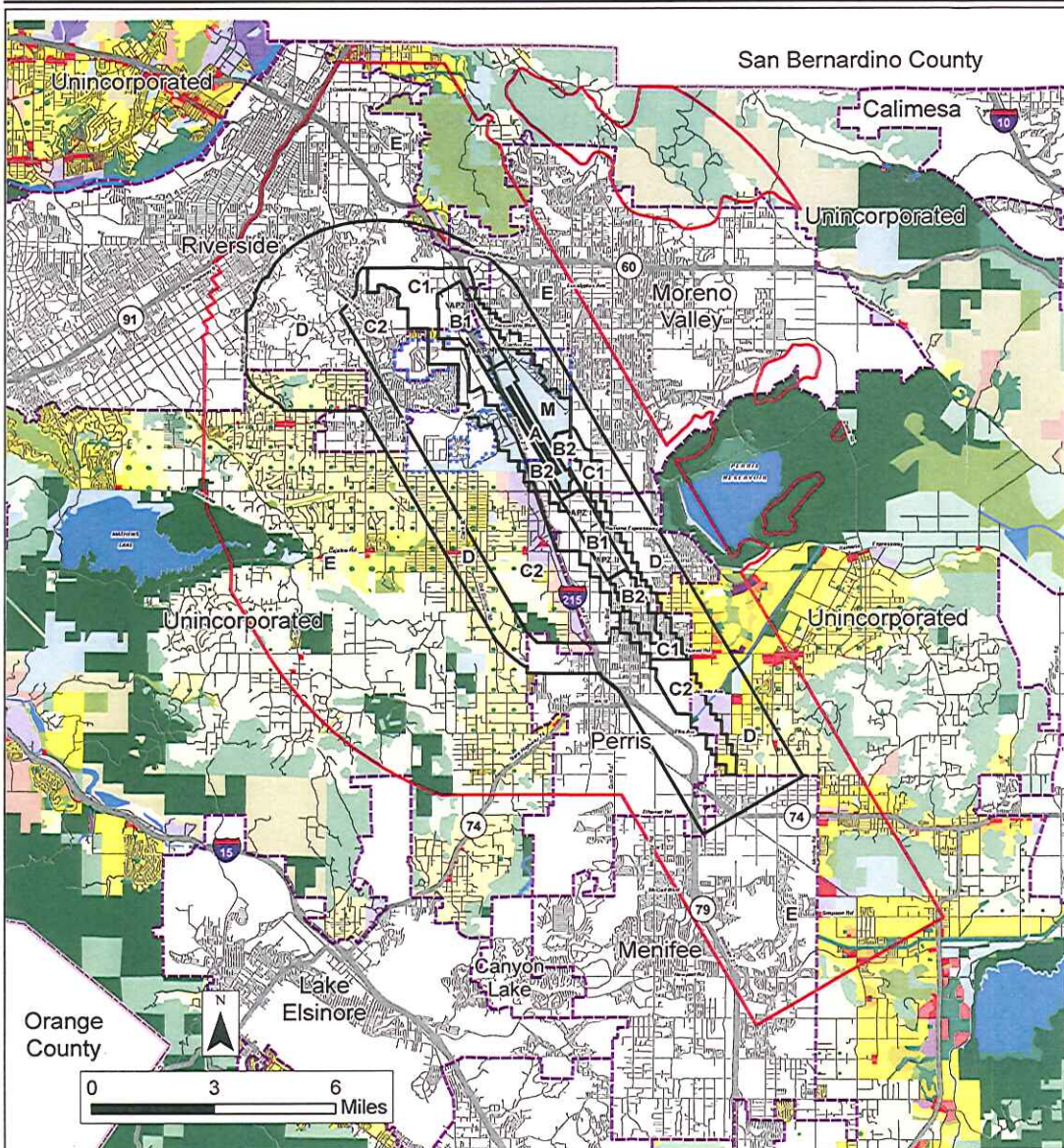
### March Air Reserve Base / Inland Port Airport

**ESTABLISHED AIRPORT COMPATIBILITY MEASURES**

*Policy wording not shown in quotes is condensed from original*

- ▶ *Riverside County General Plan (October 2003)*
  - › Prohibit new residential uses, except single-family dwellings on legal residential lots of record, within airports' 60 dB CNEL contour as defined by ALUC (Noise Policy 7.3)
  - › Submit proposed actions to ALUC as required by state law; other actions and projects may be submitted on voluntary and advisory basis (Land Use Policies 1.8 and 14.8)
- ▶ *March Joint Powers Authority General Plan (1999)*
  - › "Ensure that plans and development conform to the draft Comprehensive Land Use Plan for March AFB/ March Inland Port." (Land Use Policy 6.5)
  - › "Ensure that sensitive land uses (i.e., schools, high occupancy land uses, etc.) are discouraged from locating and operating in areas determined to be incompatible with airport operations." (Land Use Policy 6.6)
  - › "Ensure that land uses adhere to both military and civilian Part 77 conical surface criteria, relative to height restrictions." (Land Use Policy 6.8)
  - › "Protect flight paths from inappropriate development encroachment." (Transportation Policy 13.6)
  - › "Noise sensitive uses ... shall be discouraged in areas where noise levels exceed acceptable limits." (Noise Policy 1.2)
- ▶ *City of Moreno Valley General Plan (2006)*
  - › "Discourage residential uses where current or projected exterior noise due to aircraft over flights will exceed 65 CNEL." (Policy 6.3.2)
  - › Buildings containing noise-sensitive uses require insulation where future noise environment is likely to exceed 70 CNEL (Policy 6.3.3)
  - › Residential uses not permitted in APZs and business uses restricted to low intensities in accordance with AICUZ guidelines (Policy 6.16.4)
- ▶ *City of Moreno Valley Zoning*
  - › Air Installation Compatibility Use Overlay District (AICUZ) limits types of uses within the airport's accident potential zones I and II
- ▶ *City of Perris General Plan (2005)*
  - › "Reduce or avoid the existing and potential future impacts from air traffic on new sensitive noise land uses in areas where air traffic noise is 60 dBA CNEL or higher." (Noise Policy IV.A)
  - › Consult AICUZ guidelines and ALUC policies when considering development project applications (Noise Policy I.D)
- ▶ *City of Perris Municipal Code*
  - › Noise insulation required for new residential development where exterior noise levels equal 60 dBA CNEL or greater (Section 16.22.030)
- ▶ *City of Riverside General Plan (2007)*
  - › "Work cooperatively with the Riverside County Airport Land Use Commission in developing, defining, implementing and protecting airport influence zones around the MARB/MIP ..." (Land Use Policy 22.2)
  - › "Protect flight paths from encroachment by inappropriate development using the Riverside County Airport Land Use Compatibility Plan to determine the consistency of proposed development" (Circulation Policy 11.1)
  - › Limit building heights and land use intensities beneath airport approach and departure paths to protect public safety (Circulation Policy 11.2)
  - › Utilize the Airport Protection Overlay Zone to advise landowners of special noise considerations associated with their development (Noise Policy 2.5)
  - › "Avoid placing noise-sensitive land uses ... within the high noise impact areas (over 65 dB CNEL) for March Air Reserve Base/March Inland Port ..." (Noise Policy 3.1)
  - › "Support the noise/land use policies for the area adjacent to the March Air Reserve Base/March Inland Port through the adoption of the March JLUS into the Riverside County Airport Land Use Compatibility Plan." (Noise Policy 3.4)
  - › "When planning for development near airports, anticipate possible increases in airport activity and expansion of airport facilities and services and the effects these changes may have on public safety." (Public Safety Policy 4.2)
  - › "Ensure that development within airport influence areas is consistent with the Airport Protection Overlay Zone development standards and the Riverside County Airport Land Use Compatibility Plan." (Public Safety Policy 4.6)
- ▶ *City of Riverside Zoning Codes*
  - › Airport zone (AIR) and airport industrial (AI) zone restrict types of uses and heights of structures on and near airports
  - › No FAR Part 77 height limit zoning

**Exhibit MA-6, continued**



**Planned Land Use Designations**

- Estate Residential
- RC-EDR
- Very Low Density Residential
- RC-VLDR
- Low Density Residential
- RC-LDR
- Medium Density Residential
- Medium High Density Residential
- High Density Residential
- Very High Density Residential
- Highest Density Residential
- Commercial Retail
- Commercial Tourist
- Commercial Office
- Community Center
- Light Industrial
- Heavy Industrial
- Business Park
- Public Facilities
- Mixed Use Policy Area
- Rural Residential
- Rural Mountainous
- Rural Desert
- Agriculture
- Conservation
- Conservation Habitat
- Open Space Recreation
- Open Space Rural
- Water
- Mineral Resources
- Indian Lands

**Legend**

- County Boundary
- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones (2013 Draft)

**Notes**

1. Land Use Source: County of Riverside, RCTLMA GIS, 2013. The General Plan provides new land use designations for all parcels in the unincorporated area of Riverside County as adopted October 7, 2003, updated through January 2012.

**DRAFT**

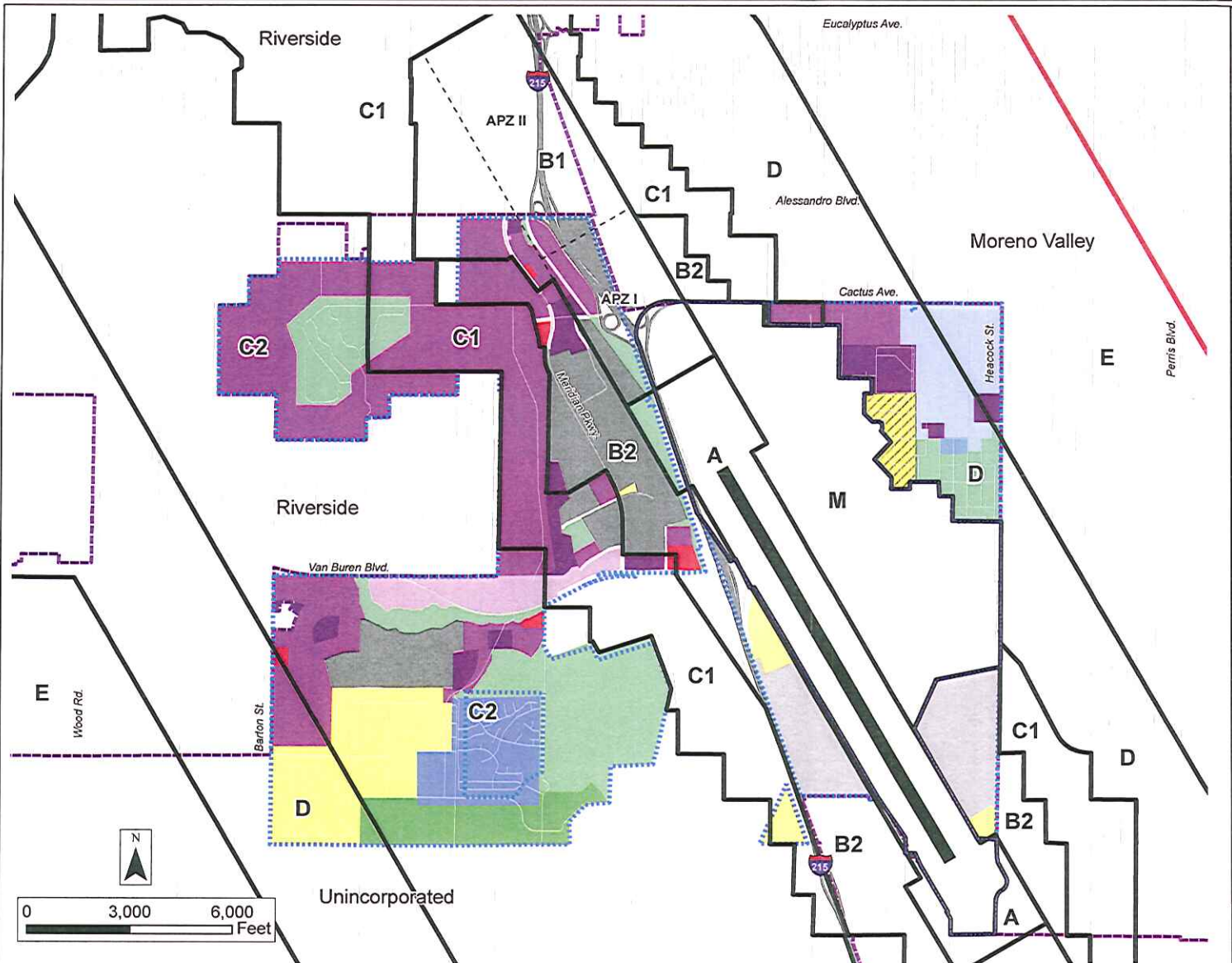
*Riverside County  
Airport Land Use Commission*

*March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan*

*(June 2013 Draft)*

Exhibit MA-7A

**Planned Land Uses:  
County of Riverside**



**Legend**

- City Boundary
- March ARB/Air Force Property
- March Joint Powers Authority Property
- Runway
- Airport Influence Area Boundary
- Compatibility Zones (2013 Draft)

**Planned Land Use Designations**

- Aviation
- Business Park
- Cemetery
- Historic District
- Industrial
- Mixed Use
- Office
- Park/Recreation/Open Space
- Public Facility
- Commercial
- SP-4 Air Force Village West
- SP-6 US Vets
- SP-7 March LifeCare Campus

**Notes**

1. Land Use Source: March Joint Powers Authority, Zoning Map, April 18, 2012, and General Plan Land Use Map, January 11, 2012. Mead & Hunt digitized land use maps based on County GIS parcel data, June 2013.

**DRAFT**

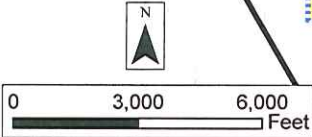
Riverside County  
Airport Land Use Commission

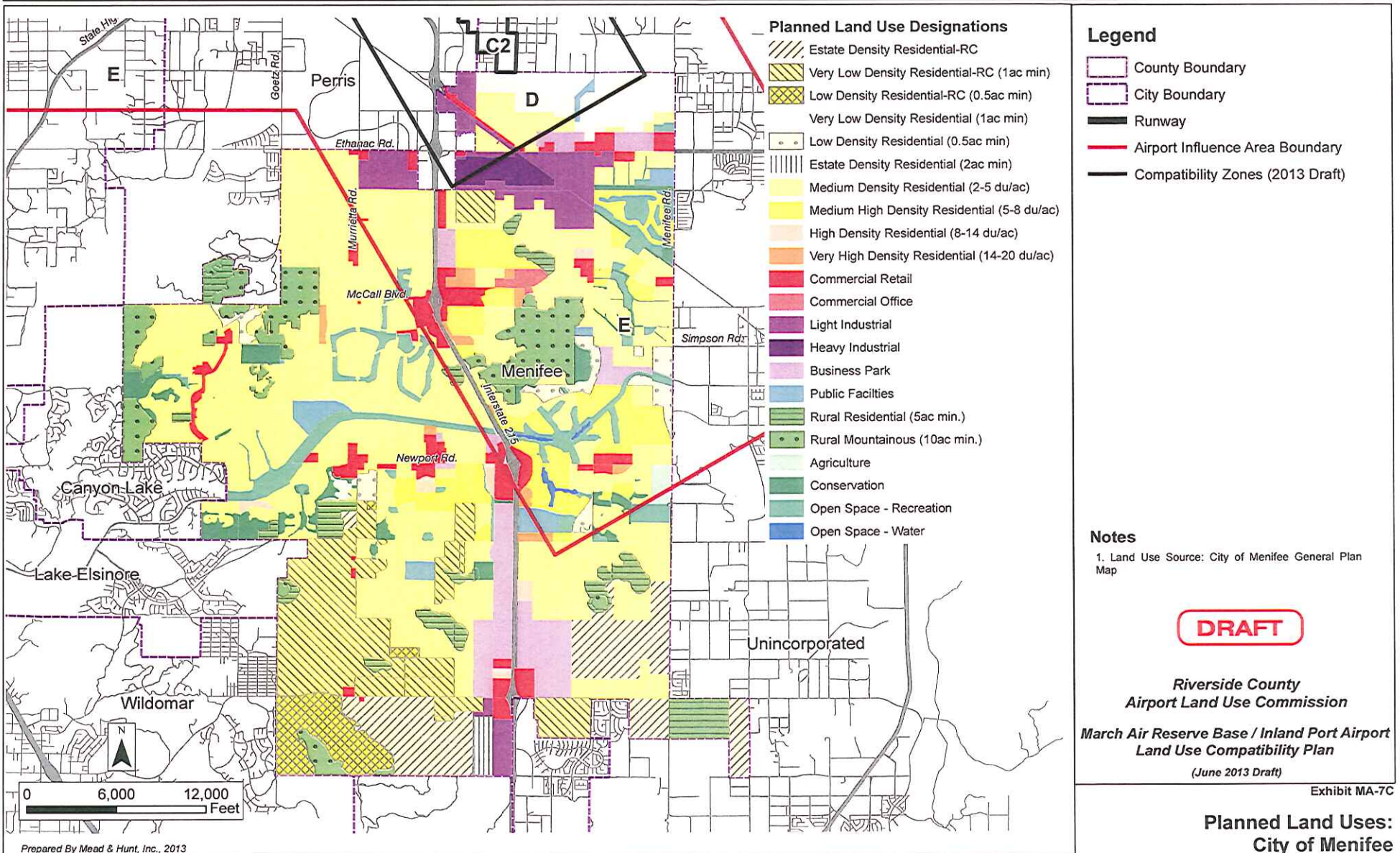
March Air Reserve Base / Inland Port Airport  
Land Use Compatibility Plan

(June 2013 Draft)

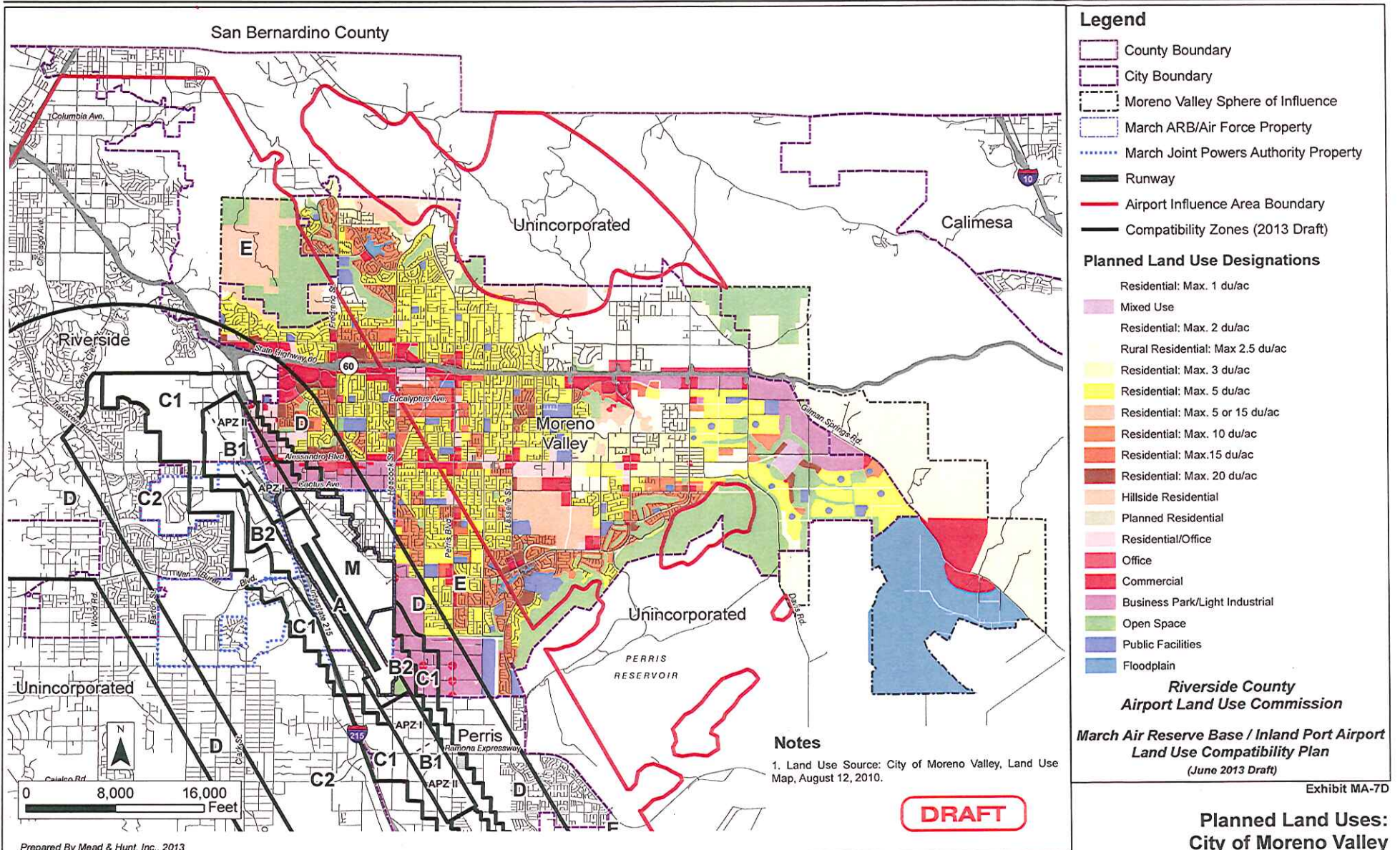
Exhibit MA-7B

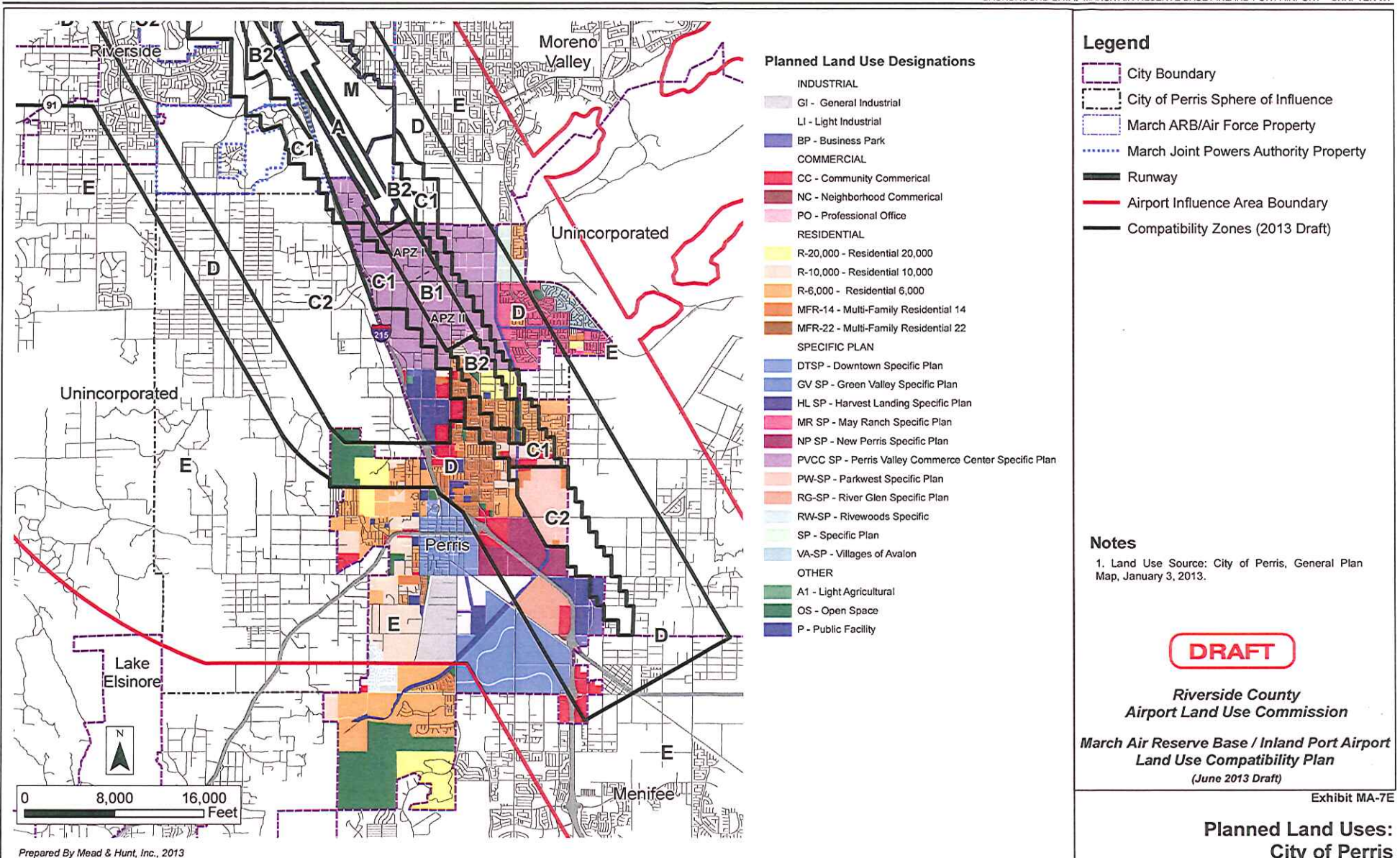
**Planned Land Uses:  
March Joint Powers Authority**

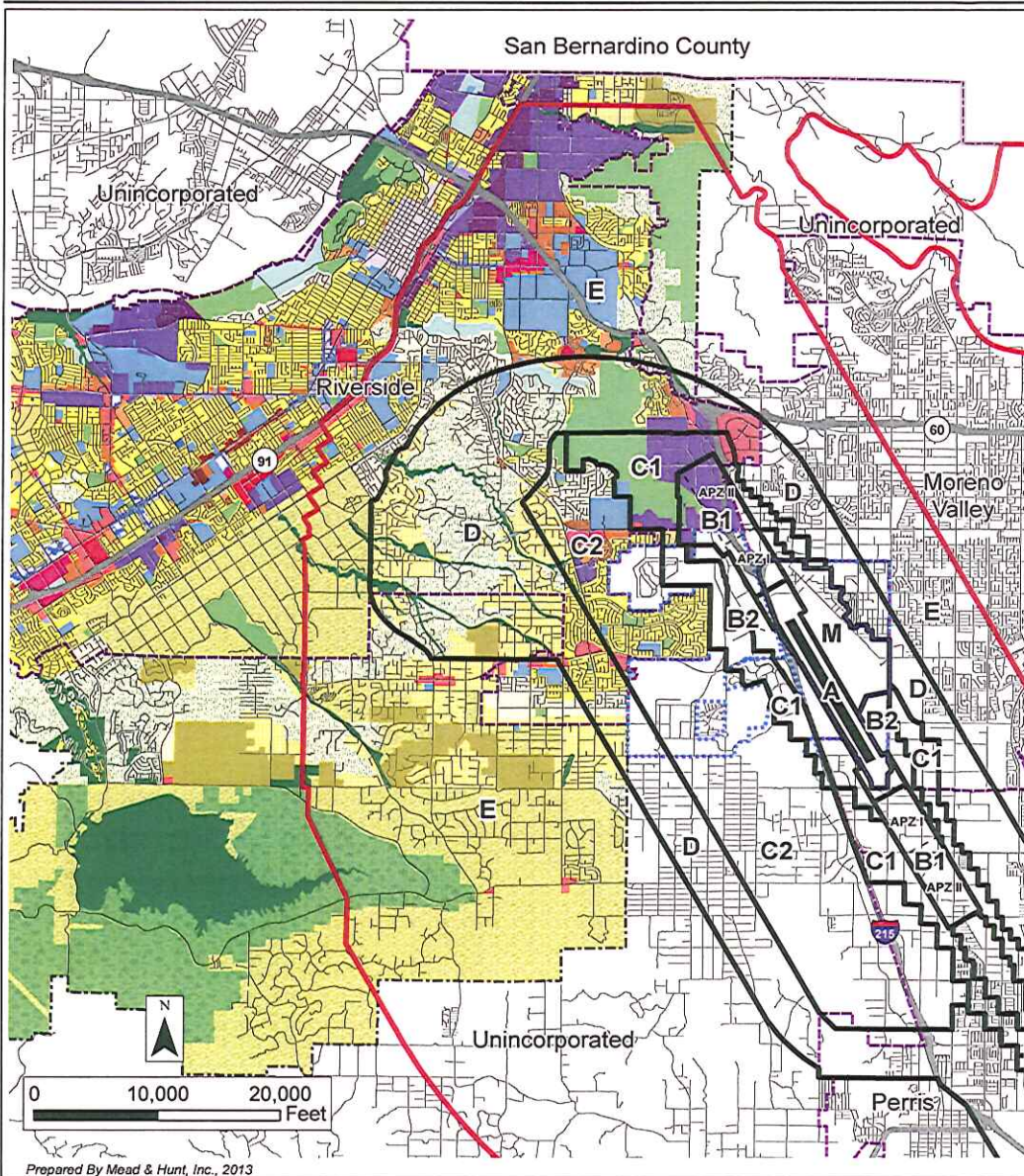












- General Plan Land Use Designations**
- A - AGRICULTURAL
  - A/RR - AGRICULTURAL/RURAL RESIDENTIAL
  - HR - HILLSIDE RESIDENTIAL
  - SRR - SEMI RURAL RESIDENTIAL
  - VLDR - VERY LOW DENSITY RESIDENTIAL
  - LDR - LOW DENSITY RESIDENTIAL
  - MDR - MEDIUM DENSITY RESIDENTIAL
  - MHDR - MEDIUM HIGH DENSITY RESIDENTIAL
  - HDR - HIGH DENSITY RESIDENTIAL
  - VHDR - VERY HIGH DENSITY RESIDENTIAL
  - C - COMMERCIAL
  - CRC - COMMERCIAL REGIONAL CENTER
  - DSP - DOWNTOWN SPECIFIC PLAN
  - OSP - ORANGECREST SPECIFIC PLAN
  - O - OFFICE
  - B/OP - BUSINESS/OFFICE PARK
  - I - INDUSTRIAL
  - MU-N - MIXED USE-NEIGHBORHOOD
  - MU-V - MIXED USE-VILLAGE
  - MU-U - MIXED USE-URBAN
  - PF - PUBLIC FACILITIES/INSTITUTIONAL
  - PR - PRIVATE RECREATION
  - P - PUBLIC PARK
  - OS - OPEN SPACE/NATURAL RESOURCES
  - RAT - KANGAROO RAT HABITAT

- Legend**
- County Boundary
  - City Boundary
  - Riverside Sphere of Influence
  - March ARB/Air Force Property
  - March Joint Powers Authority Property
  - Runway
  - Airport Influence Area Boundary
  - Compatibility Zones (2013 Draft)

**Notes**  
 1. Land Use Source: City of Riverside, Land Use Policy Map, January 10, 2012.

**DRAFT**

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

Exhibit MA-7F

**Planned Land Uses:  
 City of Riverside**

# Public Comments on Scoping Initial Study

**NATIVE AMERICAN HERITAGE COMMISSION**

1550 Harbor Boulevard  
West Sacramento, CA 95691  
(916) 373-3715  
(916) 373-5471 – FAX  
e-mail: ds\_nahc@pacbell.net

July 22, 2013

Airport Land Use Commission  
Received  
Airport Land Use Commission  
Received

7-24-13

Mr. John Guerin, Project Planner

**Riverside County Airport Land Use Commission**

4080 Lemon Street 14<sup>th</sup> Floor  
Riverside, CA 92501

RE: SCH# 2013071042 CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the "March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan located between the City of Riverside, The City of Perris and the City of Moreno Valley; Riverside County, California

Dear Mr. Guerin:

The Native American Heritage Commission (NAHC) has reviewed the CEQA Notice regarding the above referenced project. In the 1985 Appellate Court decision (170 Cal App 3<sup>rd</sup> 604), the court held that the NAHC has jurisdiction and special expertise, as a state agency, over affected Native American resources impacted by proposed projects, including archaeological places of religious significance to Native Americans, and to Native American burial sites.

The California Environmental Quality Act (CEQA) states that any project that causes a substantial adverse change in the significance of an historical resource, which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b)). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine if a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s). The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native

American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure pursuant to California Government Code Section 6254.10.

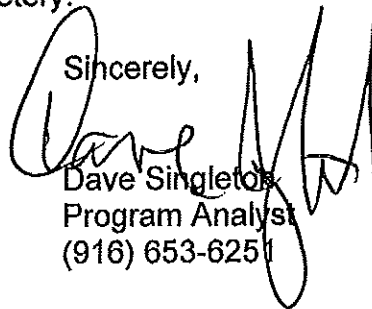
A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Health & Safety Code Section 7050.5 and California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.

Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f). Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,



Dave Singleton  
Program Analyst  
(916) 653-6251

CC: State Clearinghouse

Attachment: Native American Contacts list

**Native American Contacts  
Riverside County  
July 22, 2013**

Pechanga Band of Mission Indians  
Paul Macarro, Cultural Resources Manager  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
**(951) 770-8100**  
pmacarro@pechanga-nsn.  
gov  
(951) 506-9491 Fax

Ramona Band of Cahuilla Mission Indians  
Joseph Hamilton, Chairman  
P.O. Box 391670 Cahuilla  
Anza , CA 92539  
admin@ramonatribe.com  
(951) 763-4105  
(951) 763-4325 Fax

San Manuel Band of Mission Indians  
Carla Rodriguez, Chairwoman  
26569 Community Center Drive Serrano  
Highland , CA 92346  
(909) 864-8933  
(909) 864-3724 - FAX  
(909) 864-3370 Fax

Santa Rosa Band of Mission Indians  
John Marcus, Chairman  
P.O. Box 391820 Cahuilla  
Anza , CA 92539  
(951) 659-2700  
(951) 659-2228 Fax

Morongo Band of Mission Indians  
William Madrigal, Jr., Cultural Resources Manager  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
**(951) 201-1866 - cell**  
wmadrigal@morongo-nsn.  
gov  
(951) 572-6004 Fax

San Manuel Band of Mission Indians  
Daniel McCarthy, M.S., Director-CRM Dept.  
26569 Community Center Drive Serrano  
Highland , CA 92346  
(909) 864-8933, Ext 3248  
dmccarthy@sanmanuel-nsn.  
gov  
(909) 862-5152 Fax

Morongo Band of Mission Indians  
Robert Martin, Chairperson  
12700 Pumarra Road Cahuilla  
Banning , CA 92220 Serrano  
(951) 849-8807  
(951) 755-5200  
(951) 922-8146 Fax

Pechanga Band of Mission Indians  
Mark Macarro, Chairperson  
P.O. Box 1477 Luiseno  
Temecula , CA 92593  
(951) 770-6100  
hlaibach@pechanga-nsn.  
gov  
(951) 695-1778 FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013071042; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the March Air Reserve Base/Inland Port Airport Compatibility Plan; located south of the City of Riverside and the City of Moreno Valley; Riverside County, California.

**Native American Contacts  
Riverside County  
July 22, 2013**

Serrano Nation of Mission Indians  
Goldie Walker, Chairwoman  
P.O. Box 343                      Serrano  
Patton                      , CA 92369

(909) 528-9027 or  
(909) 528-9032

SOBOBA BAND OF LUISEÑO INDIANS  
Joseph Ontiveros, Cultural Resource Department  
P.O. BOX 487                      Luiseno  
San Jacinto                      , CA 92581  
jontiveros@soboba-nsn.gov

(951) 663-5279  
(951) 654-5544, ext 4137

Cahuilla Band of Indians  
Luther Salgado, Chairperson  
PO Box 391760                      Cahuilla  
Anza                      , CA 92539  
Chairman@cahuilla.net  
760-763-5549  
760-763-2631 - Tribal EPA

Pechanga Cultural Resources Department  
Anna Hoover, Cultural Analyst  
P.O. Box 2183                      Luiseño  
Temecula                      , CA 92593  
ahoover@pechanga-nsn.gov  
951-770-8104  
(951) 694-0446 - FAX

Ernest H. Siva  
Morongo Band of Mission Indians Tribal Elder  
9570 Mias Canyon Road                      Serrano  
Banning                      , CA 92220                      Cahuilla  
**siva@dlsnmail.net**  
(951) 849-4676

**This list is current only as of the date of this document.**

**Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.**

**This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013071042; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the March Air Reserve Base/Inland Port Airport Compatibility Plan; located south of the City of Riverside and the City of Moreno Valley; Riverside County, California.**



## PUBLIC UTILITIES COMMISSION

320 WEST 4TH STREET, SUITE 500  
LOS ANGELES, CA 90013  
(213) 576-7083



July 31, 2013

John Guerin  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Dear Mr. Guerin:

Re: SCH 2013071042 March Air Reserve Base Land Use Compatibility Plan NOP

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings in California. The Commission Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Preparation (NOP)* for the proposed Riverside County Airport Land Use Commission (County) March Air Reserve Base Land use Compatibility Plan Project.

The project area includes active railroad tracks. RCES recommends that the County add language to the Land Use Compatibility Plan so that any future development adjacent to or near the railroad/light rail right-of-way (ROW) is planned with the safety of the rail corridor in mind. New developments may increase traffic volumes not only on streets and at intersections, but also at at-grade crossings. This includes considering pedestrian circulation patterns or destinations with respect to railroad ROW and compliance with the Americans with Disabilities Act. Mitigation measures to consider include, but are not limited to, the planning for grade separations for major thoroughfares, improvements to existing at-grade crossings due to increase in traffic volumes and continuous vandal resistant fencing or other appropriate barriers to limit the access of trespassers onto the railroad ROW.

If you have any questions in this matter, please contact me at (213) 576-7076, [ykc@cpuc.ca.gov](mailto:ykc@cpuc.ca.gov).

Sincerely,

A handwritten signature in blue ink, appearing to read "Ken Chiang".

Ken Chiang, P.E.  
Utilities Engineer  
Rail Crossings Engineering Section  
Safety and Enforcement Division

C: State Clearinghouse



# South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765-4178  
(909) 396-2000 • [www.aqmd.gov](http://www.aqmd.gov)

Airport Land Use Commission  
Received  
AUG 13 2013

August 2, 2013

John Guerin  
Riverside County Airport Land Use Commission  
Riverside County Transportation and Land Management Agency  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

## **Notice of Preparation of a CEQA Document for the March Airport Land Use Compatibility Plan**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The SCAQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft CEQA document. Please send the SCAQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to the SCAQMD. Please forward a copy of the Draft EIR directly to SCAQMD at the address in our letterhead. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files. These include original emission calculation spreadsheets and modeling files (not Adobe PDF files). Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

### **Air Quality Analysis**

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on SCAQMD's website here: [www.aqmd.gov/ceqa/hdbk.html](http://www.aqmd.gov/ceqa/hdbk.html). SCAQMD staff also recommends that the lead agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: [www.caleemod.com](http://www.caleemod.com).

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD staff requests that the lead agency quantify criteria pollutant emissions and compare the results to the recommended regional significance thresholds found here: <http://www.aqmd.gov/ceqa/handbook/signthres.pdf>. In addition to analyzing regional air quality impacts, the SCAQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore,

when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

In the event that the proposed project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the lead agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: [http://www.aqmd.gov/ceqa/handbook/mobile\\_toxic/mobile\\_toxic.html](http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html). An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

In addition, guidance on siting incompatible land uses (such as placing homes near freeways) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Perspective*, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. CARB's Land Use Handbook is a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process.

### **Mitigation Measures**

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the project, including:

- Chapter 11 of the SCAQMD *CEQA Air Quality Handbook*
- SCAQMD's CEQA web pages at: [www.aqmd.gov/ceqa/handbook/mitigation/MM\\_intro.html](http://www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html)
- CAPCOA's *Quantifying Greenhouse Gas Mitigation Measures* available here: <http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf>.
- SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions
- Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>.

### **Data Sources**

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's webpage (<http://www.aqmd.gov>).

The SCAQMD staff is available to work with the Lead Agency to ensure that project emissions are accurately evaluated and mitigated where feasible. If you have any questions regarding this letter, please contact me at [imacmillan@aqmd.gov](mailto:imacmillan@aqmd.gov) or call me at (909) 396-3244.

Sincerely,



Ian MacMillan  
Program Supervisor, CEQA Inter-Governmental Review  
Planning, Rule Development & Area Sources



Community & Economic Development  
Department  
Planning Division  
14177 Frederick Street  
P. O. Box 88005  
Moreno Valley CA 92552-0805  
Telephone: 951.413-3206  
FAX: 951.413-3210

Received  
AUG 14 2013

August 9, 2013

Mr. John Guerin, Riverside County Airport Land Use Commission Staff  
Riverside County Transportation and Land Management Agency (RCTLMA)  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Re: Comments on the March Airport Land Use Compatibility Plan and NOP

Dear Mr. Guerin:

The City of Moreno Valley appreciates the opportunity to comment on the Notice of Preparation (NOP) for the proposed Draft Environmental Impact Report (DEIR) on the March Airport Land Use Compatibility Plan (ALUCP).

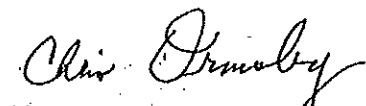
Moreno Valley lies within the airport influence area, as defined within the ALUCP. Although the City of Moreno Valley does not have any specific environmental issues to comment on or mitigation measures to suggest at the present time, the proposed Plan may impact the City based on noise, overflight, safety and its indirect influence to land use patterns. The City of Moreno Valley is particularly concerned regarding the Plan's influence on future General Plan established land uses in close proximity to March Air Reserve Base. Therefore, the City would appreciate the opportunity to review and comment on the DEIR for the proposed Plan.

We look forward to receiving the DEIR once it becomes available. Please include the City of Moreno Valley on any future mailing lists to receive draft and final environmental documents as well as information on future meeting notifications and public hearings associated with the project.

Should you have any questions or concerns, please contact Mark Gross, AICP, Senior Planner at (951) 413-3215.

Sincerely,

  
Mark Gross, AICP  
Senior Planner

  
Chris Ormsby, AICP  
Interim Planning Official

Cc: John Terell, AICP, Acting Community and Economic Development Director

MG/2013/NOP Comment Letter

*James DeAguilera*

COUNSELOR AND ATTORNEY AT LAW

2068 ORANGE TREE LANE / SUITE 218 / REDLANDS, CALIFORNIA 92374 / (909) 307-5750 / FACSIMILE (909) 307-5755

August 9, 2013

Airport Land Use Commission  
Received

SEP 10 2013

Mr. John Guerin  
Riverside County Airport Land Use Commission Staff  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Re: March Airport Land Use Compatibility Plan

Dear Mr. Guerin:

This office represents Tara Lovitt and Iva Green, owners of the properties described as APNs 263-070-059 and 48, County of Riverside. My clients' property will be affected by the proposed Airport Land Use Plan, both the noise contours and the accident potential zones for central zones. Our concern is the "baseline" which may be used for measuring impacts and also for establishing compatible land uses with future airport operations. We would object to the use of either noise contours or assessment of access potential based upon past activities of the military at this airport. We request that the airport land use plan and the environmental impact report be based upon realistic projected plans for the operation of the airport which take into consideration the future use of the airport in relationship to other airports in the region and, regional airport plans for this airport in relationship to other airports in the region.

Thank you in advance for your consideration.

Very truly yours,  
LAW OFFICE OF JAMES  
DeAGUILERA

James DeAguilera  
Attorney at Law

JD:mm



**Scott A. Mann**  
Mayor

**Wallace W. Edgerton**  
Deputy Mayor

**John V. Denver**  
Councilmember

**Thomas Fuhrman**  
Councilmember

**Greg August**  
Councilmember

August 12, 2013

Mr. John Guerin, Principal Planner  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

RE: Notice of Preparation of an Environmental Impact Report for March Airport  
Land Use Compatibility Plan

Dear Mr. Guerin:

Thank you for the opportunity for the City of Menifee to review the Notice of Preparation of an Environmental Impact Report for March Airport Land Use Compatibility Plan. The Community Development Department has reviewed the documents and has no comments at this time.

Please forward any subsequent notices regarding this project to my attention. Thank you again for the opportunity to provide comments.

Sincerely,

Lisa Gordon  
Acting Planning Manager  
Community Development Department



**MWD**

METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

August 12, 2013

**Via Electronic and Regular Mail**

Mr. John Guerin  
Riverside County Land Use Commission  
Riverside County Transportation and Land Management Agency  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Dear Mr. Guerin:

Notice of Preparation of an  
Environmental Impact Report for the March Airport Land Use Compatibility Plan

The Metropolitan Water District of Southern California (Metropolitan) has reviewed the Notice of Preparation of an Environmental Impact Report (EIR) for the March Airport Land Use Compatibility Plan (ALUCP). The Riverside County Airport Land Use Commission, acting as Lead Agency under CEQA, has determined that an EIR is necessary for analysis of the ALUCP. The proposed project is the adoption of the ALUCP by the Commission and the implementation of the ALUCP by the local planning agencies. The need for compatible land use planning in the vicinity of public and military airports is specified in State law. The preparation and adoption of an ALUCP is a major component of the law. Per the State Aeronautics Act, the purpose of the proposed ALUCP is to promote compatibility between the March Air Reserve Base/Inland Port (March ARB/IP) and the land uses that surround this joint-use airport. The ALUCP would provide for the orderly growth of the March ARB/IP and the area surrounding it, and will safeguard the general welfare of the inhabitants within the vicinity of the airport and the public in general.

The March ARB/IP is located between the cities of Riverside and Moreno Valley in the northwestern portion of Riverside County. Metropolitan owns and operates the 97-inch-inside-diameter Perris Valley pipeline. The pipeline extends through the proposed project boundaries in a generally northwest to southeast direction and is located within a 100-foot-wide permanent easement. This letter contains Metropolitan's comments to the proposed project as a potentially affected public agency. Based on a review of the proposed project boundaries, the project has

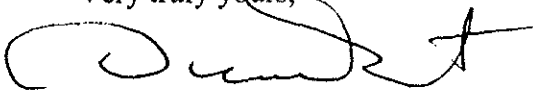
Mr. Guerin  
Page 2  
August 12, 2013

potential to impact Metropolitan's Perris Valley pipeline. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to its facilities in order to maintain and repair its system. In order to avoid potential conflicts with Metropolitan's facilities and rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the project should be contingent on Metropolitan's approval of design plans for portions of the proposed project that could impact its facilities.

Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist the applicant in preparing plans that are compatible with Metropolitan's facilities and easements, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easement of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future documentation on this project. For further assistance, please contact Ms. Jennifer Harriger at (213) 217-7658.

Very truly yours,



Deirdre West  
Manager, Environmental Planning Team

JH/jh

J:\Environmental Planning&Compliance\Completed Jobs\August 2013\Job No. 2013072502

Enclosures: Planning Guidelines and Map



Guidelines for Developments in the  
Area of Facilities, Fee Properties, and/or Easements  
of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-foot-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

## 6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

## 7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of-way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assist others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED \_\_\_\_\_ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).



o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. \_\_\_\_\_ of Metropolitan's Operations Services Branch, telephone (213) 250-\_\_\_\_\_, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must be restricted to that which

imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

### 13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

### 14. CEQA Requirements

#### a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response

giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

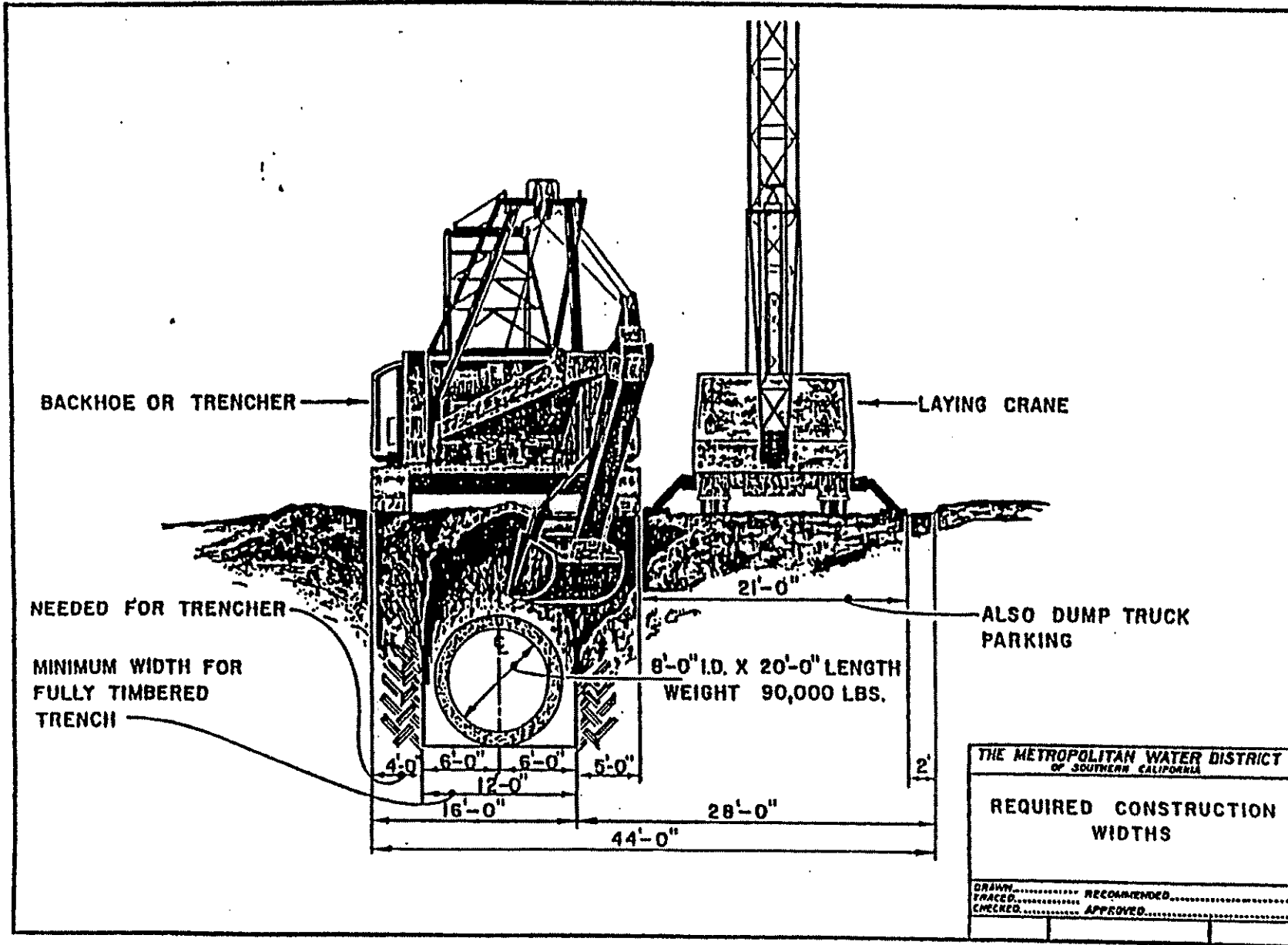


FIGURE 1

PLANS '07 (S-1) DIST. BY M.W.D.

NO PERMANENT STRUCTURES PERMITTED

M.W.D. PERMANENT RIGHT OF WAY

NO ROOF OVERHANG PERMITTED

FOOTING MUST NOT ENCRDACH INTO RIGHT OF WAY

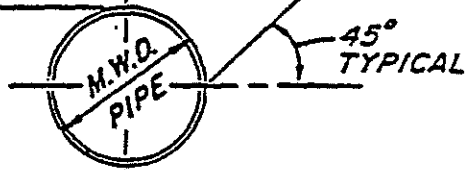
BUILDING ADJACENT TO RIGHT OF WAY

FINISHED SURFACE

VARIES

VAR.

REQUIRED DEPTH OF FOOTING



M.W.D. PIPELINE

NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR  
BUILDINGS AND FOOTINGS  
ADJACENT TO M.W.D.  
RIGHT OF WAY

DRAWN	RECOMMENDED
TRACED	APPROVED
CHECKED	

FIGURE 2

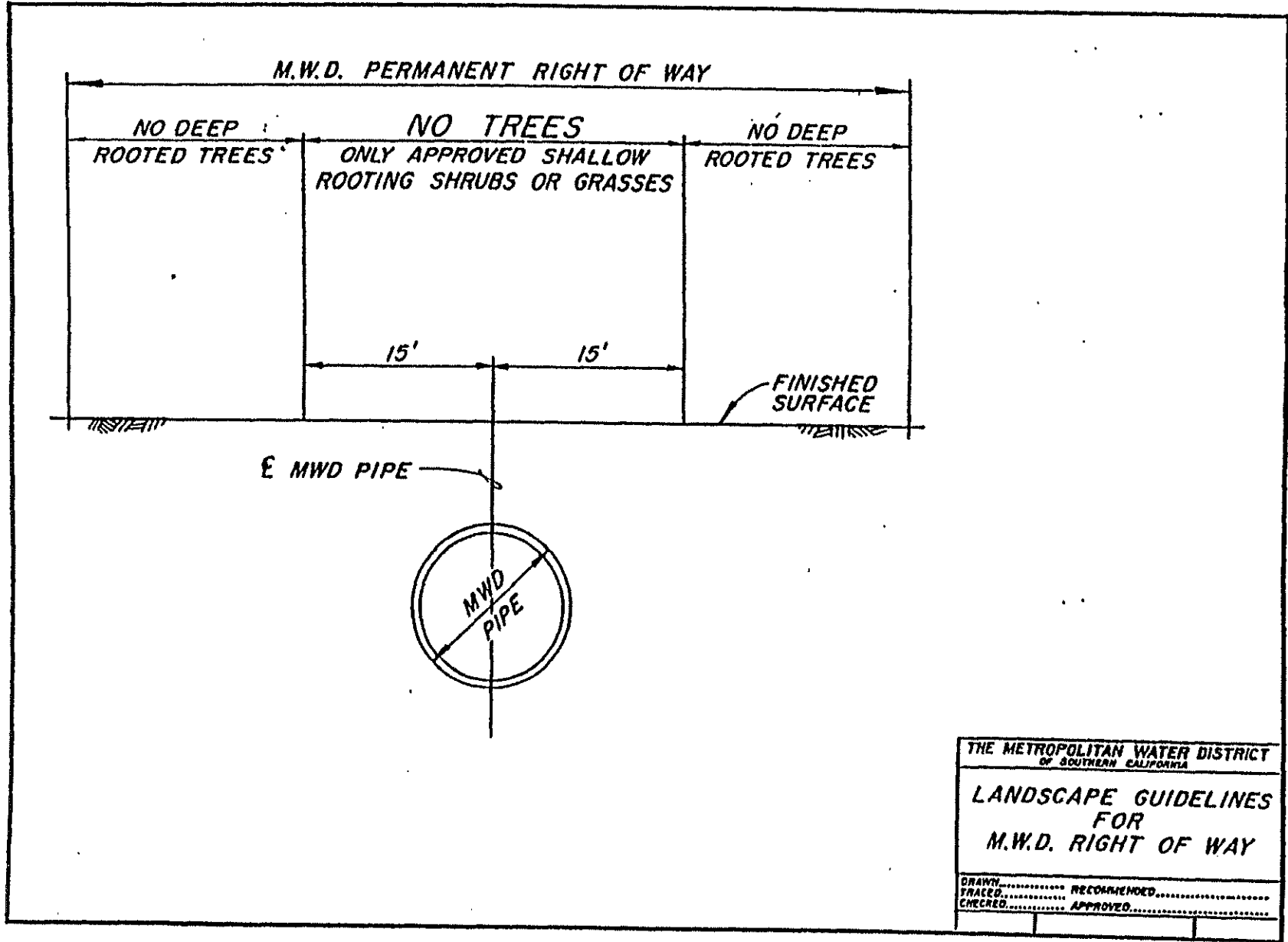


FIGURE 3



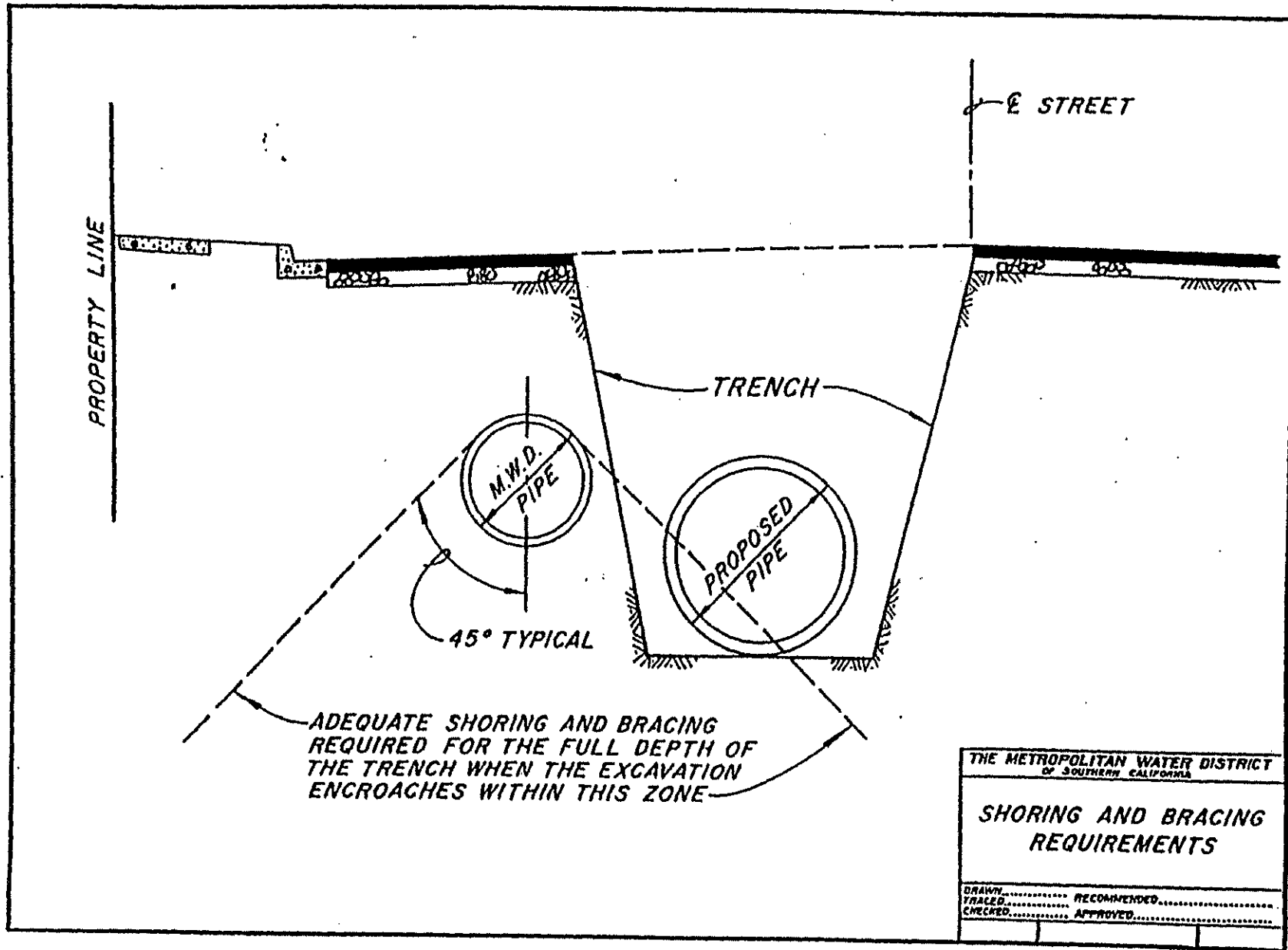
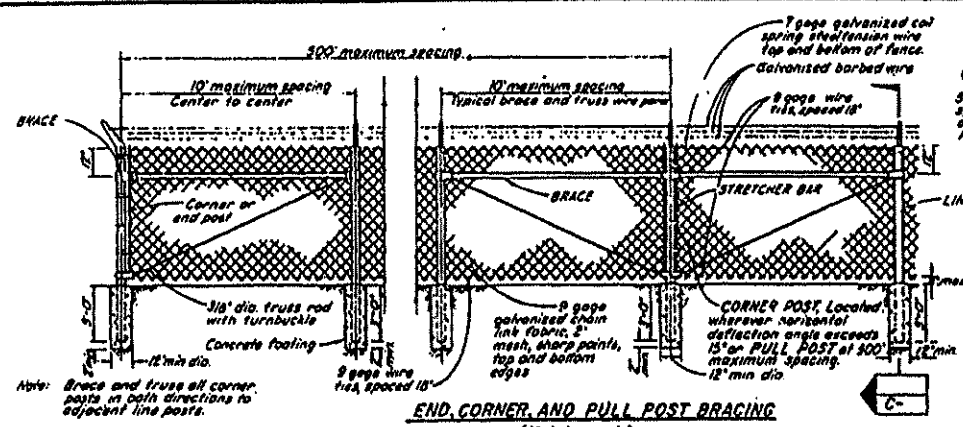
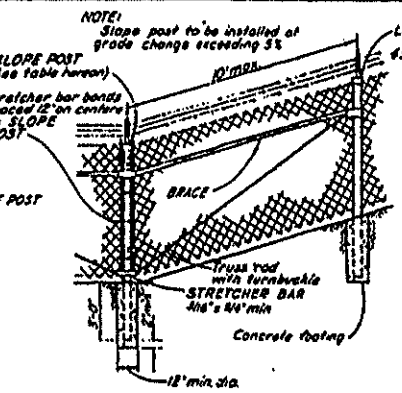


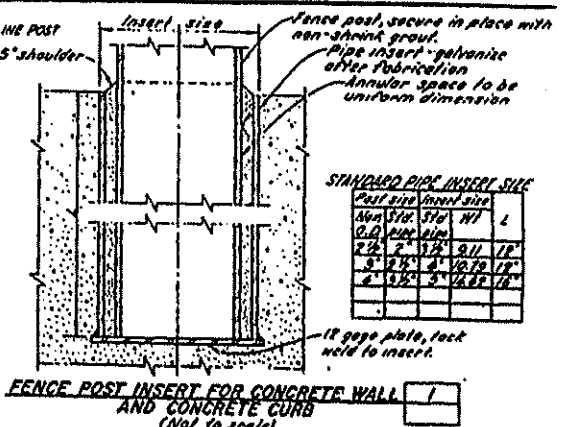
FIGURE 4



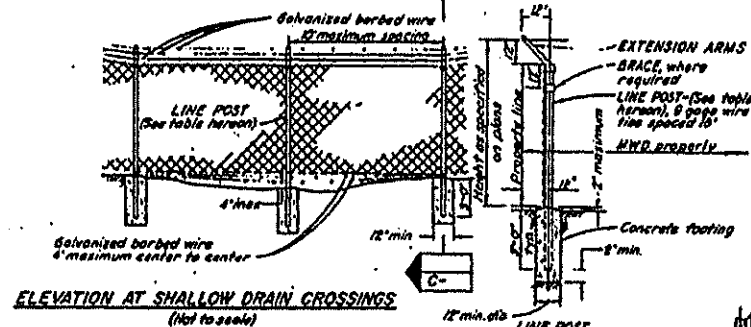
**END, CORNER, AND PULL POST BRACING**  
(Not to scale)



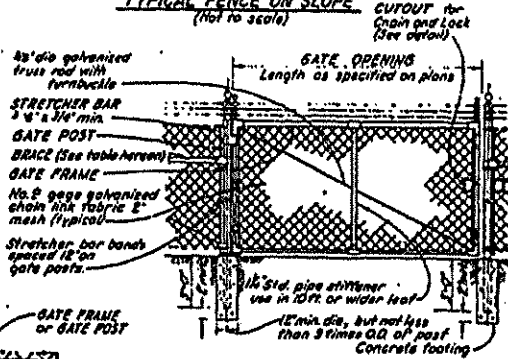
**TYPICAL FENCE ON SLOPE**  
(Not to scale)



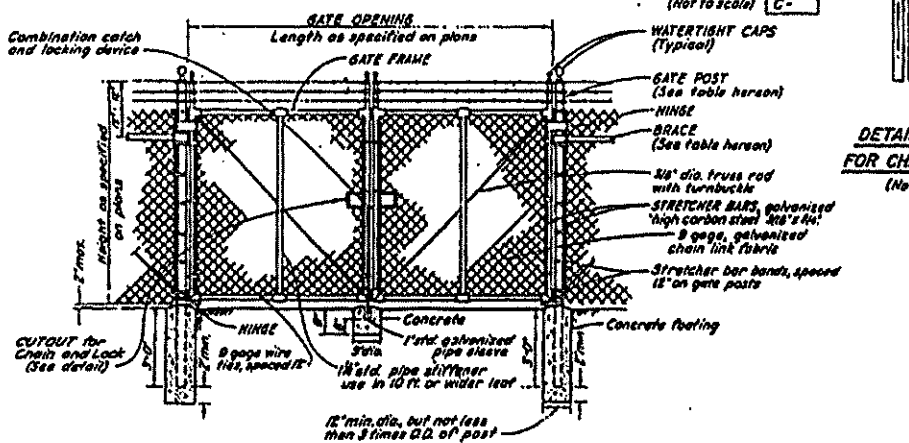
**FENCE POST INSERT FOR CONCRETE WALL AND CONCRETE CURB**  
(Not to scale)



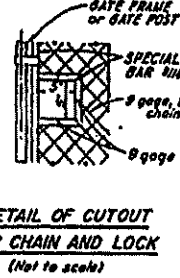
**ELEVATION AT SHALLOW DRAIN CROSSINGS**  
(Not to scale)



**SINGLE SWING GATE DETAIL**  
(Not to scale)



**DOUBLE SWING GATE DETAIL**  
(Not to scale)



**DETAIL OF CUTOUT FOR CHAIN AND LOCK**  
(Not to scale)

- GENERAL NOTES**
- All ferrous parts and materials shall be galvanized after fabrication
  - Adjustable tighteners shall be turn-buckle or equivalent, having minimum 5\"/>

Use	Type	Abnominal Size (Inches)	Actual G.A. (Inches)	Weight per foot (Pounds)
End, corner, slope, pull and gate posts for single gates 5 feet or less in width and double gates 12 feet or less in width for chain link fabric 7 1/2 inches or higher	Pipe	2 1/2	2.875	2.78
End, corner, slope, pull and gate posts for single gates 5 feet or less in width and double gates 12 feet or less in width for chain link fabric less than 7 1/2 inches height	Pipe	2	2.375	2.65
Gate posts for single swing gates over 5 feet but not over 13 feet in width and double swing gates over 12 feet but not over 25 feet in width	Pipe	3 1/2	4.000	2.11
Gate posts for single swing gates over 13 feet but not over 18 feet in width and double swing gates over 20 feet but not over 35 feet in width	Pipe	6	6.625	18.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 35 feet in width	Pipe	8	8.825	24.70
Line posts for chain link fabric 7 1/2 inches or higher	Pipe - 11\"/>			
Line posts for chain link fabric less than 7 1/2 inches in height	Pipe - 11\"/>			
Braces	Pipe - 1 1/2\"/>			
Frame for gates	Pipe - 1 1/2\"/>			
Stiffeners for gates	Pipe - 1 1/2\"/>			

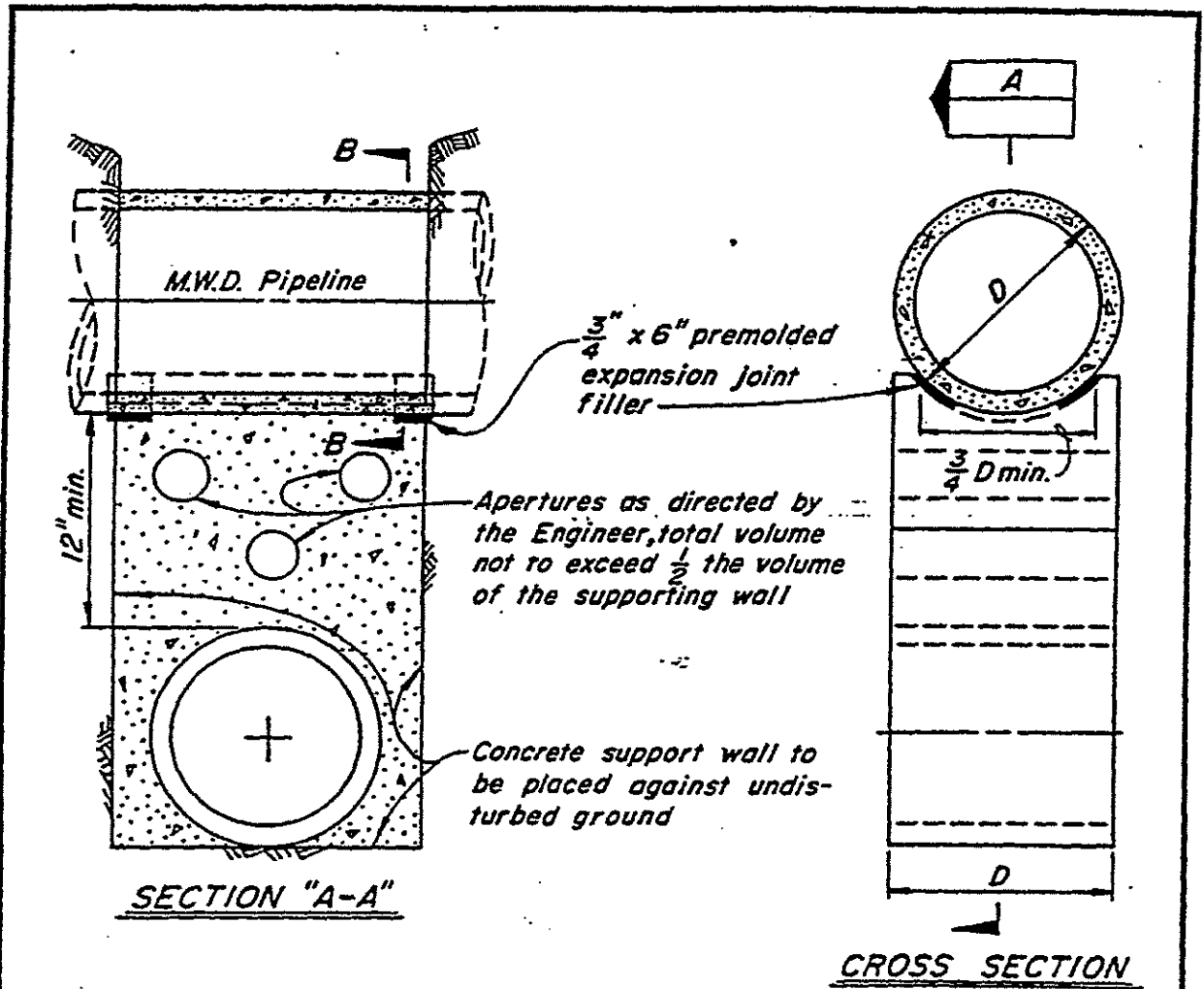
THE METROPOLITAN WATER DISTRICT  
OF SOUTHERN CALIFORNIA  
DISTRIBUTION SYSTEM

**CHAIN LINK FENCE DETAILS**

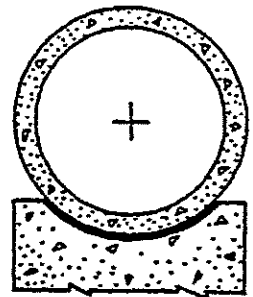
DESIGNED BY: \_\_\_\_\_  
DRAWN BY: \_\_\_\_\_  
CHECKED BY: \_\_\_\_\_  
APPROVED BY: \_\_\_\_\_

NO. DATE DWG. C/A. REVISED SEC. APP.

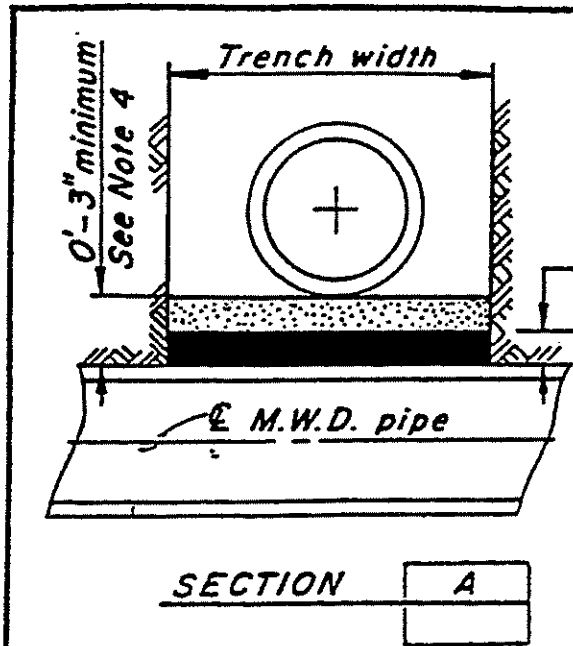
LOG ANGELES



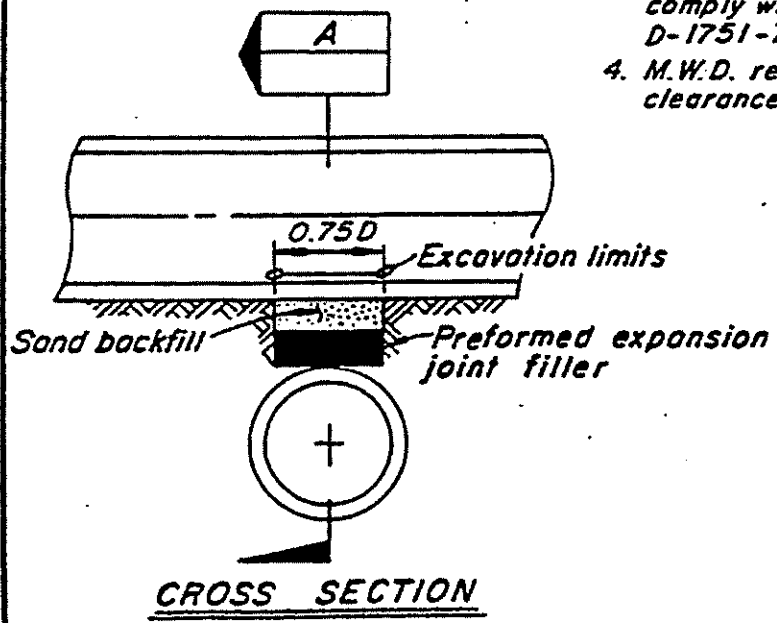
1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
<b>TYPICAL SUPPORT FOR M.W.D. PIPELINE</b>	
DRAWN _____	RECOMMENDED _____
TRACED _____	APPROVED _____
CHECKED _____	
C-9547	



**SECTION A**



**CROSS SECTION**

3" Preformed expansion joint filler

**NOTES**

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.

THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA	
TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVCROSSING OF M.W.D. PIPELINE	
DRAWN _____	RECOMMENDED _____
TRACED _____	APPROVED _____
	C-11632



August 12, 2013

Mr. John Guerin, Riverside County Airport Land Use Commission staff  
Riverside County Transportation and Land Management Agency (RCTLMA)  
4080 Lemon Street, 14<sup>th</sup> Floor, Riverside, CA 92501  
(951) 955-0982 or (951) 955-5132

Subject: Changes to Proposed Zoning Regarding March Air Force Base

Mr. Guerin:

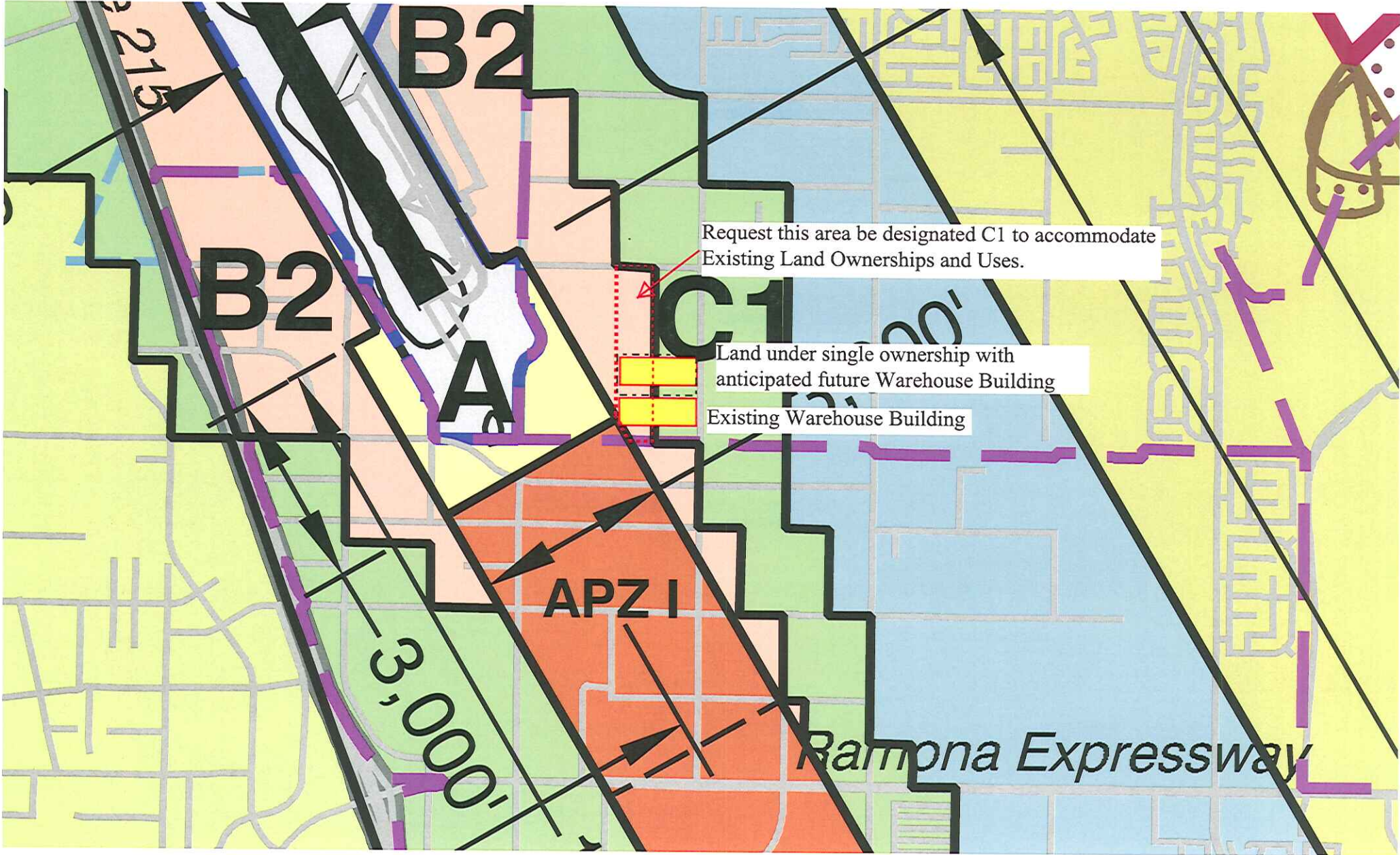
Two properties which we own and/or manage lie partially within the inner approach zoning (B2) for March Air Force Base. The first property is owned by Indian Street, LLC. and is located at 17825 Indian Street. The second property is comprised of Parcels 019, 020, 057, 077 as shown on Assessor's Map 316-210.

Currently there are buildings to the North and to the South of the property that stand over the 35 ft. maximum for requiring an airspace review. Having tall buildings surrounding the vacant land, yet requiring future buildings to be shorter and undergo airspace reviews, would adversely affect the image of the property. This would in turn detract from the usefulness and the value of the land.

As you can see from the attached zoning map, there are other areas along the landing approach that have zero buffer zones. We feel that this minor adjustment of the B2/C1 Zoning Line would improve the value and the appearance of the entire area.

Thank you for your consideration,

William D. Vogel II  
Vice President



Request this area be designated C1 to accommodate Existing Land Ownerships and Uses.

Land under single ownership with anticipated future Warehouse Building

Existing Warehouse Building

Ramona Expressway

3,000'

215

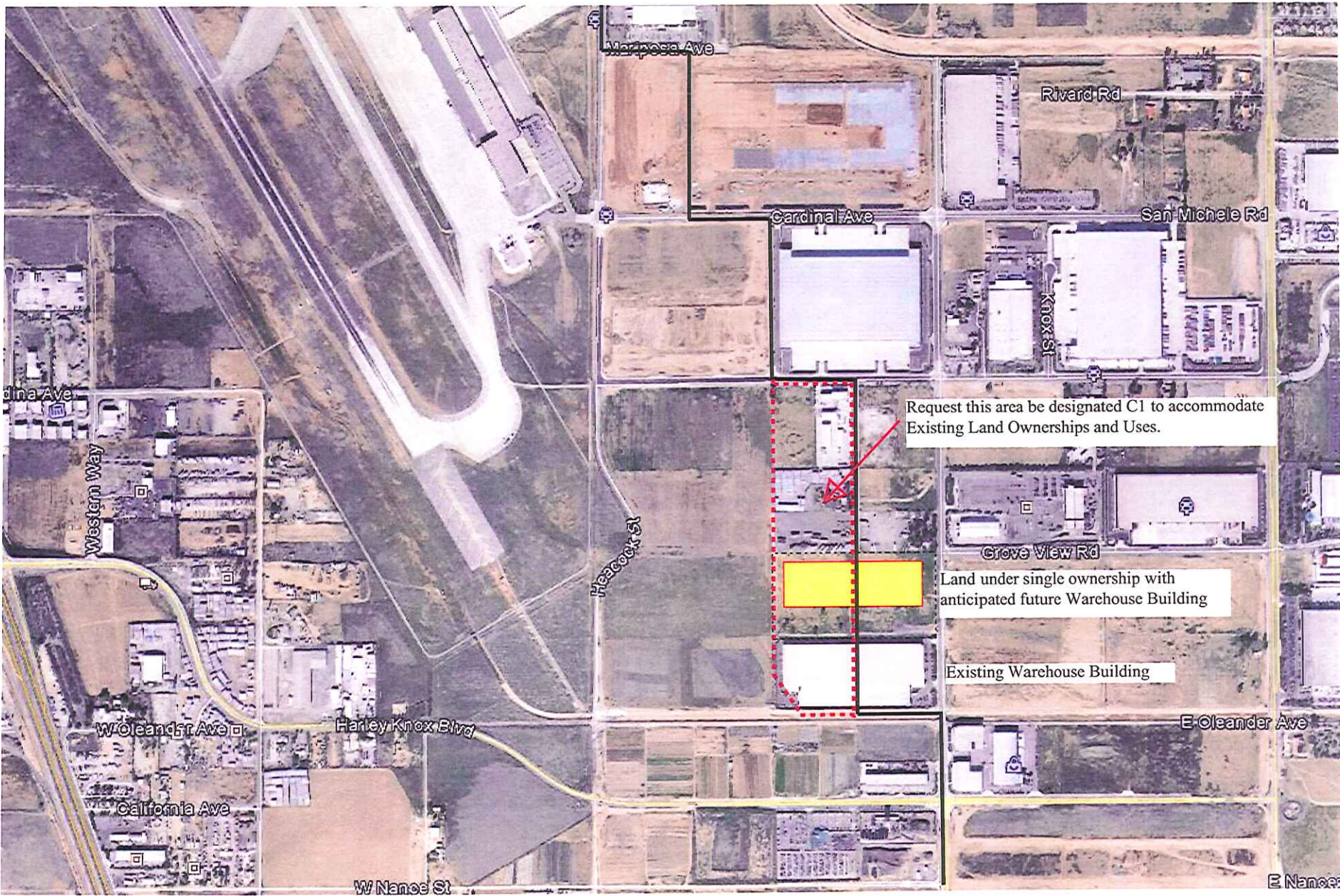
B2

B2

A

APZ I

C1



Mariposa Ave

Rivard Rd

Cardinal Ave

San Michele Rd

Knox St

Alina Ave

Western Way

Proctor St

Request this area be designated C1 to accommodate Existing Land Ownerships and Uses.

Grove View Rd

Land under single ownership with anticipated future Warehouse Building

Existing Warehouse Building

W Oleander Ave

Harley Knox Blvd

E Oleander Ave

California Ave

W Nance St

E Nance St

**From:** Guerin, John [JGUERIN@rctlma.org]  
**Sent:** Tuesday, August 13, 2013 11:04 AM  
**To:** Cooper, Ed; Steven Alverson; 'Ken Brody'  
**Cc:** Wang, Anna; Miller, BT; 'Danielle Morone'; 'Mark Dillon'  
**Subject:** FW: Notice of Prep, DEIR for March Airport Land Use Compatibility Plan  
**Attachments:** scan (39).pdf - Adobe Reader.pdf

FYI...

---

**From:** Johnson, Ben@CALFIRE [<mailto:Ben.Johnson@fire.ca.gov>]  
**Sent:** Tuesday, August 13, 2013 10:51 AM  
**To:** Guerin, John  
**Cc:** Ahmad, Abdul@CALFIRE; Brandes, Walt  
**Subject:** Notice of Prep, DEIR for March Airport Land Use Compatibility Plan

John-given some unresolved tech issue with accessing the online Initial Study for this Airport Land Use Compatibility Plan and deadline for comment, I can offer informal comments based on the info provided in the NOP: the Plan is primarily concerned with noise impacts to neighboring uses surrounding the airport: RCFD has little/no concern on this issue; provided that land uses immediately surrounding airport are of lower heights/scale to minimize conflicts with aircraft for safety purposes and to the satisfaction of airport subject matter experts, RCFD has no comment/concern. Thank you, Ben Johnson, Strategic Planning Bureau, RCFD



August 23, 2013

John Guerin  
Principal Planner  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14th Floor  
Riverside, CA 92501

**SUBJECT: Comments on the Notice of Preparation for the March ARB/IP Joint Land Use Study**

Dear Mr. Guerin:

March JPA agrees with the methodology of the analysis and the conclusions reached in the Initial Study. March JPA has identified several items listed below that amount to updates on the information provided in the Initial Study, Airport Compatibility Plan and Background Data document.

**Initial Study**

1. Figure 2: The site specific exception identified on the Airport Compatibility Plan for the March Business Center does not appear to be correctly shown. The South Campus of March Business Center (south of Van Buren) appears to correctly depict March Business Center. However the north Campus depiction should be revised to reduce the size of the exception. Please contact me so we can discuss this item further.
2. Footnote 17 on page 46 would be more accurate by identifying that the Cities of Moreno Valley and City of Perris contract with the Riverside County Sheriff's Department.

**March Air Reserve Base / Inland Port Airport Land Use Compatibility Plan:**

1. Map MA-1: See comment #1 under the initial study section regarding the March Business Center.

**Background Data: Airport Compatibility Plan Section W3**

1. Exhibit MA-1. The Building Area Section needs to be updated to identify that there are Services, consisting of the completed Civilian Fuel Farm at the civilian airport. The Planned Facility Improvements should indicate the approved, and soon to be constructed 5,000 sq/ft GA terminal.



DEPARTMENT OF THE AIR FORCE  
AIR FORCE RESERVE COMMAND

12 September 2013

MEMORANDUM FOR RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION  
ATTN: JOHN GUERIN  
PRINCIPAL PLANNER  
4080 LEMON STREET, 14TH FLOOR  
RIVERSIDE CA 92501

FROM: 452d Mission Support Group/Civil Engineers  
Base Operating Support  
610 Meyer Drive Bldg 2403  
March ARB CA 92518-2166

SUBJECT: Draft March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan  
and Environmental Impact Report Initial Study

1. March Air Reserve Base (MARB) comments and recommendations to the draft MARB/Inland Port (MARB/IP) Airport Land Use Compatibility Plan (ALUCP) and Initial Study are provided with this memorandum.
2. The MARB/IP ALUCP Initial Study under the section on noise discusses the jurisdictional aspects of airfield operations. This discussion does not specifically recognize that current MARB flying missions rely on a certain level of flexibility including aircraft load/weight configurations. These configurations directly affect takeoff/landing parameters and can alter noise generated during these activities. It is important to understand the direct connection between those operations and inherent noise levels when assessing both current and future noise impacts.

The ALUCP considers and relies upon four separate sources of noise data in assessing noise impact areas (see RCALUCP, Volume 2, Chapter W7, Paragraph 2, Page MA-2). Since the land use compatibility zone boundaries being proposed in the ALUCP (Map MA-1) are based primarily on these noise impacts, MARB cautions that RCALUC does not overly rely on this data when attempting to assess "future" operational scenarios.

Specifically, one noise data source, the F-15 Aircraft Conversion Environmental Impact Statement, 144th Fighter Wing, California Air National Guard, Fresno-Yosemite International Airport (National Guard Bureau, March 2013) assumes a specific level of future operations at MARB. MARB encourages RCALUC not to assume that all future airfield operations can or will be accommodated within the noise constraints as described in the ALUCP. MARB's review and comments of the proposed noise impact areas shown in Exhibit MA-4 can only be based on an official Air Force AICUZ Study.

3. MARB/IP ALUCP Initial Study, Mandatory Findings of Significance, Discussion paragraph c) (Page 58) stipulates that the proposed ALUCP could result in potentially significant, indirect

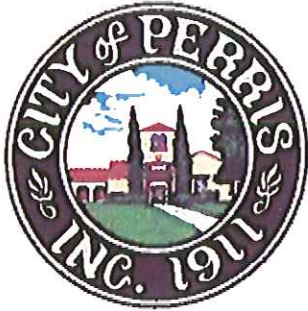
effects on people resulting from shifts in future development patterns. MARB strongly feels that current and future MARB mission and training operations as described in the Initial Study cannot be altered to accommodate land use changes that are now, or in the future could be in conflict with the proposed ALUCP LUCZ recommendations. Therefore, so long as MARB remains in operation, protection of the MARB flying mission from encroachment due to incompatible land use development within the MARB/IP Airport Influence Area (AIA) should be stated as an equal, primary concern of the ALUCP.

4. MARB/IP ALUCP, Table MA-2, Note No. 4 stipulates that Avigation Easements are to be dedicated to the March Inland Port Airport Authority and that the federal government is precluded from receiving easement dedications. We disagree with the statement that the federal government is precluded from receiving easement dedications. As host installation, MARB is the operator of the military airfield and is the appropriate grantee of avigation easements. We request specific references to support the justification for precluding MARB (federal government) from receiving these easements.
5. MARB/IP ALUCP, Chapter 3, Section MA.2, Paragraphs 2.1 (a); 2.4 (a) and (c); 2.5 (a), (c), and (d); 2.6 (a) reference criteria specifically described in Table MA-2 not Table MA-1. Each of these paragraphs should be edited to change any reference from Table MA-1 to Table MA-2 as necessary.
6. Thank you for the opportunity to review and comment on this proposed document. If you have questions please contact Ms. Denise Hauser at (951) 655-4862 or Mr. Jon Wreschinsky at (951) 655-2236.



PAMELA M. HANN  
Base Civil Engineer

SUBSEQUENT  
COMMENTS (2014)



# CITY OF PERRIS

## DEVELOPMENT SERVICES DEPARTMENT PLANNING DIVISION

135 N. "D" Street, Perris, CA 92570-2200  
TEL: (951) 943-5003 FAX: (951) 943-8379

August 7, 2014

Mr. John Guerin, Principal Planner  
Riverside County Airport Land Use Commission  
4080 Lemon Street, 14th Floor  
Riverside, CA 92501

Re: Draft Environmental Impact Report for the ALUCP for March ARB/IPA

Dear Mr. Guerin:

The City of Perris appreciates the opportunity to comment on the Notice of Preparation for an Environmental Impact Report (EIR) for the ALUCP for March ARB/IPA. In reviewing the materials associated with this project, the City of Perris offers the following comments to be addressed in the EIR:

1. The City is concerned with the change in land use designation from C-2 to C-1 for the following parcels: APNs 314-180-011, 314-180-013, 314-180-001, 317-12-021, 314-180-009, 314-180-007, 314-180-014, 314-180-010, and 317-120-015. This is the City's primary commercial land use designation in the North Perris Valley Commerce Center Specific Plan. The Airport Land Use Compatibility Study 2010 included these areas in a C-2 designation which should remain as is. The City of Perris worked with the ALUC in the development of the ALUCP 2010 and proposes that the change in designation under the DEIR be reverted back to C-2 for the properties mentioned above (see attached exhibit).
2. Significant and Unavoidable Adverse Impacts (Impact 3.1-1 and 5-1: Although a Statement of Overriding Consideration is proposed for these impacts, it is unclear as to how or when the recommended mitigation measures should be implemented by jurisdictions that need to update the General Plan or amend FARs. The DEIR states that that the ALUC cannot provide assurance that such measures will be completed by the affected Cities. However, clarification should be included as to how ALUC review will affect potential projects in areas that are shown to be displaced and located within an area plan that has not been updated.

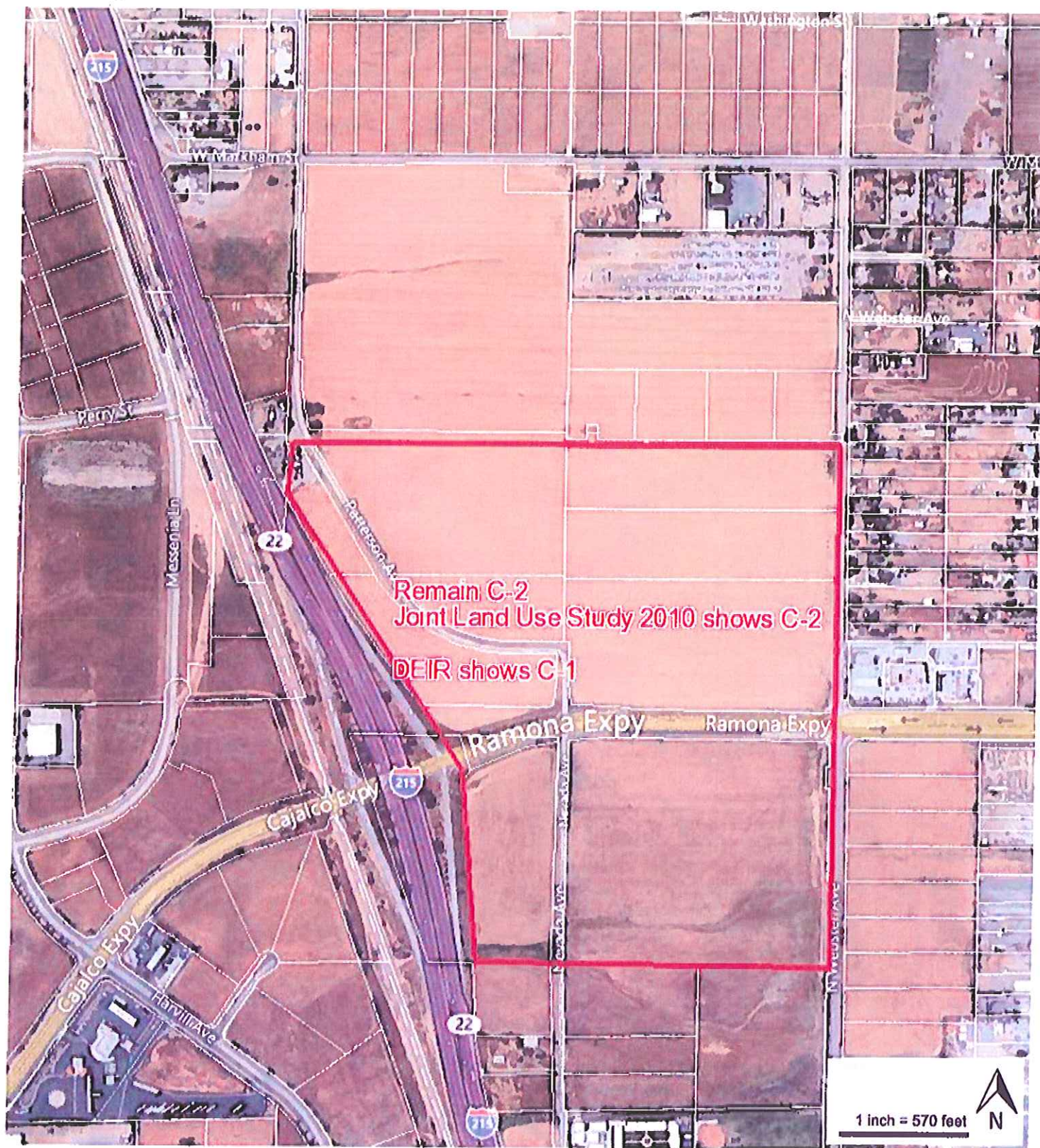
Again, thank you for the opportunity to provide comments. The City of Perris supports the ALUCP and is committed to working with ALUC in the completion and adoption of this plan. Please feel free to contact me at (951) 943-5003, ext. 272, if you have any questions or would like to discuss the above concerns in further detail.

Sincerely,

A handwritten signature in black ink, appearing to read 'Clara Miramontes', written in a cursive style.

Clara Miramontes  
Director of Development Services

Cc: Richard Belmudez, City of Perris – City Manager



## **Guerin, John**

---

**From:** tntconser@aol.com  
**Sent:** Monday, August 25, 2014 10:44 AM  
**To:** Guerin, John  
**Subject:** March Air Base/Inland Port comment

Dear Mr. Guerin,

My name is Mary Tithof, and I live in the Northern end of Perris, not to far off the air base.

I am writing my objection to the use of the air base as a port.  
Many city governments forget about the residents in my area, or actually show no concern for my neighborhood, as if we do not matter. I hope this is not the case now.

The flight patterns and zones of commercial flights cannot be allowed over resident homes. The noise and vibrations alone will destroy any resemblance of tolerable living.

Not to mention all the additional traffic, noise pollution etc., that WILL happen if this project is approved.

We simply cannot handle this. These types of aircrafts are extremely noisy, and I know I speak for many, when I say that there is no way this area can take anymore intrusive noises. We do have the right to quality of life, without intrusive and unbearable noises.

I pray that this idea is canned and other ways are developed that will allow the citizens of this area, to be able to \*live\*...simply live with the standards that are due us.

I thank you for the time in reading this.  
Mary Tithof  
4182 Brennan Ave.  
Perris, CA 92571

951-657-2966



# RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

## STAFF REPORT

### ADMINISTRATIVE ITEMS

- 4.1 Director's Approvals. As authorized pursuant to ALUC Resolution No. 2011-02, ALUC Director Ed Cooper has reviewed three Citywide ordinance amendments and issued consistency letters based on the projects having no possibility of being inconsistent with the land use planning guidelines contained in the applicable Airport Land Use Compatibility Plans. ZAP1014RG14 and ZAP1015RG14 are amendments to the City of Perris Zoning Code addressing recreational vehicle parking in residential zones and development standards for accessory buildings and structures. ZAP1016RG14 is an amendment to the text of the City of Riverside Zoning Code relating to businesses that sell alcohol for either on-site or off-site consumption. Staff is attaching copies of the approval letters and background information.
- 4.2 2015 ALUC Commission Meeting Schedule. Staff has prepared a draft 2015 meeting schedule for the Commission's consideration. Please note, however, that the second Thursday of February falls on a County holiday (Lincoln's Birthday). The January meeting is on January 8, while the March meeting is on March 12. Therefore, staff recommends that, if the Commission wishes to meet on a Thursday, the meeting be set for February 5, rather than February 19. The Board Hearing Room is not available on the morning of February 5, so that meeting would be scheduled at 1:00 P.M., rather than the usual 9:00 A.M. All other meetings would follow the regular schedule. Please note that we have not recommended a dark month, as ALUC applications have increased recently. However, the most likely dates for relevant statewide conferences are between late August and early October, so, from staff's perspective, September or October would be an appropriate choice for the dark month, if any.

Y:\ALUC\ALUC Administrative Items\Admin. 2014\ADmin Item 10-09-14.doc



AIRPORT LAND USE COMMISSION  
RIVERSIDE COUNTY

4.1

September 23, 2014

CHAIR  
Simon Housman  
Rancho Mirage

VICE CHAIRMAN  
Rod Ballance  
Riverside

Ms. Ilene Paik, Associate Planner  
City of Perris Planning Division  
135 North D Street  
Perris, CA 92570

COMMISSIONERS

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
Hemet

Greg Pettis  
Cathedral City

Richard Stewart  
Moreno Valley

STAFF

Director  
Ed Cooper

John Guerin  
Russell Brady  
Barbara Santos

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

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

RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW

File No.: ZAP1014RG14  
Related File No.: OA13-11-0010 (Ordinance Amendment)  
APN: N/A, Citywide


Dear Ms. Paik:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Perris Case No. OA13-11-0010, an amendment to the text of the City's Zoning Code, and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the Airport Influence Areas (AIAs) of March Air Reserve Base or Perris Valley Airport; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 1984 Riverside County Airport Land Use Plan (as applied to March Air Reserve Base) and the 2010/2011 Perris Valley Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within these AIAs or on the long-term viability of operations at these airports.

Therefore, I hereby find the above-referenced project, a proposal to amend the zoning code to include a section regulating accessory buildings (which does not include "guest houses", "second units", or "granny flats"), **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan (as applied to the March Air Reserve Base Airport Influence Area) and the 2010/2011 Perris Valley Airport Land Use Compatibility Plan.

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Edward C. Cooper, Director

RB:bks

RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION September 23, 2014

cc: Gary Gosliga, March Inland Port Airport Authority  
Dan Fairbanks, March Joint Powers Authority  
Denise Hauser, March Air Reserve Base  
Sonia Pierce, March Air Reserve Base

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## CHAPTER 19.XX

### ACCESSORY BUILDINGS

#### Sections:

- 19.XX.010 PURPOSE
- 19.XX.020 DEFINITIONS
- 19.XX.030 DEVELOPMENT STANDARDS
- 19.XX.040 DEVELOPMENT PLAN REVIEW
- 19.XX.050 NONCONFORMING USES

#### 19.XX.010 PURPOSE AND INTENT

The purpose of regulating accessory buildings and structures is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses.

#### 19.XX.020 DEFINITIONS

**Accessory buildings.** As used herein, shall mean a building which is attached or detached from the main building on a parcel or lot, the use of which is ancillary to that of the main building. An accessory building includes but is not limited to greenhouse, storage shed, pool house, cabana, barn, stable or workshop. Accessory buildings do not include “guest houses”, “second unit” or “granny flats” and are not to be used as living quarters. No accessory buildings shall be erected unless a main building exists on the parcel.

**Garage.** As used herein, means a building or part thereof, not over one story in height and used in conjunction with a residence or business for storage of self-propelled private passenger vehicles or private passenger or house trailers, wherein no service for profit is conducted.

#### 19.XX.030 DEVELOPMENT STANDARDS

Detached accessory buildings are permitted in all residential zones where the principal use of the residential parcel is a main dwelling, subject to the following requirements, which are in addition to any requirements of that residential zone.

1. Structures up to fifteen (15) feet in height shall be located no closer than five feet to the rear property line, five feet to the interior side property line and ten feet to the street side property line. Any structures over 15 feet or are two-stories will be subject to the setback requirements under the appropriate zoning designation.
2. No accessory buildings shall exceed six hundred (600) square feet in gross floor area.
3. Detached accessory buildings must be 10 feet from the primary building.

4. No detached accessory building shall encroach upon the required front setback, and must be behind the front wall of the primary building.
5. Detached accessory buildings used for vehicle storage shall have paved access to the structure.
6. Swimming pools and spas shall be located at least 5 feet away from any fence, building wall, or doorways.
7. Accessory buildings will adhere to the height restrictions of the zoning designation.
8. Two story accessory buildings are allowed only in R-20,000 zoning designation.

19.XX.040 DEVELOPMENT PLAN REVIEW APPLICATION

The following development will be subject to a development plan review application and approval:

1. Any accessory buildings that are larger than 25% of the primary structure.
2. Any two story accessory buildings
3. Any accessory buildings that have more than two plumbing fixtures.

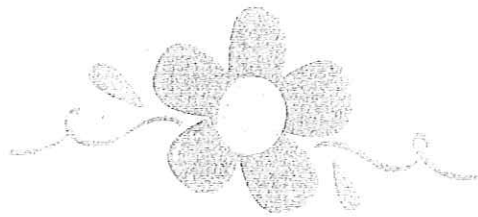
19.XX.050 NON-CONFORMING USES.

An otherwise legally permitted accessory building which becomes legally nonconforming as a result of the adoption of this chapter shall be allowed to remain unless 75% or more of the accessory building is destroyed. In that case, any rebuilt accessory building must meet the requirements of the current code.

ZAPIOISRG14

4.1

**PAGE BREAK**





# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY

4.1

September 11, 2014

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
Riverside

John Lyon  
Riverside

Glen Holmes  
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Cathedral City

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**STAFF**

Director  
Ed Cooper

John Guerin  
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County Administrative Center  
4060 Lamon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

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

Ms. Ilene Paik, Associate Planner  
City of Perris Planning Division  
135 North D Street  
Perris, CA 92570

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1015RG14  
Related File No.: OA13-11-0011 (Ordinance Amendment)  
APN: N/A, Citywide

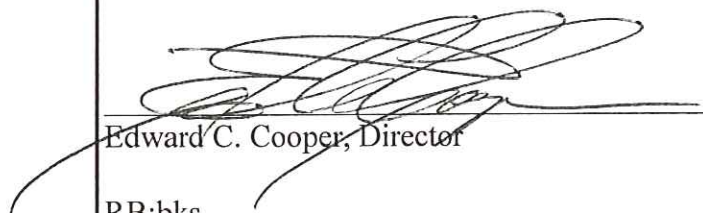
Dear Ms. Paik:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Perris Case No. OA13-11-0011, an amendment to the text of the City's Zoning Code, and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the Airport Influence Areas (AIAs) of March Air Reserve Base or Perris Valley Airport; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 1984 Riverside County Airport Land Use Plan (as applied to March Air Reserve Base) and the 2010/2011 Perris Valley Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within these AIAs or on the long-term viability of operations at these airports.

Therefore, I hereby find the above-referenced project, a proposal to amend the zoning code to modify the parking standards for recreational vehicles, **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan (as applied to the March Air Reserve Base Airport Influence Area) and the 2010/2011 Perris Valley Airport Land Use Compatibility Plan.

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION

  
Edward C. Cooper, Director

RB:bks

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION September 11, 2014**

cc: Gary Gosliga, March Inland Port Airport Authority  
Dan Fairbanks, March Joint Powers Authority  
Denise Hauser, March Air Reserve Base  
Sonia Pierce, March Air Reserve Base

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## CHAPTER 19.69

### PARKING AND LOADING STANDARDS

Section:

19.69.010	PURPOSE
19.69.020	RESIDENTIAL REGULATIONS
19.69.030	NON-RESIDENTIAL REGULATIONS
19.69.040	LOADING REQUIREMENTS

19.69.010 PURPOSE

Regulations shall be established for parking and loading, in order to assure adequate parking facilities are properly designed and located in order to meet the parking needs created by specific uses, and ensure their usefulness, protect the public safety, and where appropriate, buffer and transition surrounding land uses from their impact.

19.69.20 RESIDENTIAL REGULATIONS

A. *General Provisions*

1. Amount of Facilities Required. Any dwelling unit constructed or located after the effective date of the Chapter, or any subsequent amendment thereto, shall be required to provide off-street parking facilities in accordance with the provisions of this Chapter.
2. Non-Conforming Uses. Any dwelling unit or group of dwelling units which, on the effective date of this Chapter, or any subsequent amendment thereto, is nonconforming as to the regulations relating to off-street parking facilities, may be continued in the same manner as if the parking facilities were conforming. However, any existing dwelling unit that is enlarged by 25 percent of the gross living area shall be required to provide off-street parking facilities in accordance with the provisions of this Chapter.
3. Voluntary Establishment. Nothing in this Chapter shall be deemed to prevent the voluntary establishment of off-street parking facilities in excess of those required by this Chapter, provided that all regulations governing the location, design, and operation of such facilities are met.
4. Provision is a Continuing Obligation. The required off-street parking shall be a continuing obligation. It is unlawful to discontinue or dispense with the required vehicle parking facilities without providing other vehicle-parking facilities which meet the requirements of this Chapter.

5. Relocation of Facilities. Whenever existing parking facilities are removed or converted to a permissible non-parking use, the following regulations shall apply:
  - a. Any driveway approach that no longer provides access to a covered parking facility shall be removed and replaced with standard curb and gutter, in accordance with City standards.
  - b. All paved surfaces in the front yard area that no longer provide access to a covered parking facility shall be removed and the areas landscaped.
6. Access.
  - a. Access to a parking facility shall be paved, unless said facility is located greater than 100 feet from public right-of-way. If more than 100 feet from a public right-of-way, access shall be on an all-weather surface acceptable to the City Engineer.
  - b. Driveways shall utilize concrete material, unless said driveway is greater than 45 feet in length. If more than 45 feet in length, asphaltic material may be used, subject to approval by the City Engineer.

**B. *General Regulations***

1. Number of Spaces Required.
  - a. Single Family
    - 1) Light Agricultural Zone: 2 spaces, one within a garage.
    - 2) Rural Residential/Agricultural Zone: 2 spaces, one within a garage.
    - 3) Detached Residential, R4 Zone: 2 garage spaces.
    - 4) Detached Residential, R7 Zone: 2 garage spaces.
  - b. Multi-Family
    - 1) Attached Residential, R7, R14, R22 Zones: 2 spaces per unit, one within a garage;
    - 2) Apartments: One space per unit shall be within a carport or an enclosed garage.
      - (a) Studio Unit: 1 space/unit.
      - (b) One Bedroom Unit: 1 space/unit.
      - (c) Two Bedroom Unit: 1.5 spaces/unit.
      - (d) Each additional bedroom: 0.25 spaces/unit up to 10 spaces, and 0.010 spaces/unit exceeding 10 spaces. Shall be distributed throughout development.

2. Size.
  - a. Uncovered.  
Each parking space shall have minimum dimension not less than 9 feet in width and 19 feet in length. No more than 15 percent of uncovered parking spaces for multi-family development may be compact parking stalls. Each compact parking space shall have minimum dimension not less than 8 feet in width and 16 feet in length.
  - b. Carport/Garage.  
Each covered parking space in a garage or carport shall have minimum dimension not less than 10 feet in width and 20 feet in length. Minimum size for a one-car garage shall be no less than 250 square feet.
  
3. Location: Off-street parking facilities required by this Chapter shall be located on the same lot or parcel as the residential unit they are intended to serve.
  - a. Covered parking spaces shall not be located in any required front, side or rear yard setback.
  - b. Not more than 3 entrance bays for individual garages or carports shall face a public right-of-way.
  
4. Access: The following requirements shall govern access to off-street parking facilities:
  - a. Units located with sole access from an Expressway, Primary or Secondary Arterial as designated by the Perris General Plan shall provide a vehicular turn-around facility on the site to permit straight forward travel upon entering a street. Said facilities may be required for lots with sole access to a collector street.
  - b. The width of driveway entrances measured at property line shall be as follows:
    - 1) One-car facility: 10 feet minimum.
    - 2) Two-car facility: 25 feet maximum.
    - 3) Three-car facility: 35 feet maximum.

Recreational Vehicle Parking: ~~Parking for recreational vehicles is permissible provided the following standards are met:~~

- ~~c. Off street parking standards are provided in accordance with this Chapter, and parking facilities for recreational vehicles are in addition to said facilities required.~~
- ~~d. Parking facilities for recreational vehicles may be either covered or uncovered, with adherence with the following provisions:~~

- ~~1) Covered facilities shall meet all applicable yard setback and requirements, and shall be constructed in a manner compatible with the primary unit.~~
- ~~2) Covered facilities shall be located to the rear or side of the primary unit, and not in front of the primary unit.~~
- ~~3) Uncovered facilities shall be located outside of any required front or side yard setback.~~

5. Recreational Vehicle Parking: Parking for recreational vehicles is permissible provided the following standards are met:

- a. House with attached Garage: The space between the driveway serving the garage and the nearest side property line, with such paving permitted to extend as far as the rear of the residential structure, such space not to exceed twenty feet in width beyond the driveway serving the garage.
- b. House With Detached Garage, Served by Adjacent Street: The space between the driveway and the nearest side property line, extending as far as the rear of the garage, such space not to exceed twenty feet in width beyond the driveway serving the garage.
- c. House With Detached Garage Served From an Alley: A space, not exceeding twenty feet in width, adjacent to a side property line. Such paved space may extend no further than the space between the street and the rear of the house. Installation of such a driveway is subject to approval of a driveway curb cut by the Engineering Department.
- d. Circular Drives: A house with one street frontage and at least one hundred feet of width, or any house with two street frontages may be served by a circular drive. In addition, the space between the circular drive and the nearest interior side property line may be paved, provided this additional paving does not exceed twenty feet in width beyond the point from the nearest point of the circular driveway and the interior side property line, nor extend further than the distance between the street and the rear of the residence. No circular drive will be approved without the approval of the Engineering Department for two driveway openings.
- e. Special Requirements for Driveway Extensions in Street Side Yard Areas: Where the area proposed for driveway expansion is a street side yard, the portion of the driveway behind the front setback must be

- screened from adjoining street by a six-foot high solid wall.
- f. Registration and Vehicle Condition. All recreational vehicles, parked outside of a completely enclosed garage shall be currently and legally registered except as provided for by State law and shall be in an operable and movable condition within one hour. Motorized recreational vehicles, shall be movable under their own power. Boats and other nonmotorized vehicles, such as trailers, shall be movable by a towing vehicle customarily used for the type of vehicle being towed.
  - g. A recreational vehicle may not have any utility hookups or be used as living quarters.
  - h. The property may be fenced subject to current Zoning Code standards.
6. Single Room Occupancy (SRO) unit parking shall be provided as follows (added August 2013, Ord. 1296) (see Chapter 19.28.070.E for complete development criteria):
- a. One (1) uncovered parking space for every three (3) SRO units.
  - b. Two (2) uncovered parking spaces for an onsite manager unit.
  - c. Each SRO unit shall be provided at least one (1) lockable bicycle parking space in a location that is adjacent to that SRO unit.
7. Limitations and Prohibited Parking: The following limitations and prohibitions shall apply:
- a. No parking shall be permitted in required landscaped front yard areas.
  - b. All inoperative motor vehicles, detached truck campers, trailers of any type, mobile homes, boats and similar equipment incapable of movement under its owner power shall be stored in an enclosed parking space or stored in an area screened from the street. No parking or storage shall be permitted in the driveway or front yard area.

19.69.30 NON-RESIDENTIAL REGULATIONS

**A. General Provisions**

- 1. Amount of Facilities Required: Any building or structure constructed, located, or expanded and any use of land established after the effective date of this chapter, or any subsequent amendment thereto, shall be required to provide off-street parking facilities in accordance with this Chapter.

2. Non-Conforming Uses: Any use of property which on the effective date of this Chapter, or any subsequent amendment thereto, is nonconforming as to the regulations relating to off-street parking facilities, may be continued in the same manner as if the parking facilities were conforming. However, if such parking facilities do exist they shall not be reduced.

3. Voluntary Establishment: Nothing in this Chapter shall be deemed to prevent the voluntary establishment of off-street parking facilities in excess of those required by this Chapter, provided that all regulations governing the location, design, and operation of such facilities are met.
4. Provision is a Continuing Obligation: The required off-street parking shall be a continuing obligation. It is unlawful to discontinue or dispense with the required vehicle parking facilities without providing other vehicle-parking facilities which meet the requirements of this Chapter.
5. Development Plan Approval: Development plan review for all new construction, expansion or change in use shall be submitted to and approved in accordance with Chapter 19.50 or any other applicable review procedure. This review shall include parking review and analysis.
6. Permit Requirements
  - a. No building shall be occupied and no final inspection shall be given, until off-street parking facilities are provided in accordance with the provisions of this Chapter.
  - b. No parking area shall be re-surfaced and/or re-striped without a parking plan submitted to and approved by the Planning and Community Development Department and the City Engineer.
7. Use Limitations for Required Areas: Required parking areas shall be used exclusively for vehicle parking in conjunction with a permitted use, and shall not be reduced or encroached upon in any manner.

***B. General Regulations***

1. Number of Spaces Required: Based upon the gross floor area size, the following number of spaces shall be required:
  - a. **Commercial/Office/Service Uses:**
    - 1) Neighborhood or community shopping center: 1 space for every 200 square feet.
    - 2) General retail trades: 1 space for every 250 square feet.
    - 3) Retail furniture/appliance: 1 space for every 500 square feet.
    - 4) Restaurants, cafes, bars and cocktail lounges: 1 space for every 50 square feet of dining or serving area.
    - 5) Drive-in, fast food restaurants: 1 space for every 50 square feet of dining or serving area, plus 10 additional spaces. Adequate stacking to

accommodate 8 vehicles shall be provided for drive-through lanes.

- 6) Motels/Hotels: 1.1 spaces per guest room/quarters.
- 7) Rail, bus, transportation terminals: 1 space for every 3 fixed seats in waiting area of terminal, or 1 space for every 50 square feet of waiting area in the terminal, whichever is greater.
- 8) Banks, savings and loan, and financial institutions: 1 space for every 150 square feet. Where drive-through service is provided, there shall be adequate stacking to accommodate 5 vehicles.
- 9) Plant nurseries, lumberyard, building material yards, outdoor sales of merchandise: 1 space for every 500 square feet of indoor area and outdoor sales/display area to 10 spaces and 1 space for every 2,000 square feet exceeding the 10 spaces.
- 10) Automobile & machinery sales: 1 space for every 50 square feet of indoor area and, 1 space for every 2,000 square feet of outdoor sales/display area provided that area exceeding 10,000 square feet shall require 1 space for every 5,000 square feet.
- 11) Automobile lube and tunes (quick lubes): 3 spaces for every service bay, plus adequate stacking to accommodate 1 vehicle.
- 12) Automobile repair: 5 spaces for every service bay.
- 13) Automobile washing (full service automatic): 10 spaces, plus adequate stacking to accommodate 6 vehicles.
- 14) Automobile washing (self-serving): 1 space per bay, plus adequate stacking to accommodate 1 vehicle per bay.

**b. Places of Assembly:**

- 1) Stadium/Auditorium/Arena: 1 space for every 5 fixed seats, and 1 space for every 250 square feet of non-seating area.
- 2) Private clubs/lodges: 1 space for every 50 square feet of assembly area.
- 3) Churches: 1 space for every 3 fixed seats, or 1 space for every 40 square feet of assembly area for non-fixed seating. For pews, 1 seating space is equal to 18 lineal inches of pew.
- 4) Chapels/mortuaries: 1 space for every 4 fixed seats, or 1 space for every 40 square feet of assembly area for non-fixed seating. For pews, 1 seating space is equal to 18 lineal inches of pew.



**c. Professional Services:**

- 1) Medical, dental, clinics: 1 space for every 200 square feet.
- 2) Professional offices: 1 space for every 300 square feet. (Ord. 1241, 2008)
- 3) Model home real estate complex: 5 spaces minimum, plus 2 spaces for every model home unit.
- 4) Veterinary services: 6 spaces minimum, plus 1 space for every 500 square feet in excess of 1,000 square feet.
- 5) Hospitals: 1 space for every 2 beds, based upon maximum occupancy and 1 space for every employee on the largest shift.
- 6) Urgent care centers: 1 space for every 200 square feet and one space for every employee on the largest shift.

**d. Industrial Uses:**

- 1) Manufacturing: 1 space for every 500 square feet of manufacturing building area, and 1 space for every company vehicle, and the space required for additional uses on the site; or 1 space for every employee, whichever is largest.
- 2) Warehousing: 1 space per 1,000 square feet of gross floor area for the first 20,000 square feet and 1 space per 2,000 square feet for that portion over 20,000 square feet. (Ord.1087, 2001)
- 3) High-cube warehousing: 1 space per 1,000 square feet of gross floor area for the first 20,000 square feet, plus 1 space per 2,000 square feet for the second 20,000 square feet, plus 1 space per 5,000 square feet for that portion over 40,000 square feet. Parking for office area comprising less than 10% of the total gross square footage of the building shall be included in this calculation. Office area over 10% shall be calculated at the Professional Office rate. Truck and trailer parking shall be provided at the rate of 1 oversized space for every 5,000 square feet of gross floor area. Truck docks shall not be included in this calculation. (Ord. 1256, 6/2009)
- 4) Mini-warehousing: 1 space for every 2,000 square feet of warehouse area, and appropriate number of spaces for associated office area and caretaker's residence.
- 5) Salvage/junk/auto wrecking yards: 1 space for every 5 vehicle storage spaces, to 10 spaces, and 1 space

for every 12 spaces in excess of 10 spaces, based upon maximum occupancy.

- 6) Storage yards: 1 space for every 1,000 square feet, plus spaces required for additional uses on the site.

**e. Educational Services and Care Facilities:**

- 1) Child Care: 1 space for every 5 children, and 1 space for every employee on the largest shift. A minimum of 4 spaces shall be provided. A semicircular drive or its equivalent, with sufficient space for 1 passenger loading area.

2) Schools:

- i. Grades K-8: 5 spaces, plus 2 spaces per classroom. A semicircular drive or its equivalent with sufficient space for 2 passenger loading areas.
  - ii. Grades 9-12: 1 space for every 3 students enrolled and 1 space for every employee on the largest shift.
  - iii. Colleges/Universities: 1 space for every 3 enrolled, full time day students and 1 space for every employee on the largest shift.
  - iv. Trade/Vocational Business School: 1 space for every 3 students, plus 1 space for every employee on the largest shift.
- 3) Residential Care Facility/Group Homes: 1 space for every 2 residences, based upon maximum occupancy, and 1 space for every employee on the largest shift.
  - 4) Convalescent Hospital/Nursing Homes: 1 space for every 4 residences, based upon maximum occupancy, and 1 space for every employee on the largest shift.
  - 5) Emergency Shelter Facilities: 1 space per 4 beds, and/or 0.5 per bedroom designated as a family unit with children, plus 1 space per staff member. Bike rack parking for a minimum of 10 bicycles shall be provided at the facility. (added Aug 2013, Ord. 1296)

**f. Entertainment/Recreation**

- 1) Dance/Night Clubs: 1 space for every 20 square feet of dance area, and 1 space for every 3 fixed seats, or 1 space for every 20 square feet of seating area where there are no fixed seats.
- 2) Amusement Enterprises: 1 space for every 4 persons attending, based upon maximum attendance.

- 3) Golf Courses/Driving Ranges: 3 spaces for every hole, or one space per green tee, plus the spaces required for additional uses on the site.
- 4) Miniature Golf: 6 spaces for every hole, and the spaces required for additional uses on the site.
- 5) Billiards Parlors: 2 spaces for every table.
- 6) Skating Rinks: 1 space for every 3 fixed seats, and 1 space for every 250 square feet.
- 7) Pools (commercial): 1 space for every 100 square feet of water surface area and 1 space for every employee, with a 10 space minimum.
- 8) Tennis/Handball/Racquetball: 2 spaces for each court.
- 9) Theaters/Movie Houses: 1 space for every 4 seats, plus 5 employee spaces.
- 10) Arcades: 1 space for every 3 machines.
- 11) Bowling Alleys: 4 spaces for every lane, and the spaces required for additional uses on the site.
- 12) Gyms/Health Clubs: 1 space for every 250 square feet.
- 13) Parks: 1 space for every 8,000 square feet of active recreative area, and one space for every acre of passive area.

2. Number of Spaces for Unspecified Uses: any use not specifically listed herein, shall be determined by the Planning and Community Development Director. Such determination shall be based upon the requirements of comparable uses as specified herein.
3. Bicycle Parking: Facilities with 200 or more required parking spaces may provide a bicycle parking area to accommodate no less than 5 locking bicycles. Facilities with 500 or more required parking spaces may provide a bicycle parking area to accommodate no less than 15 locking bicycles. Bicycle parking areas shall be located near main entrances or buildings. For every 2 bicycle spaces provided, credit for one vehicle parking space shall be given.
4. Motorcycle Parking: Facilities with 200 or more required parking spaces may provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 56 square feet. Facilities with 500 or more required parking spaces may provide a motorcycle parking area with an overall dimension of 7 feet in length and area not less than 70 square feet. For every 2 motorcycle spaces provided, credit for 1 vehicle parking space may be given.

5. Shared Parking Provisions: Shared parking may be approved provided that times of operation of the involved entities are not the same, as specified herein:
- a. Up to 50 percent of the parking facilities required by this Chapter for a use considered to be primarily a day time (on-peak) use may be provided by a use considered to be a night time or Sunday (off-peak) use; up to 50 percent of the parking facilities required by this Chapter for a use considered to be a night time or Sunday use may be provided by a use considered to be primarily a daytime use, provided that a reciprocal parking area shall be subject to conditions as stipulated herein.
  - b. The following uses are considered to be daytime uses: Banks, business and professional offices, retail stores, service shops and similar uses. The following uses are considered to be night time or Sunday uses: auditoriums, churches, fraternal organizations and theatres. The Development Services Department shall determine the parking requirements of the uses proposed for shared parking.
  - c. Conditions required for shared parking:
    - 1) Shared parking facility areas shall be located within 200 feet of the buildings and uses.
    - 2) Applicant shall demonstrate that there is no substantial conflict in the principal operating hours for the buildings and uses.
    - 3) Parties concerned in the shared use of off-street parking facilities shall execute an agreement for such use by a proper legal execute an agreement for such use by a proper legal instrument approved by the City Attorney as to form and content.
6. Transportation Demand Management Ordinance: The requirements and provisions of the Transportation Demand Management Ordinance shall be complied with in accordance with Chapter 7.40, including but not limited to reduced parking provisions, parking analysis, and penalties.
7. Handicapped Spaces: Handicapped parking spaces shall be provided in accordance with the requirements of State and Federal Law. The parking standards within this Chapter are in accordance with those established by the State and Federal Government at the time of adoption of this Chapter. Any changes in the State or Federal requirements for handicapped standards shall preempt the affected requirements of this Chapter.

- a. Space Size: Each parking space designated for use by the handicapped shall consist of a rectangular area not less than 14 feet wide by 19 feet long. When more than 1 space is provided, in lieu of providing a 14 foot wide parking stall, provide a 9 foot parking on each side of a 5 foot loading and unloading area in the center.
- b. Van Accessible: Each van accessible parking space designated for use by the handicapped shall consist of a rectangular area not less than 17 feet wide by 19 feet long. When more than 1 space is provided, in lieu of providing a 17 foot wide parking stall, provide a 9 foot parking space on each side of an 8 foot loading and unloading area in the center.
- c. Labeling: All handicapped parking stalls shall be individually labels and signed in accordance with State and Federal requirements.
  - 1) Handicap parking sign 80" high
  - 2) Typical symbol/blue field 48" x 48" – white wheelchair 36" x 36".
  - 3) 48" minimum walkway with curb cut style ramp, not to exceed a 1:12 slope.
- d. Handicapped parking spaces required by this Chapter shall count toward fulfilling off-street parking requirements.
- e. Handicapped parking spaces shall be provided for all uses at the following rate:

TOTAL NUMBER OF PARKING SPACES PROVIDED	NUMBER OF HANDICAPPED STALLS
1-25	1
26-50	2
51-75	3
76-100	4
101-150	5
151-200	6
201-300	7
TOTAL NUMBER OF PARKING SPACES PROVIDED (con't.)	NUMBER OF HANDICAPPED STALLS
301-400	8
401-500	9
501-1000	2% OF TOTAL
1001 +	20 +1 FOR EACH 100 OVER 1,000

- f. Handicapped spaces shall be located to provide for safety and optimum proximity to the entrances of greatest incidence of use when more than one building is served by the parking lot. Such spaces shall be located so that a handicapped person is not compelled to wheel or walk behind parked vehicles.

**C. *Development Standards***

1. Location of Parking Facilities.

- a. Parking facilities required by this Chapter shall be located on the same lot or parcel of land as the use they are intended to service, except in cases of large centers with reciprocal access and parking agreements, and uses with approved shared parking agreements.
- b. Parking facilities shall be located and oriented to access the main entrance or front of buildings. Parking shall not be located behind buildings to the greatest extent possible.

2. Dimensions of Parking Spaces.

- a. Each off-street parking space shall have a dimension not less than 9 feet in width and 19 feet in length, except parallel parking stall which shall be a minimum of 8 feet in width and 24 feet in length. No part of the area of a required parking space shall be utilized for driveway, aisles, walkway or other required improvements.
- b. A compact parking stall shall be permitted subject to the following:
  - 1) A compact stall shall be a dimension not less than 8 feet in width and 16 feet in length.
  - 2) Compact stalls shall be permitted for projects that provide more than 40 off-street parking spaces.
  - 3) Developments with 40 to 800 required off-street parking may be permitted to utilize a maximum of 15 percent compact stalls. Developments with 800 or more required off-street parking may be permitted to utilize a maximum of 25 percent compact stalls.
  - 4) Compact spaces shall be dispersed throughout the development, and not be located at the main entrance.
  - 5) Compact spaces shall be designated "COMPACT" and shall be visible day and night.

3. Access to Off-Street Parking: The following requirements shall govern access to off-street parking facilities:

- a. Forward travel to and from parking facilities from a dedicated street or alley is required. The parking area shall

be adequate to facilitate the turning of vehicles to permit forward travel upon entering a street.

- b. All uses, which adjoin an Expressway, Primary or Secondary Arterial street, as designated in the Perris General Plan, shall whenever possible minimize the number of access points, to alleviate the proliferation of driveways.
- c. The access to all off-street parking facilities shall be designed in a manner which will not interfere with the safe movement of traffic.
- d. Entryway to parking areas shall be well-defined and recognizable with adequate lighting and signage provided to facilitate adequate movement on-site and off-site.
- e. Concrete and/or accented paving driveway approaches shall be provided for ingress to and egress from all parking facilities. Each parking space shall be easily accessible to the intended user. The width of driveway entrances and exits from a public street shall be measured at the property line and shall comply with the following standards, unless specific exceptions are made by the City Engineer:
  - 1) Minimum driveway width for single-lane entrances and/or exits: 20 feet.
  - 2) Minimum driveway width for combined entrances and exits: 26 feet.
  - 3) Maximum driveway width for multiple entrances and exits: 60 feet.

4. Circulation Within Parking Area.

- a. Minimum aisle width for two-way circulation shall be 26 feet, unless otherwise specified. In areas commonly used by oversized vehicles, such as delivery and loading areas, the minimum aisle width shall be 30 feet.
- b. Two-way circulation with perpendicular parking is encouraged; however, angled parking with one-way circulation is permissible within parking areas subject to the following regulations:

Parking Angle	Stall Width	Stall Depth	Aisle Width
0 degrees	8 feet	24 feet	15 feet
30 degrees	9 feet	19 feet	15 feet
45 degrees	9 feet	20 feet	16 feet
60 degrees	9 feet	21 feet	18 feet
90 degrees	9 feet	19 feet	24 feet

- 5. Improvements to Parking Areas: All required off-street parking areas shall have the following improvements:

- a. All off-street parking areas and vehicle sales areas, and any driveways used for access shall be paved. Acceptable means of paving shall include: Asphaltic, concrete or other permanent, impervious material as approved by the City Engineer.
- b. Individual parking stalls shall be legibly marked off on the pavement by means of painting or contrasting materials. Arrows painted on paving shall dictate direction of traffic flow. Parking stall striping, directional arrows and parking stall identification shall meet the following standards:
  - 1) All parking stalls shall be clearly striped and permanently maintained with 4 inch side double or hairpin lines on the surface of the parking facility, with the two lines located an equal distance of 9 inches on either side of the stall sidelines.
  - 2) All drive aisles, entrances and exits shall be clearly marked with directional arrows painted on the parking surface.
- c. Vehicle overhangs shall be permissible, subject to the following provisions:
  - 1) Vehicle overhang may encroach into a landscaped area provided that a minimum landscape area is not less than 7 feet in width, and the landscape overhang area is above and beyond that of the amount of landscape area required.
  - 2) Vehicle overhang may encroach into a walkway provided that a minimum unimpeded walkway width not less than 5 feet is maintained.
- d. Wheel stops shall be required where necessary to alleviate any conditions that may result in vehicular damage to on-site facilities.
- e. Parking area surfaces shall be graded and drained so as to dispose of all surface water. Drainage shall be taken to the curb or gutter and away from adjoining property. Such drainage facilities shall not be allowed to cross the surface of a public sidewalk.
- f. Walkways for pedestrians shall be provided to connect parking areas to destination points. Walkways shall be paved, lighted and have adequate marking for easy identification and direction of pedestrian traffic.
- g. Landscaping.
  - 1) Landscaping shall be dispersed throughout the parking area, at a rate of one tree for every 6 stalls. Trees within parking areas shall be a minimum size of 15 gallon, with no less than 25 percent having a minimum size of 24 inch box.



- 2) A 6 inch curb with a 12 inch concrete walkway shall be constructed along the planter on end stalls adjacent to vehicle parking areas to facilitate access to parked vehicles.
- 3) All landscaping shall be within planters bounded by a curb at least 6 inches wide and 6 inches high.
- h. Parking areas shall have lighting capable of providing illumination for security and safety. The minimum requirement is one foot candle, maintained across the surface of the parking area. Lighting standards shall be energy efficient and in scale with the height and use of the structure. Any illumination, including security lighting, shall utilize full-cut-off fixtures, and be directed away from adjoining properties and public right-of-way
- i. Parking areas used for private and public parking shall be developed and maintained in good condition and in accordance with the provisions of this Chapter.

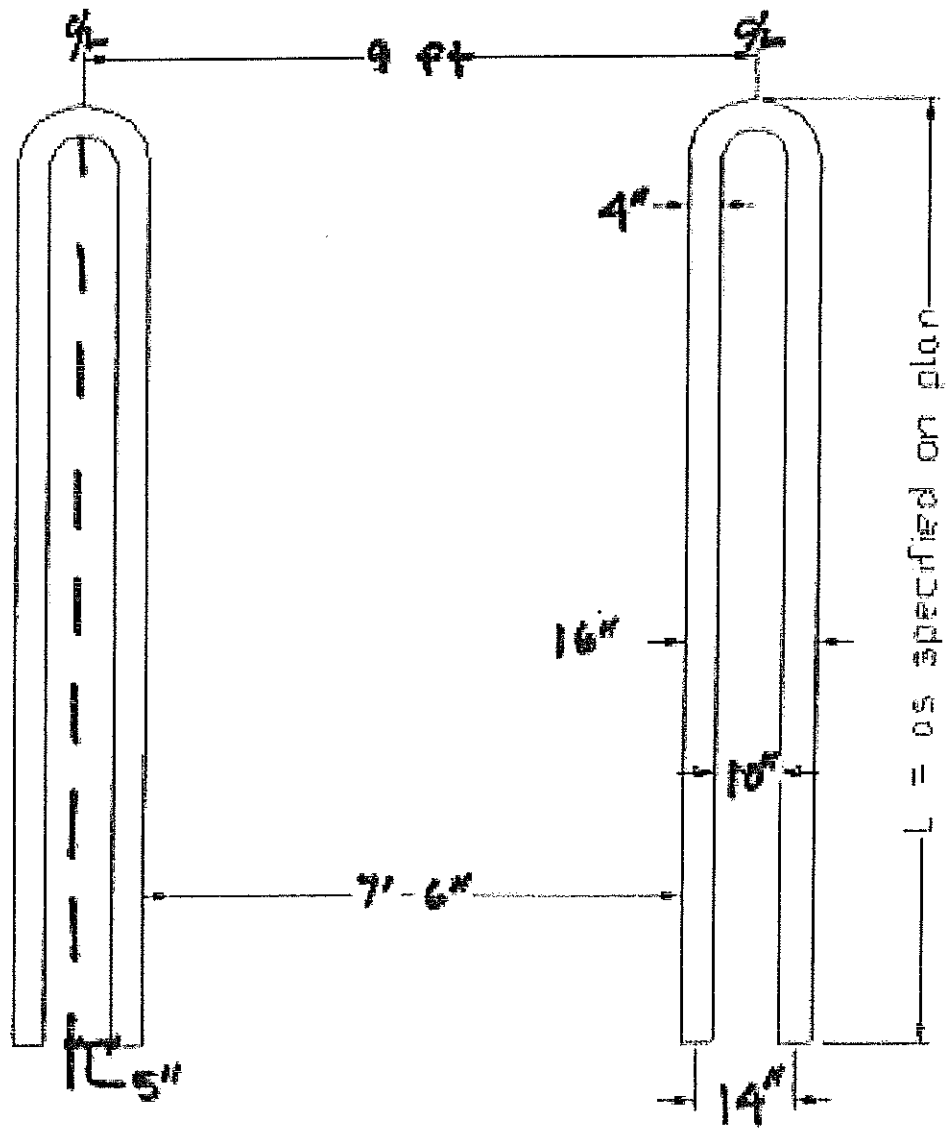
19.69.40      **LOADING REQUIREMENTS**

**A.      *General Regulations***

- 1. All non-residential uses shall provide loading spaces not less than 10 feet in width, 20 feet in length, and 14 feet in height, except for those spaces intended for use by tractor trailers which shall be a minimum of 12 feet in width 45 feet in length and 14 feet in height, at the rate as follows:
  - a.      **Commercial Buildings**
    - 1)      10,000 – 25,000 SF of building area: 1 loading space.
    - 2)      25,001 – 50,000 SF of building area: 2 loading spaces.
    - 3)      50,001 – 75,000 SF of building area: 3 loading spaces.
    - 4)      75,001 – 105, 000 SF of building area: 4 loading spaces.
    - 5)      105,001 or more SF of building area: 5 loading spaces.
  - b.      **Industrial Buildings**
    - 1)      20,000 – 50,000 SF of building area: 1 loading space.
    - 2)      50,001 – 100,000 SF of building area: 2 loading spaces.
    - 3)      100,001 – 150,000 SF of building area: 3 loading spaces.
    - 4)      150,001 or more SF of building area: 4 loading spaces.

- c. Institutional Hospital Buildings
    - 1) 5,000 – 20,000 SF of building area: 1 loading space.
    - 2) 20,001 – 50,000 SF of building area: 2 loading spaces.
    - 3) 50,001 – 75,000 SF of building area: 3 loading spaces.
    - 4) 75,001 – 126,000 SF of building area: 4 loading spaces.
    - 5) 125,001 or more SF of building area: 5 loading spaces.
  - d. Office/Service Buildings
    - 1) 10,000 – 50,000 SF building area: 1 loading space.
    - 2) 50,001 – 100,000 SF building area: 2 loading spaces.
    - 3) 100,001 + SF building area: 3 loading spaces.
- 2. All loading facilities and maneuvering areas shall be located on-site.
  - 3. Sites shall be designed so that parking areas are separate from loading areas, and loading areas are oriented to the rear or side of buildings.
  - 4. Loading facilities shall be screened from the public view by use of walls, landscaping or building design and/or placement.
  - 5. Loading areas shall be designed as an integral part of the building architecture and site design.

# Parking Stall Striping Detail

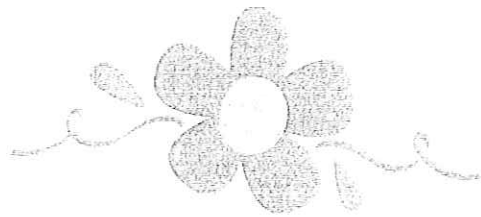


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# AIRPORT LAND USE COMMISSION RIVERSIDE COUNTY



September 24, 2014

**CHAIR**  
Simon Housman  
Rancho Mirage

**VICE CHAIRMAN**  
Rod Ballance  
Riverside

**COMMISSIONERS**

Arthur Butler  
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John Lyon  
Riverside

Glen Holmes  
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**STAFF**

Director  
Ed Cooper

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Russell Brady  
Barbara Santos

County Administrative Center  
4060 Lennon St., 14<sup>th</sup> Floor.  
Riverside, CA 92501  
(951) 955-5132

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

Mr. Jay Eastman, Principal Planner  
City of Riverside Planning Division  
3900 Main Street  
Riverside, CA 92522

**RE: AIRPORT LAND USE COMMISSION (ALUC) DEVELOPMENT REVIEW**

File No.: ZAP1016RG14  
Related File No.: P14-0359 (Zoning Text Amendment)  
APN: N/A, Citywide

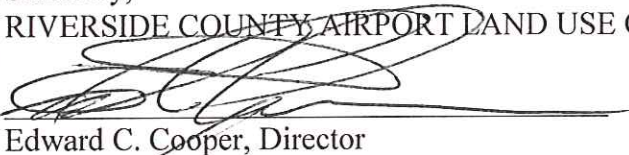
Dear Mr. Eastman:

As authorized by the Riverside County Airport Land Use Commission (ALUC) pursuant to its Resolution No. 2011-02, as ALUC Director, I have reviewed City of Riverside Case No. P14-0359, an amendment to the text of the City's Zoning Code regarding businesses that sell alcohol, and have determined that the amendment (which does not increase the density or intensity of development): (1) has no possibility for having an impact on airport land use compatibility within the Airport Influence Areas (AIAs) of March Air Reserve Base, Riverside Municipal Airport, or Flabob Airport; (2) has no potential for being inconsistent with the compatibility criteria and policies of the 1984 Riverside County Airport Land Use Plan (as applied to March Air Reserve Base), the 2005 Riverside Municipal Airport Land Use Compatibility Plan, or the 2004 Flabob Airport Land Use Compatibility Plan; and, (3) has no possibility for having an impact on the safety of air navigation within these AIAs or on the long-term viability of operations at these airports.

Therefore, I hereby find the above-referenced project **CONSISTENT** with the 1984 Riverside County Airport Land Use Plan (as applied to the March Air Reserve Base Airport Influence Area), the 2005 Riverside Municipal Airport Land Use Compatibility Plan, and the 2004 Flabob Airport Land Use Compatibility Plan.

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

Sincerely,  
RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION



Edward C. Cooper, Director

RB:bks

**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION September 24, 2014**

cc: Kim Ellis, Manager, Riverside Municipal Airport  
Gary Gosliga, March Inland Port Airport Authority  
Beth LaRock, Manager, Flabob Airport  
Denise Hauser or Sonia Pierce, March Air Reserve Base  
ALUC Case File

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Community Development  
Department  
Planning Division

*Regional*  
Airport Land Use Commission  
Received  
SEP 08 2014

City of Arts & Innovation

September 5, 2014

Mr. Ed Cooper  
Director  
Airport Land Use Commission  
Riverside County Administrative Center  
4080 Lemon Street, 14<sup>th</sup> Floor  
Riverside, CA 92501

Dear Mr. Cooper:

Please find enclosed draft amendments to the City of Riverside Zoning Code. These amendments pertain to changes in alcohol sales regulations. Also included is a staff report presented to the City's Planning Commission on May 22, 2014.

The City is submitting these documents to you in compliance with the California Public Utilities Code (CPU) § 21676, which requires the Commission to review proposed zoning ordinances that effect land within the Airport Land Use Compatibility Plan (ALUCP). Because the changes to alcohol regulations are to be applied citywide, the proposal technically affects properties within the ALUCP. Per PUC § 21676, the Commission is to determine whether the proposed City action is inconsistent with the ALUCP.

Please note that the Zoning Code proposed changes only affects alcohol sales activities and uses. The changes do not alter regulations related to building or tree height, glare, lighting, residential density, building occupancy levels, or any other factor that would be of concern to airport operations.

The City request that the Airport Land Use Commission Director review the proposed Zoning amendments and make a determination that the changes are consistent with the ALUCP. A filing fee of \$375 has been included to cover the administrative review. Following a determination by the Director, City staff will present the amendments to the Riverside City Council for adoption. City Council review is currently scheduled for early October.

Please feel free to contact me should there be any concerns or questions.

Sincerely,

Jay Eastman, AICP  
Principal Planner  
jeastman@riversideca.gov  
(951) 826-5264

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

## Chapter 19.450

### ALCOHOL SALES ACTIVITIES

- 19.450.010 Purpose.**
- 19.450.020 Applicability and Permit Requirements.**
- 19.450.030 Site Location Standards.**
- 19.450.040 Site Development Standards.**
- 19.450.050 Site Operation Standards.**
- 19.450.060 Deemed Approved Use Procedures and Performance Standards.**
- 19.450.070 Public Convenience or Necessity (PCorN).**

#### **19.450.010 Purpose.**

The purpose of this Chapter is to establish standards for businesses engaged in alcohol sales activities in order to protect the health, safety, and general welfare of the citizens of the City. This Chapter establishes reasonable and uniform standards to prevent the inappropriate location, operation, development and/or performance of alcohol sales activities within the City. The standards protect residential, commercial, industrial and civic areas and minimize the adverse impacts of nonconforming and incompatible uses. The Chapter also provides development standards to ensure alcohol sales activities are not the source of undue public nuisances in the community and to monitor Deemed Approved establishments to ensure they do not substantially change in mode or character of operation.

#### **19.450.020 Applicability and Permit Requirements.**

Alcohol Sales, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions, subject to the requirements contained in this Chapter.

##### **A. Off-Sale of All Alcoholic Beverages**

Any establishment, business or facility that proposes to engage in the off-site sale of alcoholic beverages shall obtain a conditional use permit pursuant to Chapter 19.760 (Conditional Use Permit), except as follows:

1. Establishments that do not sell alcohol as their principal business, have 15,000 square feet or more of gross floor area, and accept the applicable regulations in Sections 19.450.030, 19.450.040, and 19.450.050 as conditions of approval, shall be exempt, except when the City is required to make a determination of public convenience or necessity (PCoN), and said PCoN is denied.
2. Florist shops that propose the incidental sale of wine along with gift or floral baskets, and accept the applicable regulations in Sections 19.450.030, 19.450.040, and 19.450.050 as conditions of approval, shall obtain a Minor Conditional Use Permit pursuant to Article IX, Land Use and Development Permit Requirements/Procedures.
3. Breweries, Microbreweries, Wineries, Brewpubs, Brew-On-Premises and Distilleries shall be regulated pursuant to Chapter 19.272.



(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

B. On-Sale of All Alcoholic Beverages

1. Any restaurant establishment, business or similar facility that proposes to engage in the on-site sale of alcoholic beverages, except as identified below, shall obtain a minor conditional use permit pursuant to Article IX, Land Use and Development Permit Requirements/Procedures.

a. Exemptions from Minor Conditional Use Permit Requirement for On-Site Sale of Alcohol

The Zoning Administrator shall exempt a restaurant business from obtaining a minor conditional use permit for on-site alcoholic beverage sales when all of the following conditions are complied with, and the business owner has signed an affidavit certifying that the conditions will be upheld:

- (1) The premise contains a kitchen or food-servicing area in which a variety of food is prepared and cooked.
- (2) The primary use of the premises is for sit-down food service to patrons.
- (3) The premise serves food to patrons during all hours the establishment is open for customers.
- (4) If there is a separate area primarily intended for the consumption of alcoholic beverages, it does not constitute more than 30 percent of the public access floor area or 1,000 square feet, whichever is less.
- (5) No alcoholic beverages, including beer or wine are sold or dispensed for consumption beyond the premises.
- (6) Business hours of operation shall be between 5:00 A.M. and 10:00 P.M. Sunday through Thursday, and 5:00 A.M. and 12:00 A.M. Friday and Saturday.
- (7) The use is not subject to any discretionary permit (e.g., a discretionary permit for Assemblies of People - Entertainment, etc.).
- (8) The premise is defined as a "bona fide public eating place" by the State of California Department of Alcoholic Beverage Control.
- (9) The business meets the standards of Sections 19.450.050.E and 19.450.060.C.

2. Bars, Saloons, Cocktail Lounges and Taverns in the CR, CG and CRC zones that accept the applicable regulations in Sections 19.450.030, 19.450.040, and 19.450.050 as conditions of approval shall obtain a Minor Conditional Use Permit

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

pursuant to Article IX, Land Use and Development Permit Requirements/Procedures.

**19.450.030 Site Location Standards.**

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to all establishments selling alcohol, unless otherwise specified in Title 19. To preserve the public's health, safety and welfare, alcohol sales uses permitted by Article V and Section 19.450.020 shall be separated from sensitive uses, non-compatible land uses, and other alcohol sales facilities, wherein alcohol sales activities and/or over-concentration could create negative impacts. To minimize these impacts, the following distance buffers and site location standards shall apply:

**A. Off-Site Sale of All Alcoholic Beverages**

1. The business shall be in a location that is fully visible from a public street with an unobstructed view from the public street for public safety.
2. All businesses that sell alcohol for off-site sales shall be separated from existing uses as specified in Table 19.450.030.A.

<b>Table 19.450.030.A</b>			
<b>Separation Requirements for Off-Site Alcoholic Beverage Sales</b>			
<b>EXISTING USES/ZONES from which alcohol sales shall be separated from...</b>	<b>PROPOSED BUSINESS...</b>		
	<b>All alcohol sales, except motor vehicle fuel sales and florist shops:</b>	<b>Motor vehicle fuel business with concurrent alcohol sales:</b>	<b>Florist shop incidental wine sales with gift or floral basket:</b>
School, Public or Private (Pre-school through 12th grade)	600 feet	600 feet	0 Feet
Assemblies of People – Non-Entertainment	600 feet	600 feet	0 Feet
Public Park	600 feet	600 feet	0 Feet
Residential Dwelling or Residentially Zoned Property	100 feet	100 feet	0 Feet
Parolee/Probationer Home	1,000 feet	1,000 feet	1,000 feet
Emergency Shelters	1,000 feet	1,000 feet	1,000 feet
Supportive Housing	1,000 feet	1,000 feet	1,000 feet
Transitional Housing and Transitional Housing Development	1,000 feet	1,000 feet	1,000 feet
Business with California ABC Off-Sale General License, with Less than 15,000 Square Feet Gross Floor Area	1,000 feet	1,000 feet	0 Feet
Business Selling Alcohol as Primary Business	1,000 feet	1,000 feet	0 Feet
Motor Vehicle Fuel Business with Concurrent Alcohol Sales	0 Feet	300 Feet	0 Feet
<b>Notes:</b> 1. All distances are measured from a point on the outside walls of the building or building lease space of the business requesting alcohol sales, to the nearest property line of the existing use/zone. 2. Standard conditions apply as listed in Section 19.450.050.			

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

B. On-Site Sale of All Alcoholic Beverages

- Distance requirements identified in Table 19.450.030.B that buffer an alcoholic beverage use from residential uses does not apply to a residence that is part of a mixed use zone or mixed use project approved with a conditional use permit.

<b>Table 19.450.030.B Separation Requirements for On-Site Alcoholic Beverage Sale</b>		
<b>EXISTING USES/ZONES from which alcohol sales shall be separated from...</b>	<b>PROPOSED BUSINESS...</b>	
	<b>All alcohol sales, except business in Downtown Arts and Entertainment District:</b>	<b>Businesses in the Downtown Arts and Entertainment District<sup>1</sup>:</b>
Hospital	600 feet	Zero Feet <sup>2</sup>
School, Public or Private (Pre-school through 12th grade)	600 feet	Zero Feet <sup>2</sup>
Assemblies of People – Non-Entertainment	600 feet	Zero Feet <sup>2</sup>
Public Park	600 feet	Zero Feet <sup>2</sup>
Residential Dwelling or Residentially Zoned Property	100 Feet <sup>3</sup>	Zero Feet <sup>2</sup>
Parolee/Probationer Home	1,000 feet	1,000 feet
Emergency Shelters	1,000 feet	1,000 feet
Supportive Housing	1,000 feet	1,000 feet
Transitional Housing and Transitional Housing Development	1,000 feet	1,000 feet

Notes: 1. Downtown Arts and Entertainment District is defined by Article X, Definitions  
2. Reference R.M.C. Sec. 19.450.030.B.2  
3. Reference R.M.C. Sec. 19.450.030.B.3  
4. All distances are measured from a point on the outside walls of the building or building lease space of the business requesting alcohol sales, to the nearest property line of the existing use/zone.  
5. Standard conditions apply as listed in Section 19.450.050.

- In the Downtown Arts and Entertainment District, as defined by Article X, Definitions, the Zoning Administrator shall consider distances of an alcoholic beverage sales use from hospital, public or private school (pre-school through twelfth grade), Assemblies of People - Non-Entertainment, and public parks, for the purpose of achieving compatibility of the business with the neighboring uses.
- For businesses that sell alcohol for On-Site Sales, the separation from residential uses and zones shall not be mandatory when the proposed on-site sale of alcohol is within a mixed use project approved with a conditional use permit, or within a mixed use zone.

C. Reduction in Separation Requirement

- Except for Florist Shops with incidental wine sales, separation requirements of Table 19.450.030.A and Table 19.450.030.B may be reduced based on the careful review of unique circumstances that may apply to a particular use.

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

2. A reduction in separation requirements of Table 19.450.030.A shall be prohibited for Florist Shops with incidental wine sales.
3. A reduction in the separation requirements of Table 19.450.030.A and Table 19.450.030.B shall not be granted unless the following findings can be made:
  - a. The public convenience would be served by the establishment of the proposed use;
  - b. The proposed use is not anticipated to be the source of nuisance behavior associated with excessive consumption of alcoholic beverages;
  - c. The proposed use would not be detrimental to the public health, safety, or welfare;
  - d. The proposed use would not increase the severity of existing law enforcement or public nuisance problems in the surrounding area; and
  - e. The proposed use is consistent with the objectives, policies, general land uses, and programs of the General Plan, and applicable specific plan(s).
4. Except for Florist Shops with incidental wine sales, reductions in the separation requirements of Table 19.450.030.A shall be considered pursuant to a Conditional Use Permit (Chapter 19.760), except the public notification requirements of Chapter 19.670 shall be increased from a 300-foot radius to a 1,000-foot radius from the subject property.
5. Reductions in separation requirements of Table 19.450.030.B shall be considered pursuant to a Minor Conditional Use Permit (Chapter 19.730), except the public notification requirements of Chapter 19.670 shall be increased from a 300-foot radius to a 1,000-foot radius from the subject property.

**19.450.040 Site Development Standards.**

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to all establishments selling alcohol, unless otherwise specified here.

**A. On-Site and Off-Site Sale of All Alcoholic Beverages**

1. Sites shall not be designed to allow for the sale of alcoholic beverages from a drive-thru lane or drive-thru window.
2. The business shall have lighting to provide illumination for security and safety of parking and access areas. On-site lighting plans shall be submitted for review and approval. Lighting, as certified by a qualified lighting engineer, shall be provided at a level no less than one-foot-candle of lighting throughout private parking lots and access areas serving the business. Additional levels of illumination may be required in areas the Zoning Administrator or Planning Commission determine there are specific security or safety concerns.
3. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

public place or posted premises, in accordance with Section 9.05.020 of the Municipal Code.

B. Additional Standards for Off-Site Sale of Alcohol Concurrent with the Sale of Motor Vehicle Fuel

1. The minimum enclosed retail sales area for store products shall be 1,500 square feet.

C. Additional Standards for On-Site Sale of All Alcoholic Beverages

1. Sufficient soundproofing shall be provided to prevent noise and vibrations from penetrating onto surrounding property(ies) or building lease space(s).
2. The seating capacity and/or occupancy shall not exceed the maximum(s) established by the City Fire Marshall.

**19.450.050 Site Operation Standards.**

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to all establishments selling alcohol, unless otherwise specified here.

A. General

1. The management at each location selling alcoholic beverages shall be responsible for complying with alcohol related laws; and training employees, and educating the public of alcohol laws and related penalties, such as the minimum age to purchase/consume alcohol, open containers and driving while intoxicated.

B. Off-Site Sale of All Alcoholic Beverages

1. Alcoholic beverages shall not be sold in a drive-thru lane or from a drive-thru window.
2. At a minimum, the business shall post prominent signs, decals or brochures at the point of purchase to communicate alcohol laws and related penalties.
3. The sale of cold, ready-to-drink, single-unit containers of beer, malt beverage products, fortified wines, and wine coolers shall be strictly prohibited. Such products, regardless of container size, shall be sold only in manufacturer pre-packaged, multi-unit quantities.
  - a. This operational standard may be waived upon review and approval of an "Alcohol Management Plan" (AMP). An AMP shall be submitted to the Community Development Department in a format acceptable to the City, and must be reviewed and approved by the Chief of Police or his designee prior to the granting of a waiver. The City's approval of the AMP shall consider the area's crime levels, number of DUIs, and number of existing off-sale locations. A waiver of the single-unit container restriction shall be granted by the Zoning Administrator upon a finding that the AMP mitigates any potential impacts the sale of cold, ready-to-drink, single-unit containers of alcoholic beverages could have on

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

businesses, residents and properties in the vicinity. The business' operations shall remain in compliance with the AMP at all times, and non-compliance shall be an enforceable violation pursuant to Chapter 19.070.

C. Additional Standards for Off-Site Sale of Alcohol Incidental to Florist Shop

1. The sale of wine shall be clearly incidental to a florist shop business, and shall not exceed five percent of the annual gross sales revenue of the florist business.
2. The sale of wine shall be limited to gift or floral arrangements. Wine not packaged as part of gift or floral arrangements may not be sold.
3. No beer or distilled spirits may be sold.

D. Additional Standards for Off-Site Sale of Alcohol Concurrent with the Sale of Motor Vehicle Fuel

1. Only beer and wine shall be sold.
2. The sale of distilled spirits, fortified wine or malt liquor is prohibited.
3. The minimum inventory level shall be \$15,000 retail value, excluding beer, wine, fuel and automotive products.
4. The maximum percentage of beer and wine sales to total store sales shall be 30% percent on a retail basis during any consecutive twelve-month period.
5. No beer or wine shall be displayed within five feet of the store's entrance or checkout counter.
6. Cold beer or wine shall only be displayed in permanently affixed electrical coolers.
7. No beer or wine advertising shall be located on gasoline islands; and no self-illuminated advertising for beer or wine shall be located on buildings or windows.
8. Employees on duty between the hours of 10:00 P.M. and 2:00 A.M. shall be at least 21 years of age.

E. On-Site Sale of All Alcoholic Beverages

1. A last call to purchase alcohol shall be provided nightly no later than 1:15 A.M. No alcohol sales shall be allowed after 1:30 A.M.
2. No alcoholic beverages are to be sold or dispensed for consumption beyond the premises.

**19.450.060 Deemed Approved Use Procedures and Performance Standards.**

The provisions of this section shall be known as the Deemed Approved Use Procedures and Performance Standards. The purpose of these procedures and standards is to protect and promote the public health, safety, convenience, prosperity and general welfare of the City of

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

Riverside by establishing expectations, criteria and mitigation procedures related to impacts generated by uses with alcoholic beverage activities. All legal nonconforming alcohol sales uses shall comply with the Deemed Approved Use Performance Standards in this Chapter.

- A. **Applicability.** The Deemed Approved Procedures and Performance Standards shall apply to all Alcohol Sales activities for On-Site (on-sale) and Off-Site (off-sale) consumption existing and operating within the City of Riverside on the effective date of this Chapter.

All Alcohol Sales activities that were legal Nonconforming Uses on the effective date of this Ordinance, regardless of whether or not the use was previously granted a Conditional Use Permit, shall automatically become a Deemed Approved Use as of the effective date of this Ordinance, and shall no longer be considered a legal Nonconforming Use. The standards of this section shall apply to all alcohol sales uses that hold Deemed Approved Use status pursuant to this Chapter.

- B. **Notification to Owners of Establishments Conducting Deemed Approved Use**

The Community Development Department, using the most recent City business registration (tax certificate) information on record, shall notify the owner of each Deemed Approved Use of the Deemed Approved Use's status. The Community Development Department, using the addresses shown on the City's tax certificate and County's property tax assessment records, shall provide notice of the Deemed Approved Use status to the owner of property on which said use is located. The notice(s) shall be sent by United States Postal Service first class mail with certified mail return receipt requested, and shall include a copy of the performance standards in this Chapter, with the requirement that they be posted for public review in a conspicuous and unobstructed place visible from the entrance of the establishment. This notice shall also provide that the use is required to comply with all performance standards, and all other aspects of the Deemed Approved Use regulations. Should the notice be returned, then the notice shall be re-sent via regular United States Postal Service Mail. Failure of any person to receive notice given pursuant to this Chapter shall not affect the Deemed Approved Use status of the activity.

- C. **Deemed Approved Use Performance Standards**

An alcohol sales use shall retain its Deemed Approved Use status only if it conforms to all of the following Deemed Approved Use performance standards:

1. The use shall not cause adverse effects to the health, peace or safety of persons residing or working in the surrounding area;
2. The use shall not jeopardize or endanger the public health or safety of persons residing, visiting or working in the surrounding area;
3. The use shall not allow repeated nuisance activities within the premises, or contribute to nuisance activities in close proximity of the premises, including but not limited to disturbance of the peace, illegal drug activity, public drunkenness, drinking in public, harassment of passerby, gambling, prostitution, sale of stolen goods, public urination, theft, assaults, batteries, acts of vandalism, excessive littering, loitering, graffiti, illegal parking, excessive loud noises, especially in the

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

late night or early morning hours, traffic violations, curfew violations, or lewd conduct;

4. The use shall comply with all provisions of local, state or federal laws, regulations or orders, including but not limited to those of the California Department of Alcoholic Beverage Control (ABC), California Business and Professions Code Sections 24200, 24200.6 and 25612.5, as well as any condition imposed by permit(s) issued pursuant to applicable laws, regulations or orders. This includes compliance with annual City business registration;
5. The use's upkeep and operating characteristics shall be compatible with and not adversely affect the livability or appropriate development of abutting properties and the surrounding neighborhood;
6. A copy of these performance standards, any applicable Alcoholic Beverage Control (ABC) and/or City operating conditions, and any training requirements, shall be posted and maintained in at least one prominent place within the interior of the establishment so that it is readily visible and legible to the employees and patrons of the establishment; and
7. All owners and employees of the alcohol beverage sales establishment who are involved in the sale of alcoholic beverages shall complete an approved course in "Responsible Beverage Sales" (RBS) within 60 days of hire for employees hired after the passage of this ordinance, or within six months of the passage of this ordinance for existing employees and owners. To satisfy this requirement, a certified program must meet the standards of the California Coordinating Council on Responsible Beverage Service (CCC/RBS), or other comparable certifying/licensing body designated by the State of California.

D. Termination of Deemed Approved Use Status

The occurrence of any of the following shall terminate the Deemed Approved Use status of the alcohol sales activity, and shall require compliance with Section 19.450.020 of this Chapter, including the requirement to obtain a use permit and meet separation requirements, as well as Sections 19.450.030, 19.450.040 and 10.450.050.

1. Changes in operation or activity of an existing alcohol sales activity that results in the California Department of Alcoholic Beverage Control (ABC) requiring a different type of license;
2. Substantial modification to the mode or character of operation.
3. As used herein, the phrase "substantial modification to the mode or character of operation" includes but is not limited to the following:
  - a. The on-site or off-site establishment increases the floor area, land area or shelf space devoted to the display, sales, or service of any alcoholic beverage(s);
  - b. The on-site or off-site establishment expands a customer service area primarily devoted to the sale or service of any alcoholic beverages, and/or



(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

- increases the number of customer seats primarily devoted to the sale or service of any alcoholic beverages;
  - c. The on-site or off-site establishment extends the business' hours of operation;
  - d. The establishment proposes to reinstate alcohol sales after the Alcoholic Beverage Control (ABC) license has been revoked or suspended by ABC for a period greater than 30 days; or
  - e. The alcohol sales activity voluntarily discontinues active operation for more than five (5) consecutive days, or ceases to be licensed by the Alcoholic Beverage Control (ABC) for any period of time, except as identified below.
4. A substantial change in the mode or character of operation shall NOT include:
- a. Re-establishment, restoration, or repair of an existing alcohol sales activity on the same premises after the premises have been rendered totally or partially inaccessible by act of God, provided that the re-establishment, restoration, or repair does not increase the sales or service of any alcoholic beverage, or extend the businesses hours of operation of any establishment that sells or serves alcoholic beverages.
  - b. Temporary closure for not more than 30 days within a six month period in cases of employee vacation or illness, or for purposes of repair, renovation, or remodeling if that repair, renovation, or remodeling does not change the nature of the premises and does not increase the sales or service of any alcoholic beverage, extend the hours of operation of any establishment, or add to the capacity, floor or land area, or shelf space devoted to alcoholic beverages of any establishment that sells or serves any alcoholic beverages.
5. Discontinuance. Once it is determined by the City that there has been a discontinuance of alcohol sales, or a cessation of Alcoholic Beverage Control (ABC) licensing, it may be resumed only after complying with Section 19.450.020, including the requirement to obtain a new or updated use permit and meet separation requirements, as well as comply with Sections 19.450.030, 19.450.040, and 10.450.050. The property owner shall be notified by the City of the termination of the Deemed Approved status, and shall be informed of the property owner's right to appeal the City's decision to the Approving Authority in accordance with Chapter 19.680 of the Municipal Code.

E. Procedures to Remedy Nuisances and Violations by Deemed Approved Uses

The Community Development Director or his/her designee shall determine whether violations of this Chapter have occurred, are occurring, or are likely to occur in the future. Violations of this Chapter include the Deemed Approved Use performance standards and any applicable conditions of approval. The Director shall also determine whether there are undue negative impacts or public nuisance activity, regardless of whether there has been a violation of this Chapter.

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

Upon the City's receipt of a complaint from the public, Police Department, City official or any other interested person, the Community Development Department shall open a code enforcement case and initiate the following procedures:

1. A City Code Enforcement Officer shall assess the nature of the complaint and determine its validity.
2. If the Code Enforcement Officer determines a Deemed Approved Use is in violation of Performance Standards, conditions of approval, or has undue impacts, the officer may issue a notice, citation, or other action in accordance with Chapter 1.17 of the Municipal Code to resolve the complaint and close the case.
3. All complaints filed in regards to a Deemed Approved Use shall be reviewed by the Community Development Director or his/her designee to determine if the Deemed Approved Use is in compliance with the performance standards of Section 19.450.060.C. If it is determined the Deemed Approved use is not in compliance, or the Responsible Party fails to satisfactorily resolve the complaint in a timely manner, the Community Development Director or his/her designee shall initiate a hearing before an Administrative Hearing Officer, pursuant to Chapter 1.17 of the Municipal Code.
4. Nothing herein shall prohibit the Community Development Director or Zoning Administrator from acting as the Administrative Hearing Officer, as determined by the City Manager, pursuant to Section 1.17.020.
5. The Administrative Hearing Officer may continue the Deemed Approved Use status for the activity(ies) in question; may impose Administrative Civil Penalties for violations of the performance standards; may impose reasonable conditions, including but not limited to the requirements listed within Sections 19.450.040 and 19.450.050, to ensure compliance with the performance standards; may suspend the Deemed Approved Use activities; may revoke the Deemed Approved Use status for businesses that were not previously granted a use permit; or for Deemed Approved Uses previously granted a use permit, initiate a revocation hearing pursuant to Chapter 19.700.
6. A determination to impose new conditions on the Deemed Approved Use, such conditions shall be based upon the information presented before the Approving Authority.
7. In reaching a determination as to whether a Deemed Approved Use has violated the performance standards, or assessing Administrative Civil Penalties, or the amount of the Administrative Civil Penalties to assess, or the appropriateness of imposing additional or amended conditions on a use, or suspending or revoking a use, the Approving Authority may consider:
  - a. The length of time the Deemed Approved Use has been out of compliance with the performance standards.

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

- b. The impact of the violation of the performance standard(s) on the community.
- c. Any information regarding the owner of the Deemed Approved Use's efforts to remedy the violation(s) of the performance standard(s). "Efforts to Remedy" shall include, but are not limited to:
  - 1. Timely calls to law enforcement agencies that are placed by the owner of the Deemed Approved Use, his or her employees, or agents.
  - 2. Requesting that those persons engaging in activities causing violations of the performance standard(s) cease those activities, unless the owner of the Deemed Approved Use, or his or her employees or agents feels that their personal safety would be threatened in making that request.
  - 3. Making improvements to the Deemed Approved Use's property or operations, including but not limited to the installation of lighting sufficient to illuminate the area within the use's property line, the installation of security cameras, clear unobstructed windows, clean sidewalks, and graffiti abated within three days.
- 8. If the Approving Authority determines the operations of the Deemed Approved Use constitute a violation and/or nuisance, the owner is unable to abate the violation and/or nuisance, and the nuisance is shown to be a threat to the public's health, safety or welfare of visitors, employees or residents on-site or of the surrounding neighborhood, the Approving Authority may suspend or revoke the Deemed Approved Use status. Any activity authorized as a Deemed Approved Use shall cease and desist upon the effective date of the suspension or revocation, and the continued operation of the activity shall require compliance with Sections 19.450.020, including the requirement to obtain a discretionary use permit; and Sections 19.450.030; 19.450.040; and 10.450.050. All determinations, decisions, and conditions made or imposed regarding the Deemed Approved Use shall run with the land.

**19.450.070 Public Convenience or Necessity (PCorN).**

Where the California Department of Alcoholic Beverage Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate, the City's Zoning Administrator or Planning Commission shall use the following findings to render a determination as to whether Public Convenience or Necessity (PCorN) will be served by a proposed project.

**A. PCorN Findings**

A Public Convenience or Necessity determination shall be based upon the following findings:

- 1. That a public convenience would be served by the establishment of the proposed use;

(NOTE: This text shall replace the existing RMC Chapter 19.450 in its entirety)

2. That the proposed use is consistent with the General Plan, Municipal Code, and any applicable Specific Plan;
3. That the proposed use is compatible with the nature, condition and character of adjacent land uses;
4. That the proposed use would not have an adverse effect on adjacent uses, or be the source of nuisance behavior associated with excessive consumption of alcoholic beverages;
5. That the proposed use would not result in an excessive number of similar establishments in close proximity; and
6. That the proposed use would not increase the severity of existing law enforcement or public nuisance problems in the surrounding area.

B. Criteria for Consideration

The following criteria shall be considered in making the required PCorN findings, pursuant to Section 19.450.070.A:

1. The proximity to sensitive receptors, such as those listed in Section 19.450.030;
2. The nature of the proposed use and its relation to the surrounding community; and
3. Any evidence or testimony provided by the Riverside Police Department, including, but not limited to, site-specific neighborhood analysis of calls for service, that indicate the proposed use would pose a detriment to the immediate neighborhood or continue current law enforcement problems.

### DIVISION III: NONCONFORMING STRUCTURES AND USES

- 19.080.060 **Modification or Expansion of Nonconforming Structures.**
- 19.080.070 **Modifications or Expansions of Nonconforming Uses.**
- 19.080.080 **Restoration of a Destroyed Nonconforming Structure or Use.**
- 19.080.090 **Revocation of Nonconforming Structure or Use.**
- 19.080.100 **Loss of Nonconforming Status for Alcoholic Beverage Sales.**

#### 19.080.060 **Modification or Expansion of Nonconforming Structures.**

No nonconforming structure shall be altered, reconstructed or expanded to increase the degree of nonconformity with respect to development standards for, including but not limited to, the setbacks, height of structures, distances between structures and the parking facilities as prescribed in the regulations for the zone in which the structure is located, unless a variance is granted pursuant to this Title. (Ord. 6966 §1, 2007)

#### 19.080.070 **Modifications or Expansions of Nonconforming Uses.**

- A. Expansion of a nonconforming non-residential use is permitted only with a minor conditional use permit. In the granting of a minor conditional use permit, all of the following findings shall be made:
  - 1. Such expansion will protect a valuable property investment;
  - 2. Such expansion and the proposed use will not adversely affect or be materially detrimental to the surrounding neighborhood;
  - 3. There is a need for modernization in order to properly operate the use and protect valuable property rights;
  - 4. The expansion shall be architecturally compatible with the existing building;
  - 5. The expansion shall be compatible with the character of the surrounding area; and
  - 6. The expansion shall not displace on-site parking.
- B. Expansion of a nonconforming residential use is permitted on the legally recognized parcel upon which it is established, subject to the granting of a minor conditional use permit. In the granting of a minor conditional use permit, all of the following findings shall be made:
  - 1. The expansion shall not be for the purpose of increasing the number of living units on the property;
  - 2. The expansion shall benefit the health, safety, and welfare of the occupants;
  - 3. The expansion shall be architecturally compatible with the existing building;
  - 4. The expansion shall be compatible with the character of the surrounding area; and
  - 5. The expansion shall not displace on-site parking.

- C. The provisions of paragraph A and B of this Chapter do not apply to property zoned RA-5 or RC and described in Sections 3 or 4 of Measure R, enacted November 13, 1979. (Ord. 6966 §1, 2007)
- D. The provisions of paragraph A, above, do not apply to nonconforming alcoholic beverage uses that are subject to Riverside Municipal Code Section 19.450.060, *Deemed Approved Uses and Performance Standards*.

**19.080.080 Restoration of a Destroyed Nonconforming Structure or Use.**

- A. Except as otherwise provided for nonconforming residential uses under 19.080.080 C below, and alcohol related Deemed Approved Uses under 19.450.060, whenever a nonconforming structure that does not comply with the development standards of the underlying zone, including setbacks, height of structures, distances between structures, parking or the use of which does not conform with the regulations of the underlying zone, is destroyed by fire or other calamity, by act of God, or by the public enemy to the extent of 50 percent or less, the structure may be restored and the nonconforming use may be resumed, provided that all required permits are obtained and the restoration construction is started within 90 days and diligently pursued to completion.
- B. When the destruction exceeds 50 percent or the nonconforming structure is voluntarily demolished or is required by law to be demolished, the structure shall not be restored except in full conformity with the regulations of the zone in which it is located.
- C. A nonconforming single or multiple family residential use that has been destroyed by more than 50 percent may be restored subject to the granting of a minor conditional use permit and affirmative determination of all of the following findings:
1. The restoration of the nonconforming single or multiple family residential use will not adversely affect or be detrimental to the health, safety, and general welfare of the public or property or improvements within the area.
  2. The restoration of the nonconforming or multiple family residential use is substantially compatible with existing and proposed uses in the general area, including factors relating to the nature of its location, operation, building design, and site design.
  3. The restoration of the nonconforming or multiple family residential use will protect a valuable property investment.
  4. The restoration of the nonconforming multiple family residential structure(s) shall comply with the minimum development standards for multiple family residences in effect at the time of re-construction. The number of units allowed to be re-established through the granting of a Minor Conditional Use Permit within any given project site cannot exceed the number of non-conforming units that existed on the property prior to destruction, even if a project can be designed to comply with current development standards with more units than the number existing prior to destruction.
- D. The extent of damage or partial destruction shall be based upon the ratio of the estimated cost of restoring the nonconforming structure to its condition prior to such damage or partial destruction to the estimated cost of duplicating the entire structure as it existed prior thereto.

Estimates for this purpose shall be made by or shall be reviewed and approved by the Building Official and the Zoning Administrator and shall be based on the minimum cost of construction in compliance with the Building Code. (Ord. 7049 §1, 2009; Ord. 6966 §1, 2007)

**19.080.090 Revocation of Nonconforming Structure or Use.**

The City may revoke the right to continue a nonconforming use or structure pursuant to the procedures for permit modification and revocation contained in Chapter 19.700 (Modification and Revocation of Permits/Variances and Other Approvals). (Ord. 6966 §1, 2007)

**19.080.100 Loss of Nonconforming Status for Alcoholic Beverage Sales.**

Any business that sells on-sale or off-sale alcoholic beverages, including, but not limited to beer and wine, may shall not be continued or reestablished as a business that sells on-sale or off-sale alcoholic beverages, including, but not limited to, beer and wine, without a conditional use permit or a minor conditional use permit ~~in accordance with the Zoning Code~~ if any of the following occur: pursuant to Riverside Municipal Code Section 19.450.060, *Deemed Approved Uses and Performance Standards*.

- A. ~~There is a change in type of retail liquor license within a license classification; or~~
- B. ~~The sales of alcoholic beverages is abandoned or discontinued (including but not limited to circumstances such as suspension, cancellation or revocation of an existing retail liquor license) for any period of time, excluding a maximum 30-day closure required to perform necessary repairs or restoration that does not increase the square footage of the business used for the sale of alcoholic beverages; or~~
- C. ~~There is a substantial change in the mode or character in the operation of the alcoholic beverage sales business (e.g. due to physical expansion of the alcoholic beverage sales business floor area or increased hours of operation). (Ord. 7158 §3, 2012; Ord. 6966 §1, 2007)~~

## Chapter 19.272

### BREWERIES, MICROBREWERIES, WINERIES, BREWPUBS, BREW-ON-PREMISES AND DISTILLERIES

- 19.272.010 Purpose.
- 19.272.020 Applicability and Permit Requirements.
- 19.272.030 Site Location, Operation, and Development Standards.
- 19.272.040 ~~Other Applicable Regulations~~ Public Convenience or Necessity (PCorN).
- 19.272.050 Variances.

#### 19.272.010 Purpose.

The purpose of regulating Breweries, Microbreweries, Wineries, Brewpubs and Brew-On-Premises establishments is to ensure compatibility of such uses with surrounding uses and properties and to avoid any impacts associated with such uses. (Ord. 7185 §3, 2007)

#### 19.272.020 Applicability and Permit Requirements.

Breweries, Microbreweries, Wineries, Brewpubs, Brew-On-Premises and Distilleries establishments, as defined in Article X (Definitions), are permitted as set forth in Article V, Base Zones and Related Use and Development Provisions subject to the requirements contained in this Chapter.

- A. Brewpubs shall obtain a Minor Conditional Use Permit in all zones where permitted; However, a brewpub that complies with all development standards established by ~~Section 19.450.020-B, 1.a a-d (1) through (4) and f-h (6) through (8)~~ Section 19.450.050.E.1 and Section 19.450.060.C (Alcohol Sales – Exemption from Minor Conditional Use Permit), shall be exempt from the Minor Conditional Use Permit in the CR, CG, CRC, and Mixed-Use Zones. (Ord. 7185 §3, 2007)

#### 19.272.030 Site Location, Operation and Development Standards.

The standards set forth in Article V, Base Zones and Related Use and Development Provisions, shall apply to all establishments selling alcohol, unless otherwise specified here.

- A. Breweries, microbreweries, wineries, and distilleries manufacturing and wholesale only (no on-site retail sales or on-site tasting).
  - 1. All setback, landscaping, and other development standards of the underlying zone shall be met.
  - 2. The establishment shall comply with all applicable provisions of Chapter 19.510 (Outdoor Storage) where permitted by the underlying zone.
  - 3. The establishment shall comply with all applicable provisions of Chapter 19.580 (Parking). For the purposes of calculating parking, the brewing areas shall be considered manufacturing, the tasting rooms shall be considered restaurant, and the cold and warm storage shall be considered warehousing.
- B. Breweries, microbreweries, wineries, and distilleries with off-sale retail and/or on-site tasting.
  - 1. All standards listed under 19.272.030A shall apply.



2. The establishments shall comply with all Location, Operation and Development standards established by Section Chapter 19.450 (Alcohol Sales), except that Section 19.450.050.E.2 shall not apply.
3. Retail Sales within any of the Industrial Zones areas shall not exceed 15% of the gross floor area of the lease space.
4. A maximum total of 1 pint (16 oz.) of beer, 6 ounces of wine, and 1 ounce of distilled spirits may be sold or dispensed, for a fee or no fee, to each customer for on-site tasting per day. This may be divided into a single serving or small tastings.
5. Retail sales of alcoholic beverages shall be limited to alcoholic beverages manufactured on-site.
6. The business shall have lighting to provide illumination for security and safety of parking and access areas. On-site lighting plans shall be submitted for review and approval.
7. The retail and tasting hours of operation shall be evaluated on a case-by-case basis.
8. No person under 21 shall be permitted within the tasting area(s).
9. The premises on which the business is located shall be posted to indicate that it is unlawful for any person to drink or consume any alcoholic beverage in any public place or posted premises in accordance with Section 9.05.020 of the Municipal Code.
10. The management at each location of off-sale of alcoholic beverages pursuant to this section shall be responsible for educating the public regarding drunk driving laws and the related penalties for breaking those laws. (This includes minimum age law, open container law and driving while intoxicated law.) This can be accomplished by posting prominent signs, decals or brochures at the point of purchase and providing adequate training for employees.
11. No entertainment shall be permitted without first obtaining a Conditional Use Permit in zones that permit or conditionally permit entertainment establishments subject to the development standards established in Section 19.250.
12. Additional conditions may be applied based on feedback from the Riverside Police Department during the entitlement process.

C. Additional Standards for Brew-On-Premises

1. All standards listed under section 19.272.030 A and B shall apply.
2. Minors shall be permitted provided that there is not tasting/sampling of alcoholic beverages on the premises. (Ord. 7185 §3, 2007)

**19.272.040 ~~Other Applicable Regulations~~ Public Convenience or Necessity (PCorN).**

Where the Department of Alcoholic Beverage Control (ABC) determines that an area has an over concentration of alcoholic beverage licenses and/or a higher than average crime rate ABC may deny an application for alcohol sales unless the Zoning Administrator or City Planning Commission shall use the findings and criteria of Section 19.450.070 to render a determination as to whether Public Convenience or Necessity (PCorN) makes a determination that public convenience or necessity will be served by the proposed project. (Ord. 7185 §3, 2007)

**19.272.050 Variances Deviations.**

~~A. Variances may be granted from the provisions of Section 19.272.030 above based upon careful review of unique circumstances that may apply to a particular use. Any such variance request shall increase the property notification requirement from a 300-foot radius to a 1,000-foot radius from the subject property.~~

~~BA. No variances Deviations from the provisions of Section 19.272.030-B (5, 8, 9, 10, 11) or Section 19.272.030-C (2) above are not permitted." (Ord. 7185 §3, 2007)~~

**19.910.050 "D" Definitions**

<b>Day care center - child</b>	A child day care facility other than a family day care home, including infant centers, preschools, extended day care facilities and school-age child care centers. (see California Health and Safety Code Section 1596.76).
<b>Day care center - Adult</b>	A facility that provides supervision and non-medical care for more than 6 adults, including elderly persons, on a less than 24-hour basis.
<b>Day care home - adult</b>	A home that provides supervision and non-medical care to 6 or fewer adults, including elderly persons, in the provider's own home, on a less than 24-hour basis.
<b>Day care home, family</b>	A home that regularly provides care, protection and supervision for fourteen (14) or fewer children, in the provider's own home, for periods of less than 24 hours per day, while parents or guardians are away, and is either a large family day care home or a small family day care home (see California Health and Safety Code Section 1596.78 a).
<b>Day care home, large Family</b>	<p>A home that provides family day care for seven (7) to twelve (12) children, inclusive, including children under the age of ten (10) years who reside at the home and can go up to fourteen (14) children if all of the following conditions are met:</p> <ol style="list-style-type: none"><li>(1) At least one (1) child is enrolled in and attending kindergarten or elementary school and a second child is at least six (6) years of age.</li><li>(2) No more than three (3) infants are cared for during any time when more than twelve (12) children are being cared for.</li><li>(3) The licensee notifies a parent that the facility is caring for two additional school-age children and that there may be up to thirteen (13) or fourteen (14) children in the home at one time.</li><li>(4) The licensee obtains the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 b and Section 1597.465).</li></ol>
<b>Day care home, small Family</b>	<p>A home that provides family day care for up to six (6) children, including children under the age of ten (10) years who reside at the home and can go up to eight (8) children in all of the following conditions are met:</p> <ol style="list-style-type: none"><li>(1) At least one (1) child is enrolled in and attending kindergarten or elementary school and a second child is at least six (6) years of age.</li></ol>

- (2) No more than two (2) infants are cared for during any time when more than six (6) children are cared for.
- (3) The licensee notifies each parent that the facility is caring for two (2) additional school-age children and that there may be up to seven (7) or eight (8) children in the home at one time.
- (4) The licensees obtain the written consent of the property owner when the family day care home is operated on property that is leased or rented (see California Health and Safety Code Section 1596.78 c and Section 1597.44).

**Deemed Approved Use**      A lawfully established use of a building or land for the purposes of on- and/or off-site alcohol sales, wherein the alcohol sales use was lawfully established, but does not conform to the current regulations pertaining to alcohol sales, regardless of whether that use was previously granted a Conditional Use Permit or Minor Conditional Use Permit. A Deemed Approved Use shall not be considered a legal Nonconforming Use.

**Department store**      See store, department.

**Design flood**      See flood, design.

**Designated floodway**      See floodway, designated.

**Development**      As used in this Title, "Development" has the meaning of Section 65927 (California Government Code or CGC) and is also any human-caused change to improved or unimproved real estate that requires a permit or approval from any agency of the City or County, including but not limited to, buildings or other structures, mining, dredging, filling, grading, paving, excavation or drilling operations and storage of materials. "Development" means, on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agricultural purposes, kelp harvesting, and timber operations that are in accordance with

a timber harvesting plan submitted pursuant to the provisions of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511 of the Public Resources Code). As used in this section, "structure" includes, but is not limited to, any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. "Development" does not mean a "change of organization", as defined in Section 56021 (CGC) or a "reorganization", as defined in Section 56073 (CGC).  
*See definition in the General Plan.*

**Directional sign**

See sign, directional.

**Directory sign**

See sign, directory.

**Discretionary decision**

Decisions that require the exercise of judgment or deliberation when the Approving Authority decides to approve or disapprove a particular activity, as distinguished from situations where the City individual, Board, Commission or Council merely has to determine whether there has been conformity with applicable statutes, ordinances or regulations.

**Distilled spirits**

See brewery, distilled spirits.

**Distillery**

See brewery, distillery.

**Domestic animal**

See animal, domestic.

**Dormitory**

A building intended or used principally for sleeping accommodations where such building is related to an educational or public institution, including religious institutions.

**Downtown Arts and Entertainment District**

An area intended to serve as a major, concentrated center of cultural and entertainment uses serving the City and surrounding communities. It consists of all commercially zoned land within an area bounded by properties south of Third Street, west of State Route 91 (the Riverside Freeway), north of properties fronting both sides of Fourteenth Street and east of properties fronting both sides of Market Street.



<b>Drive-thru business</b>	Any place of business where customers order and receive goods, including prepared food, by driving to one or more windows.
<b>Driveway</b>	A private roadway providing access for vehicles to a parking space, garage, dwelling or other structure. <i>See definition in Title 18.</i>
<b>Driveway, Hollywood</b>	Driveway with a middle planting strip to minimize paved access. <i>See definition in the Downtown Specific Plan.</i>
<b>Drop-off recycling center</b>	See recycling center, drop-off.
<b>Drug store</b>	A business where drugs, medicines and other sundries are dispensed and sold.
<b>Dwelling</b>	A building or portion thereof designed for or occupied exclusively for residential purposes, including single-family and multiple family dwellings, but not including hotels, motels, boarding and lodging houses.
<b>Dwelling unit</b>	Two or more rooms in a dwelling designed for or occupied by one family for living or sleeping purposes and having only one kitchen. <i>See definition in the General Plan.</i>

<b>Dwelling unit, accessory</b>	Living quarters within an accessory building located on the same premises with the main building, such quarters having no kitchen facilities and not rented or otherwise used as a separate dwelling.
<b>Dwelling unit, auxiliary</b>	A dwelling unit located on a property zoned for single-family residential use that is subsidiary to the primary dwelling unit situated on that property.
<b>Dwelling unit, caretaker</b>	See caretaker living quarters.
<b>Dwelling unit, efficiency</b>	One room with kitchen facilities and with a private bath designed for occupancy by one household.
<b>Dwelling unit, Manufactured</b>	A mobile home or manufactured house constructed in full compliance with the National Mobile Home construction and Safety Standards Act intended for occupancy by a single family installed on a permanent foundation in conformance with applicable Zoning regulations.
<b>Dwelling unit, motor home, RV, camper, trailer, etc.</b>	A structure standing on wheels used for short term human occupation.
<b>Dwelling unit, multi-family</b>	A building, or portion thereof, designed for occupancy by two or more families living independently of each other and containing two or more dwelling units. See also apartment house. <i>See definition in the Downtown Specific Plan and the General Plan.</i>
<b>Dwelling unit, second</b>	A dwelling located on a property zoned for single-family residential use that is designed exclusively for single-family residential purposes with a kitchen and sanitation facilities and located on the same lot as the primary dwelling. <i>See definition in the General Plan.</i>
<b>Dwelling unit, single-family</b>	A dwelling designed for occupancy by one family and located on one lot delineated by front, side and rear lot lines. <i>See definition in the Downtown Specific Plan.</i>
<b>Dwelling unit, single-family, attached</b>	Two or more dwelling units, each owned in fee and located on individual lots but joined along a single lot line, each of which is totally separated from the other by an unpierced wall extending from ground to roof. <i>See definition in the Downtown Specific Plan and the General Plan.</i>
<b>Dwelling unit, single-family, detached</b>	A dwelling unit owned in fee and located on an individual lot that is not attached to any other dwelling unit by any means. <i>See definition in the General Plan.</i>

(Ord. 7185 §5, 2012; Ord. 7158 §18, 2012; Ord. 6966 §1, 2007)

# Article V – PERMITTED USES TABLE

19.150.020 (A)

This table identifies permitted uses and uses requiring approval of other permits by zoning designation. In addition to these uses, other incidental and temporary uses may also be permitted as noted in the Incidental Uses Table and the Temporary Uses Table.

Use	Zones																				Location of Required Standards in the Municipal Code	
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		DSP
Accessory Buildings & Structures A. Cargo Containers																						See Incidental Uses Table
Adult-Oriented Businesses	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X	X	X	1	9.40 – Adult-Oriented Businesses 19.240 – Adult-Oriented Businesses
Agricultural Field Office																						See Incidental Uses Table
Agricultural Stand																						See Incidental Uses Table
Agriculture, Horticulture and Growing of Nursery Plants (Farms, Field Crops, Flower & Truck Gardening, Orchards, Ranches & Tree Crops)	P	P	P	X	P	X	X	X	X	X	X	X	X	X	X	X	P	X	X			
Aircraft Charter Services	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X			For parking see Offices – Business and Professional under 19.580
Aircraft Parts, Supplies, Merchandise and Equipment Shops	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X			For parking see Vehicle Sales under 19.580
Aircraft Sales, Rental, Service, Repair and Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X			For parking see Vehicle Sales under 19.580
Airports – Private	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X			
Airports – Public	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	X	X			
Alcohol Sales, Off-Site (as Primary Use)	X	X	X	X	X	X	X	X	C	C	C	C	C	C	X	X	X	X	X	X		See 19.450 – Alcohol Sales and Incidental Uses Table
Ambulance Company with Vehicle Storage	X	X	X	X	X	X	X	X	X	C	X	X	X	X	P	P	P	P	X	X		5.65 – Convalescent Transport Vehicles 5.66 – Ambulances
Animal Keeping																						See Incidental Uses Table
Arcades and Internet/Cyber Cafés	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X		19.245 – Arcades and Internet/Cyber Cafés

<sup>1</sup> For uses permitted in the Downtown Specific Plan see the Specific Plan.

\* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.

\*\* = For a more detailed listing of the permitted land uses in the RA-5 and RC Zones, refer to Sections 19.100.030 A (RA-5 Zone Permitted Uses) and 19.100.030 B (RC Zone Permitted Uses). If any conflict between this Table and Sections 19.100.030 A and 19.100.030 B exists, the provisions of Sections 19.100.030 A and 19.100.030 B shall apply.

P = Permitted

RCP = Recycling Center Permit, Chapter 19.870

DCP = Day Care Permit - Large Family, Chapter 19.860

PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

TUP = Temporary Use Permit, Chapter 19.740.

sq. ft. = Square Feet

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770



# Article V – PERMITTED USES TABLE

19.150.020 (A)

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Use	Zones																				Location of Required Standards in the Municipal Code		
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	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-H	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		DSP	
Bars, Saloons, Cocktail; Lounges & Taverns	X	X	X	X	X	X	X	X	MC	MC	MC	C	C	C	X	X	X	X	X	X			See 19.450 – Alcohol Sales
Bed and Breakfast Inn A. In Historic Residence (Not part of a Mixed Use Development)	X	X	X	X	X	X	X	X	P	P	SP	P	SP	SP	X	X	X	X	X	X			19.325 – Historic Residence Used for Retail Business, Office or Bed and Breakfast
Boardinghouse	X	X	X	X	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X			
Boarding of Cats and Dogs/Kennels	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	X	X	X			19.270 – Boarding of Cats and Dogs/Kennels
Brewery A. Brewery, Microbrewery and Winery manufacturing and wholesale only.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	P	P	P	P	X	X			19.272 – Breweries, Micro-Breweries, Brewpubs, and Brew-On-Premises
B. Brewery, Microbrewery, and Winery off-sale retail and/or on-site tasting.	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	X	X			
C. Brewpub	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	MC	X	MC	MC	X	X			
D. Brew-On-Premise (no tasting or sale of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	MC	MC	MC	X	X			
E. Brew-On-Premise (with tasting and/or retail sales of prepared beers)	X	X	X	X	X	X	X	X	MC	MC	MC	X	X	X	MC	MC	MC	MC	X	X			
F. Distillery	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	C	C	C	X	X			
Building Materials Supply Store (Wholesale with ancillary retail sales)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	C	X	X	X	X	X			19.273 – Building Materials Supply Store (Wholesale with ancillary retail sales)
Bus Terminals	X	X	X	X	X	X	X	X	X	C	X	X	X	C	X	C	X	X	X	X			19.275 – Bus Terminals
Business Support Services & Facilities (Including Graphic Reproduction, Computer-services, etc.)	X	X	X	X	X	X	X	P	P	P	SP	P	SP	SP	P	X	P	P	X	X			
Caretaker Living Quarters																							See Incidental Uses Table

<sup>2</sup> Only in a historic residence pursuant to Chapter 19.325.

\* = For CRC, MU-U and MU-V Zones a Site Plan Review Permit (Chapter 19.770) is required for any new or additions/changes to existing buildings or structures.  
P = Permitted  
RCP = Recycling Center Permit, Chapter 19.870  
DCP = Day Care Permit – Large Family, Chapter 19.860  
PRD = Planned Residential Development Permit, Chapter 19.780  
C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760  
TUP = Temporary Use Permit, Chapter 19.740.  
sq. ft. = Square Feet

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730  
X = Prohibited  
SP = Site Plan Review Permit, Chapter 19.770



# Article V – INCIDENTAL USES TABLE

## 19.150.020 (B)

This table identifies uses which are generally only permitted as an incidental use to some other permitted use on the property.

Use	Zones																				Location of Required Standards in the Municipal Code	
	Residential Zones							Office & Commercial Zones				Mixed Use Zones			Industrial Zones				Other Zones			
	RC**	RA-5**	RR	RE	R-1	R-3	R-4	O	CR	CG	CRC*	MU-N	MU-V*	MU-U*	BMP	I	AI	AIR	PF	RWY		DSP
Accessory Buildings & Structures	P	P	P	P	P	P	P	P	P	P	SP	P	SP	SP	P	P	P	P	P	P		19.440 – Accessory Buildings & Structures
A. Cargo Containers	X	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.445 – Agriculture Field Office
Agricultural Field Office	C	C	X	X	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.910.020 - "A" Definitions
Agricultural Stand	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	XX	X	X	X	X		19.910.020 - "A" Definitions
Alcohol Sales																						19.450 – Alcohol Sales
A. Off-sale <sup>1</sup>	X	X	X	X	X	X	X	X <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	C <sup>1</sup>	X	X	X	X	X		19.450 – Alcohol Sales
Incidental-to-Florist-Shop	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC	MC	X	X	X	X	X	X		19.450 – Alcohol Sales
B. On-sale <sup>1</sup>	X	X	X	X	X	X	X	MC <sup>1</sup>	MC <sup>1</sup>	MC <sup>1</sup>	MC <sup>1</sup>	MC <sup>1</sup>	MC <sup>1</sup>	MC <sup>1</sup>	X	X	X	X	X	X		19.450 – Alcohol Sales
C. Concurrent Sale of Vehicle Fuel with Alcoholic Beverages	X	X	X	X	X	X	X	X	C	C	C	C	C	C	C	C	C	C	C	C		19.450 – Alcohol Sales
Animal Keeping																						19.455 – Animal Keeping
A. Domestic Animals up to 4	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X		19.455 – Animal Keeping
B. Domestic Animals over 4	P	P	P	P	P	P	P	X	X	X	X	P	P	P	X	X	X	X	X	X		19.455 – Animal Keeping
C. Non-Domestic Animals up to permitted	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
D. Non-Domestic Animals over permitted	P	C	MC	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
E. Dairies	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
F. Riding Stables & Academies	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
G. Bees	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
H. Earthworms <sup>2,3</sup>	X	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
I. Aviaries	P	P	P	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.455 – Animal Keeping
Auxiliary Dwelling Unit (Granny Housing)	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.460 – Auxiliary Dwelling Unit (Granny Housing)
Caretaker Living Quarters																						19.465 – Caretaker Living Quarters
A. Agricultural	X	C	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		19.465 – Caretaker Living Quarters
B. Industrial Uses & Commercial Storage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	MC	MC	MC	MC	MC	MC		19.465 – Caretaker Living Quarters
C. Temporary During Construction	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP	TUP		19.465 – Caretaker Living Quarters
Day Care Homes – Large Family	DCP	DCP	DCP	DCP	DCP	DCP	DCP	X	X	X	X	DCP	DCP	DCP	X	X	X	X	X	X		19.470 – Day Care Homes – Family
Day Care Homes – Small Family	P	P	P	P	P	P	P	X	X	X	X	P	SP	SP	X	X	X	X	X	X		19.470 – Day Care Homes – Family
Drive-thru Businesses	X	X	X	X	X	X	X	C <sup>3</sup>	C	C	C	X	X	X	X	X	X	X	X	X		19.475 – Drive-thru Businesses

<sup>1</sup>See exemptions noted in 19.450 – Alcohol Sales

<sup>2</sup>Worm Farms in excess of sixty-four (64) sq. ft. shall be subject to the granting of a conditional use permit.

<sup>3</sup>Banks & Financial Institution/Services and Drug Stores or Pharmacy less than 2,000 sq. ft. only

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RCP = Recycling Center Permit, Chapter 19.870.

DCP = Day Care Permit - Large Family, Chapter 19.860

PRD = Planned Residential Development Permit, Chapter 19.780

C = Subject to the granting of a Conditional Use Permit (CUP), Chapter 19.760

TUP = Temporary Use Permit, Chapter 19.740

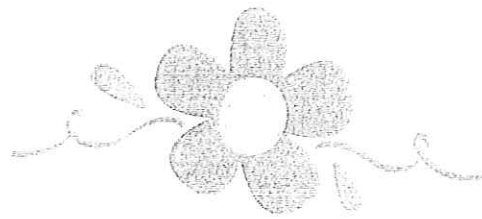
sq. ft. = Square Feet

MC = Subject to the granting of Minor Conditional Use Permit (MCUP), Chapter 19.730

X = Prohibited

SP = Site Plan Review Permit, Chapter 19.770

**PAGE BREAK**



**RIVERSIDE COUNTY AIRPORT LAND USE COMMISSION (ALUC)  
PROJECT SUBMISSION SCHEDULE FOR 2015**

4.2

<b>MEETING (THURSDAY) DATE &amp; TIME *</b>	<b>LOCATION *</b>	<b>PROJECT SUBMITTAL DEADLINE</b>	<b>PUBLIC NOTICE MAILED</b>	<b>STAFF REPORT MAILED*</b>
JANUARY 8, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	11-26-14	12-23-14	12-30-14
*FEBRUARY 5, 2015 @ 1:00 p.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	12-23-14		
MARCH 12, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	01-28-15	02-26-15	03-03-15
APRIL 9, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	02-25-15	03-26-15	03-31-15
MAY 14, 2015 @9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	04-01-15	04-30-15	05-05-15
JUNE 11, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	04-29-15	05-28-15	06-02-15
JULY 9, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	05-27-15	06-25-15	06-30-15
AUGUST 13, 2015 @9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	07-01-15	07-30-15	08-04-15
SEPTEMBER 10, 2015 @9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	07-29-15	08-27-15	09-01-15
OCTOBER 8, 2015 @9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	08-26-15	09-24-15	09-29-15
NOVEMBER 12, 2015 @9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	09-30-15	10-29-15	11-03-15
DECEMBER 10, 2015 @ 9:00 a.m.	RIVERSIDE BOARD ROOM - 1 <sup>ST</sup> FLOOR	10-28-15	11-24-15	12-01-15

**NOTE:**

Administrative items are reviewed within thirty (30) days.

\* Subject to change

Dates and locations may change, some meetings may be eliminated or added